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## **LAMBTON TRANSPORT TERMINAL – INFORMATION BRIEF**

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### **1. PURPOSE OF REPORT**

To inform the Committee on the progress made in planning and implementing improvements to the Transport Terminal including Lambton bus station, Wellington Railway Station forecourt, Bunny Street and provision of pedestrian canopies between the Transport Terminal and Central Business District.

### **2. RECOMMENDATIONS**

1. *THAT the information be received.*
2. *THAT the Committee approves the draw down of loan funding for:*
  - a) *The construction of terminal buildings one and two including the operational area and landscaping. The budget sum is \$6,500,000*
  - b) *The enabling work to re-route buses on Lambton Quay from Stout Street. The budget sum is \$394,000*
  - c) *The pedestrian shelter programme. The budget sum is \$1,100,000*

### **3. STRATEGIC FIT**

#### **KAA BUILT ENVIRONMENT**

##### **1.2 Network City**

Wellington is easy to get around, pedestrian friendly and has a highly interconnected street system.

#### **KAA TRANSPORT**

##### **8.1 Transport Effectiveness**

A well planned/comprehensive transport network supports a compact and highly liveable city where people move about easily and safely.

**8.2 Transport Accessibility**

Transport options enable people to easily fulfil their work and lifestyle requirements.

**8.3 Transport Efficiency**

Efficient transport contributes to the economic viability/growth of the city.

**8.4 Transport Sustainability**

Transport solutions ensure the wise use of resources and cater for the long term needs of the community.

## **4. ANNUAL PLAN PROJECT REFERENCE**

N/A – Relates to loan funding which is met by the Wellington Regional Council through passenger transport service level improvement payments.

## **5. FINANCIAL IMPLICATIONS**

Council is responsible for raising a loan to fund the proposed works and is to enter into a service agreement with the Wellington Regional Council which will cover the cost of raising and servicing the loan. The Wellington Regional Council will meet future maintenance costs. It is therefore expected that the financial impact on Council will be nil.

## **6. TREATY OF WAITANGI IMPLICATIONS**

There are no Treaty issues involved.

## **7. CONSULTATION**

Consultation has been carried out with the Wellington Regional Council, Stagecoach, TranzRail, Historic Places Trust and Wellington Tenth Trust. The scheme has been peer reviewed by architects, urban designers and transport consultants to ensure all aspects of the design are functional and operationally efficient.

## **8. MONITORING**

N/A

## **9. BACKGROUND**

Council approved proposals for the development of the Lambton Transport Terminal in September 1999. This included the redevelopment of the present terminal site and surrounding area.

The project is made up of the following main components:

- Lambton Terminal upgrade - \$6,500,000
- Railway Station Forecourt pedestrian upgrade - \$1,150,000
- CBD pedestrian shelter programme - \$2,250,000

The work carried out to date was programmed to accommodate Victoria University's development plans and timetable. Their preliminary work involved the construction of a new lecture theatre, which was completed in February 2001.

The project is to be funded by Wellington City Council taking out a loan (up to \$10 million). The Regional Council will then re-imburse Wellington City Council by payment of a series of passenger service improvement grants. This will cover all Wellington City costs including, loan set-up, interest and capital repayments on the loan. To date Regional Council has paid \$1,651,000 with a commitment to pay a further \$761,000 per year for the next nine years. This funding arrangement is required because current law does not allow Regional Councils to directly own public transport infrastructure. Council approved the loan facility in December 1999. However the draw down of the loan is subject to specific considerations and approval of individual elements of the overall project by Committee.

While the Regional Council is committed to funding the project they are also reliant on elements of the project gaining Transfund subsidy. Booz-Allen & Hamilton (NZ) Ltd prepared an economic assessment of the project for the Regional Council. This was submitted to Transfund for approval.

While there has been a considerable delay in getting approval from Transfund, final approval was given in the National Rooding Programme announced on 21 June 2001 to fund elements of the improvements to Bunny Street, Railway Station forecourt pedestrian environment and the Transport Terminal. This assures a further \$2.778million of the project is funded. The CBD pedestrian shelter programme is still under consideration by Transfund and it is anticipated it will also be funded. Funding approval for the shelters has no impact on implementing the rest of the project.

