# MINO-414 Let's Get Wellington Moving – Transformational Programme

16 June 2022

The Minister's Office has requested additional information on the preferred option report for Let's Get Wellington Moving's transformational programme.

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**Waka Kotahi NZ Transport Agency's response:**

- LGWM is a transformational city-shaping transport investment programme focused on enabling efficient and effective movement by moving more people with fewer vehicles.

- LGWM has limited visibility of ALR information, therefore it is not possible for LGWM to compare the two. Note that the significant differences between LGWM and Auckland Light Rail means that there is risk in comparing the two.

- LGWM is only able to provide information about LGWM. The LRT costs in the report are constructed as Base Construction costs **plus t**he following:
    - Property costs
    - Project Development costs
    - Pre-implementation costs
    - Implementation fees
    - P50 factors
    - P95 factors
    - Inflation factors
    - Whole of Life costs including operations and maintenance.

- In response to the questions asked:

    - **Question 1:** *Table 1 in the Cabinet paper (pulled from page 42/43 of the document you sent me) which has the costs of the programme has an $800m difference in the cost of MRT for the South between options 1 & 2. So does this effectively mean that the cost of LRT is approx. $800m?*

      **Answer:**
        - The cost of LRT ranges from $2,044m to $2,139m.
        - In Option 1-3, some of the cost of the Basin project which are reported separately, could be attributed to MRT. Without the Basin in Option 4, the standalone LRT cost is higher.
        - The cost breakdown for LRT in Option 1 is:
            - Base Construction cost: s 9(2)(j)
            - Base Property cost: s 9(2)(j)
            - Project development, pre-imp and implementation costs: $153m
            - Total Base Cost: $1010m
            - Cost including P50: $1290m
            - Cost including P95: $1440m
            - The inflation applied adds to the $2044m figure.

- **Question 2:** *What is the cost per km of light rail in option 1 and how does that compare to the per km cost for the preferred option for Auckland Light Rail, noting of course some of the ALR route is tunnelled, so perhaps the best comparison would be the cost per surface km of the ALR project vs. the cost per km in Wellington proposed in option 1? If there's a material difference per km, what explains that difference?*

  **Answer:**
  - ALR is a very different project, with significant sections of undergrounding, structures etc.
  - The LGWM route is 8.0km in length. Costs above can be divided by that ($255.5m/km to $267m/km).
  - Note that the stabling yard cost is incorporated in LGWM costs above. It makes a smaller contribution to the per km cost the longer the route is, so would show as a smaller component of the per km cost in ALR than in Wellington.

- **Question 3:** *Why exactly do the MRT/PT costs for the East fall from $900m to $388m between options 2 and 1, respectively? Is that just a reflection of the fact option 1 has fewer bus priority changes in areas like Miramar/Seatoun?*

  **Answer:**
  - There are a number of components to this.
  - The BRT design standard in Option 2 is higher than the Enhanced Bus standard in Option 1. It includes more intensive reconstruction of the road including utilities and footpaths that is not included in the cheaper option.
  - In Option 2, the cost of the new depot is fully assigned to the Eastern corridor, even though it will be used by both vehicles serving both the east and the south.
  - Option 2 includes the cost of new BRT fleet. Option 1 does not include any new bus fleet.