

Out of Scope

Previous option to a second Mt Victoria Tunnel and Basin Reserve upgrade

18. At an earlier stage in the LGWM investigation work, an alternative option was considered which would avoid the need to build a second Mt Victoria Tunnel or upgrade the Basin Reserve. This is known as the **long tunnel**.
19. The long tunnel assumed twin bored tunnels as a bypass under the central city. It would allow through traffic to travel underground between the urban motorway (north of the Terrace Tunnel) and Wellington Road in Kilbirnie.
20. The long tunnel was discounted from further consideration as it did not align as strongly with LGWM's objectives (as the preferred programme option agreed in 2022), particularly with regard to carbon emissions and mode shift. In addition, it was estimated to be substantially more expensive than the parallel or diagonal tunnel and as such fell outside of LGWM's affordability threshold.
21. However, the long tunnel does enable many more benefits than just the Basin Reserve and Mt Victoria tunnel projects. In addition to addressing traffic congestion through the Basin and Mt Victoria, the long tunnel was anticipated to address traffic congestion at the Terrace Tunnel, and through Te Aro. The single southbound lane in the Terrace Tunnel and the many intersections on SH1 through Te Aro are significant bottlenecks. The long tunnel would remove state highway through-traffic from these areas and result in more free flowing north-south and east-west traffic. It would therefore bring substantially more benefits for regional trips to the hospital and airport, and also for local trips from the south to the city centre.
22. The long tunnel would have improved regional access to the hospital and airport and remove large volumes of traffic from the central city, especially the waterfront and Te Aro. It was expected to deliver better outcomes with fewer impacts, and significantly reduce construction disruption, because it could be constructed largely without impacting traffic on

the existing state highway. There would be more flexibility for bus priority and walking and cycling through the central city. It may also be able to be built over a shorter timeframe than a second Mt Victoria Tunnel and Basin upgrade because it would be constructed 'off-line' (i.e., away from existing streets and people), but further investigations would be needed to confirm this.

Out of Scope

It is recommended that you:

1. **Note** the information in this briefing.



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Hon Simeon Brown, Minister of Transport

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