Individual elements of the project approved by Transport & Infrastructure Committee to date include:

Approval in August 2000 for work to be carried out in:

- Stout Street to widen the footpath so as to accommodate pedestrian canopies and temporary bus operations
- Bunny Street (west) to accommodate the temporary bus station
- Bunny Street (east) to traffic calm and to produce a pedestrian friendly street.
- Featherston Street to reconfigure the carriageway and relocate underground services to accommodate the proposed terminal operational area boundary
- Featherston Street to accommodate the construction of the southern covered walkway from the subway

Further to this, approval was granted in December 2000 to carry out the following work:

- Upgrade the Railway Station forecourt to improve pedestrian amenities including shelters and waiting areas for taxis, shuttle buses and the City Circular
- Clear the terminal site ready for construction.

## 10. UPDATE

An update on the progress made with the project to date is as follows:

- Widening Stout Street footpath is complete. Pedestrian canopies are still to be manufactured and installed using the “Evo” design concept. These are expected in August or once funding is approved by Transfund. The area provides for the temporary set down of passengers.
- Bunny Street (Featherston to Lambton Quay) has been established as a temporary bus station for passenger pick-up. This will be in place until the completion of the new terminal area, which is expected to be in February/March 2001.
- Featherston Street kerblines have been changed to accommodate the new terminal operating area. Lane markings have been changed to improve the efficiency of traffic movement through this area.
- Featherston Street subway access: -Work is complete on the first stage of the subway. This is the area from the railway station doors to the covered way alongside Featherston Street. This provides access to the south from the subway and links well with the temporary Bunny Street pick up. Long term it provides covered pedestrian access to the city via Stout Street.
- Bunny Street (Featherston to Waterloo Quay): -Work on Bunny Street traffic calming and pedestrian improvements is complete. The overall result calms traffic in the street giving greater priority to pedestrians and provides for cyclists without inhibiting the movement of vehicles.
- Railway Station Forecourt: -Work is complete on the Railway Forecourt. However the provision of shelters on the radial arms from the front of the Station are yet to be installed. These will also provide cover for patrons waiting for taxis, shuttle buses and the city circular bus on each side of the Railway Station.
- Site Clearance:- The site for the Terminal Building has been cleared and the foundation excavation is underway.

## 11. PROPOSED WORK PROGRAMME

### 11.1 Transport Terminal

Committee agreed final architectural sketch plans for the terminal buildings on 8 December 2000. Copies of these plans are shown in the appendix. More detailed plans and a model will be available at the meeting for Committee members. The plans show waiting and drop off facilities to provide for passengers using bus services starting and terminating at the Transport Terminal. Provision is also made for through services to and from the north (e.g. Hutt Valley, Khandallah, etc). The main facility to the north east of Rutherford House will cater for up to 200 waiting passengers who will leave via two platforms destined for city-wide locations ranging from Karori to Kilbirnie. The waiting area will be glazed and enclosed with automatic doors opening for passengers to

load onto buses. Northbound services will be catered for by a new building on the western side of Lambton Quay incorporating the upgrading to the existing underpass steps.

The first stage of upgrading the subway, which links both waiting areas to the railway station, has commenced construction. It includes improved lighting, with enhanced natural lighting being achieved by further opening up the existing subway. Surface areas have been re-paved from the side of the railway station concourse to the new Featherston Street ramp. This will continue through to the northbound waiting shelter. Better pedestrian access has been provided at either end of the subway and the new ramp on the western edge of Featherston Street is almost completed. This provides all weather protection to the temporary bus station and provides a future covered link to shelters along Stout Street. Walls and ceilings will be relined. Security surveillance and panic stations will be installed. The capacity to provide real-time bus timetable information will also be incorporated into the overall design.

Plans for the terminal buildings have now been detailed, working drawings produced, schedules of quantities prepared, and tender documents have gone out to Tenderers.

Land ownership issues are resolved to a point where they do not affect the construction timetable. But final resolution of land costs is yet to be determined although these look favourable for Council.

All resource consent issues have been addressed for the terminal. The design has been peer reviewed by architects, urban designers and transport consultants and their views incorporated as appropriate. Features previously seen as important by Committee members have been retained or added such as escalators and lifts. Other ideas and views expressed at the December Committee have also been considered and incorporated in the final design where possible.

Tenders have been called and close on 16 July. These will be evaluated and the contract awarded to the successful complying tenderer. The budget estimate for this work is \$6,500,000. Approval is now sought to have funds released for this work.

## **11.2 Shelters Programme**

Routes where pedestrian cover will be provided as part of a strategy to improve pedestrian protection have been identified. These are shown on the plan in the appendix. The approach taken is not to cover every footpath into the city with a glass tunnel, but to strategically place weather protection on the most exposed stretches of city street and particularly at intersections where pedestrians congregate waiting to cross the road. Four levels of pedestrian protection and cover are proposed which will provide pedestrians with a choice. These are:

- Level 1 Minimal protection for fine days when people prefer to walk in the open.
- Level 2 Strategic cover on exposed stretches of street and at corners where pedestrians have to wait.
- Level 3 A largely covered route.

Level 4 A fully covered route.

Routes identified and the proposed level of cover are:

1. Railway station forecourt: central area - level 1, edges - level 3
2. Waterloo Quay (west side): level 4
3. Featherston street (east side) **Bunny to Whitmore**: level 4
4. Stout Street (west side) **Bunny to Whitmore**: level 4
5. Lambton Quay (west side): level 2
6. Featherston Street (west side) **Mulgrave to Bunny**: level 4

Three different designs will be utilised to provide these various levels of cover. The most comprehensive cover will be in the vicinity of the Lambton Bus Terminal either side of the subway and will be built in glass on all sides. The next level is the “Evo” type shelter similar to that used in Cambridge Terrace at the top of Courtenay Place. The third level is the pocket umbrella shelter predominantly employed at exposed street corners to protect waiting pedestrians. The final result will be a good urban design mix. That is an aesthetically pleasing structure which fits well with any corner geometry, blends well with surrounding buildings and affords pedestrians the best protection without compromising safety.

The budget estimate for this work is \$2.25 million. However half the cost of the programme is covered by funds already approved for the Railway Station Forecourt, Stout Street portions of the work and identified in the terminal building costs above. The balance of the work is therefore \$1.1 million. Approval is now sought to have the balance of the funds released for this work.

### 11.3 Bus Priority

As part of the redesign of the Transport Terminal, it is planned to route all buses along Lambton Quay for both north and south bound travel. This requires new overhead wiring to be erected in Lambton Quay to allow buses to travel north. Also, inherent in this change is the need to reorganise the use of the western kerb line from north of Paris restaurant to Bowen Street.

It is proposed that the footpath be widened in this area to accommodate new Adshel bus shelters for north and west bound buses. By accommodating the shelters on a widened footpath the useable width of the footpath can be maintained. The shelters will provide more protection for waiting patrons, making the use of public transport more attractive.

The extended footpath will also provide more space for pedestrians during peak periods. Linking this work with the introduction of bus shelters on Lambton Quay will ensure a high standard finish. It is proposed that the kerb be built out using materials compatible with the BNZ end of Lambton Quay. This will fit with the proposed upgrade of other bus stops along Lambton Quay as part of the Adshel shelter programme and allows for ongoing improvements in the future.

Early approval of this work will allow a start to the installation of trolley bus poles and lighting columns on the extended footpaths. It requires as much lead-time as possible because of the limited availability of skilled construction resources. The proposal for

Adshel bus shelters will go through the normal consultation with local retailers and property owners to. This consultation will be carried out once an overall package for Lambton Quay has been worked through and information prepared for all parties to view and consider.

The proposed widened footpath and bus priority lane is shown in the appendix.

The provision of a bus priority lane will also provide an opportunity to improve the streetscape in Lambton Quay outside Parliament between Bowen Street and Molesworth Street. This work will fit with the strategy for Inner City Greening and further enhance this important precinct. Work here will also complement future work on Bunny Street (Lambton Quay to Featherston Street) and give continuity to the wider area including the railway forecourt.

A bus priority lane approaching from the north is also proposed and is accommodated along the central median on Thorndon Quay. This will provide more efficient access to the terminal area and improve on the reliability of bus arrival times particularly in the morning peak. The introduction of the southbound bus lane will be done in conjunction with the addition of a cycle lane, and together with pedestrian crossing improvements at the start of the bus lane near Moore Street. The budget estimate for this work is \$394,000. Additional money will come from the various projects co-ordinated with this work such as Adshel shelter programme, cycle lane and pedestrian crossing improvements. Approval is now sought to have funds released for this work.

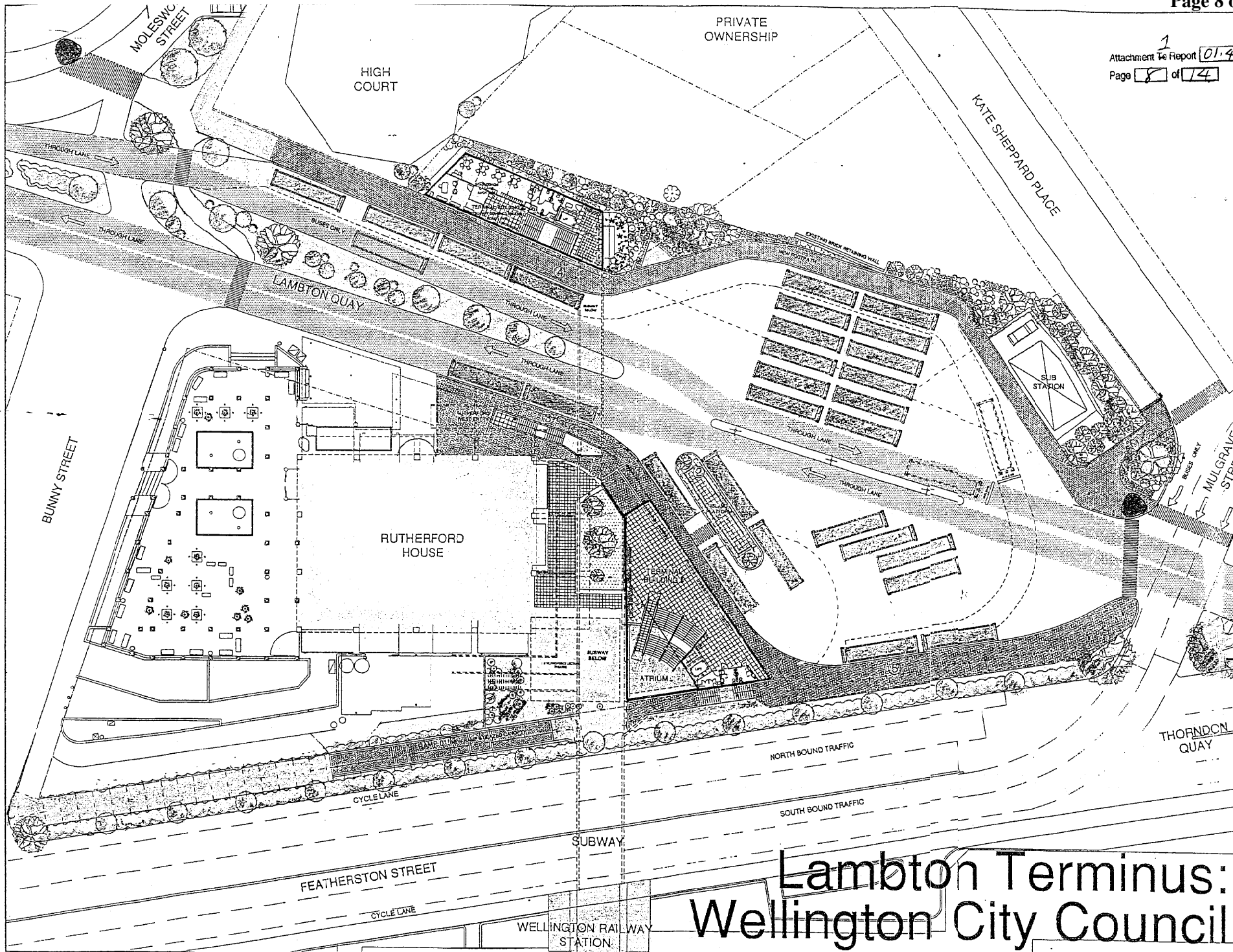
## 12. CONCLUSION

Work is progressing well on the three components of the Transport Terminal project:

1. Lambton Terminal upgrade
2. Railway Station forecourt pedestrian upgrade
3. CBD pedestrian shelter programme

Approval is now sought from the Committee to release funding for the last stage of the works. This is for the terminal buildings, pedestrian canopies and bus priority work on Lambton Quay.

Report prepared by: Stephen Harte



PRIVATE OWNERSHIP

Attachment 1 to Report 01.490  
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**CONTRACTORS TO:**  
Verify all dimensions on site before commencing any work.  
Refer to figured dimensions.  
Refer all discrepancies to drawing office.

R13	Revision to general layout	NF	02/01
R12	Minor revisions	DBP	02/01
R11	Update to Bulb, west added	NF	02/01
R10	Rutherford paving, footpath & traffic flow oil, sign tower del.	DBP	12/00
R9	Terminal building 2 reconfg.	NF	11/00
R8	Terminal buildings 1 & 2 reconfg.	DBP	10/00
R7	New terminal 1 & ramp confg.	DBP	08/00
R6	Terminal 2, Rutherford west entry covered ways 1 & 2, footpath, platform island all altered	DBP	07/00
R5	Drawings reassessed as R3	DBP	05/00
R4	General reconfg, to survey, Covered way structure, 2 grid, Terminal 1 columns altered	DBP	04/00
R3	Terminal Building 1 relocated Grid, edges	DBP	02/00
R2	Atrium, island, north ramp canopy & traffic flows altered	DBP	02/00
R1	Atrium, dispatcher, traffic flows altered	DBP	02/00
N.O	REVISION DETAILS	BY DATE	

**KEY**  
⑤ = BUS PLATFORM 5.

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DESIGN	BARTLEY/DBP
DRAWN	DBP NF
CHECKED	AJB
APPROVED	
DATE	MAR 00

**JOB TITLE**  
LAMBTON TERMINUS  
FOR WELLINGTON CITY COUNCIL

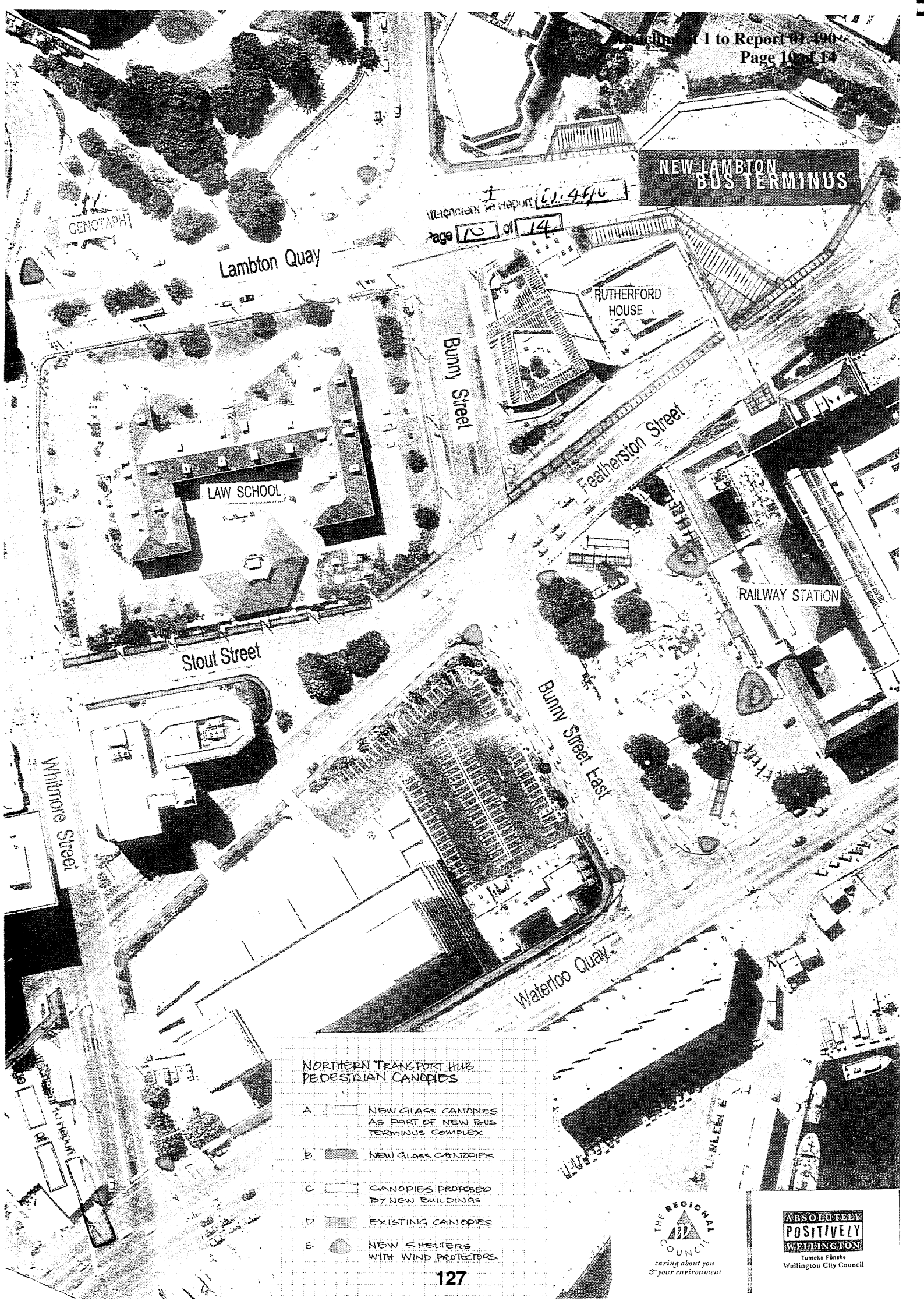
**DRAWING TITLE**  
PROPOSED SITE PLAN  
ROAD LEVEL  
REVISED LAYOUT

AutoCAD LT97	Bus_Plat - Lambton	PS101R13
<b>DRAWN SCALE</b>	1 : 250	<b>REVISION</b>
<b>JOB NUMBER</b>	98/157/1	<b>CODE</b>
	P5	<b>DRAWING N.O</b>
		101

# Lambton Terminus: Wellington City Council












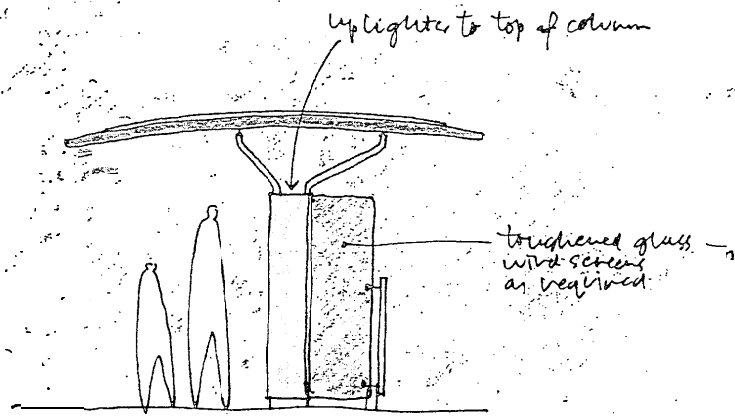
Attachment 1 to Report 01.490  
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**NEW LAMBTON  
BUS TERMINUS**

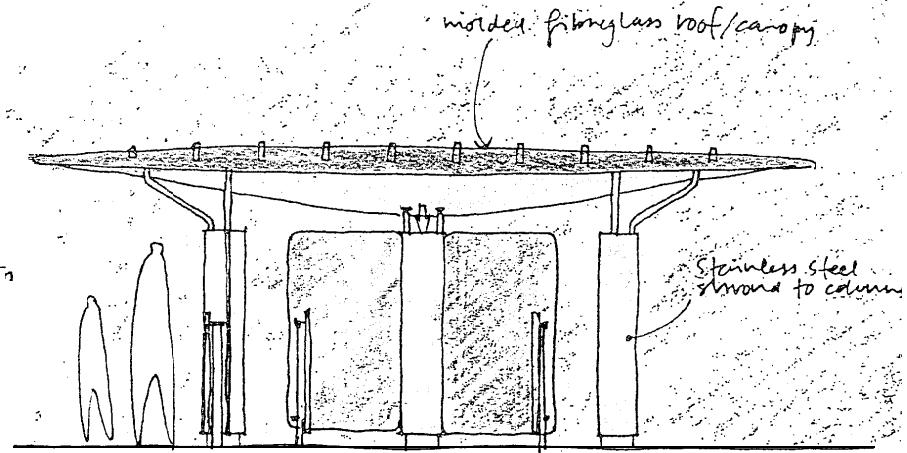
**NORTHERN TRANSPORT HUB  
PEDESTRIAN CANOPIES**

- A.  NEW GLASS CANOPIES AS PART OF NEW BUS TERMINUS COMPLEX
- B.  NEW GLASS CANOPIES
- C.  CANOPIES PROPOSED BY NEW BUILDINGS
- D.  EXISTING CANOPIES
- E.  NEW SHELTERS WITH WIND PROTECTORS

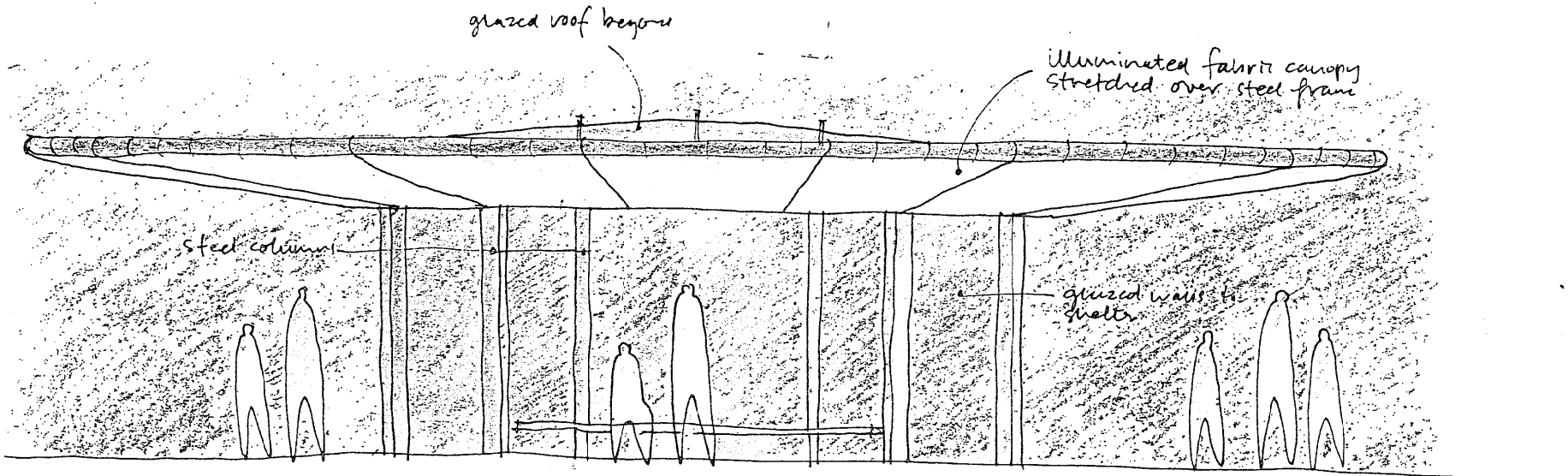




elevation: small street corner canopy  
1:50 @ A3



elevation: large street corner canopy  
1:50 @ A3



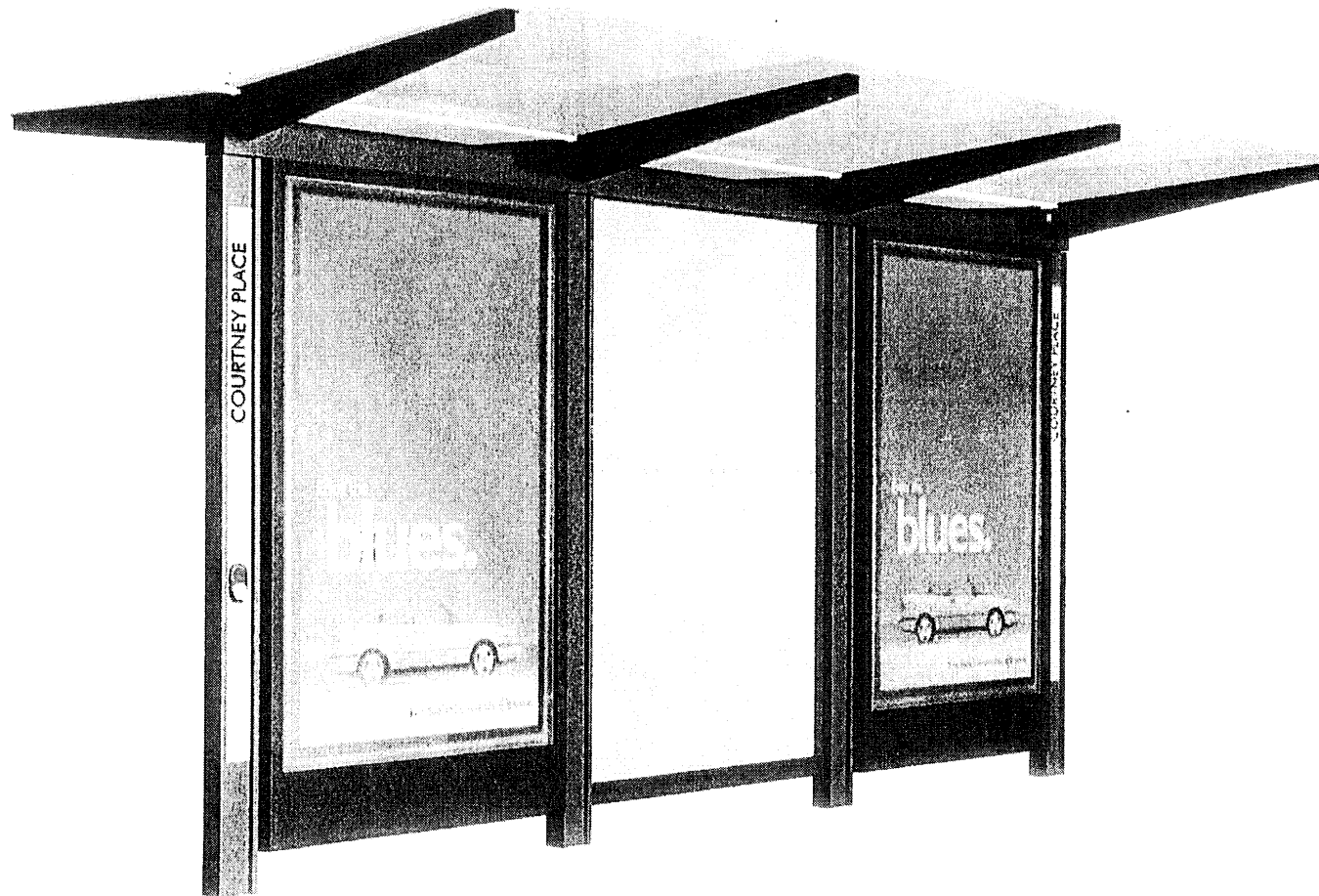
elevation: railway station canopy  
1:50 @ A3

**wellington city council**  
 railway station and street corner canopies / screens

A3 / 28.06.01 / 06  
 2001  
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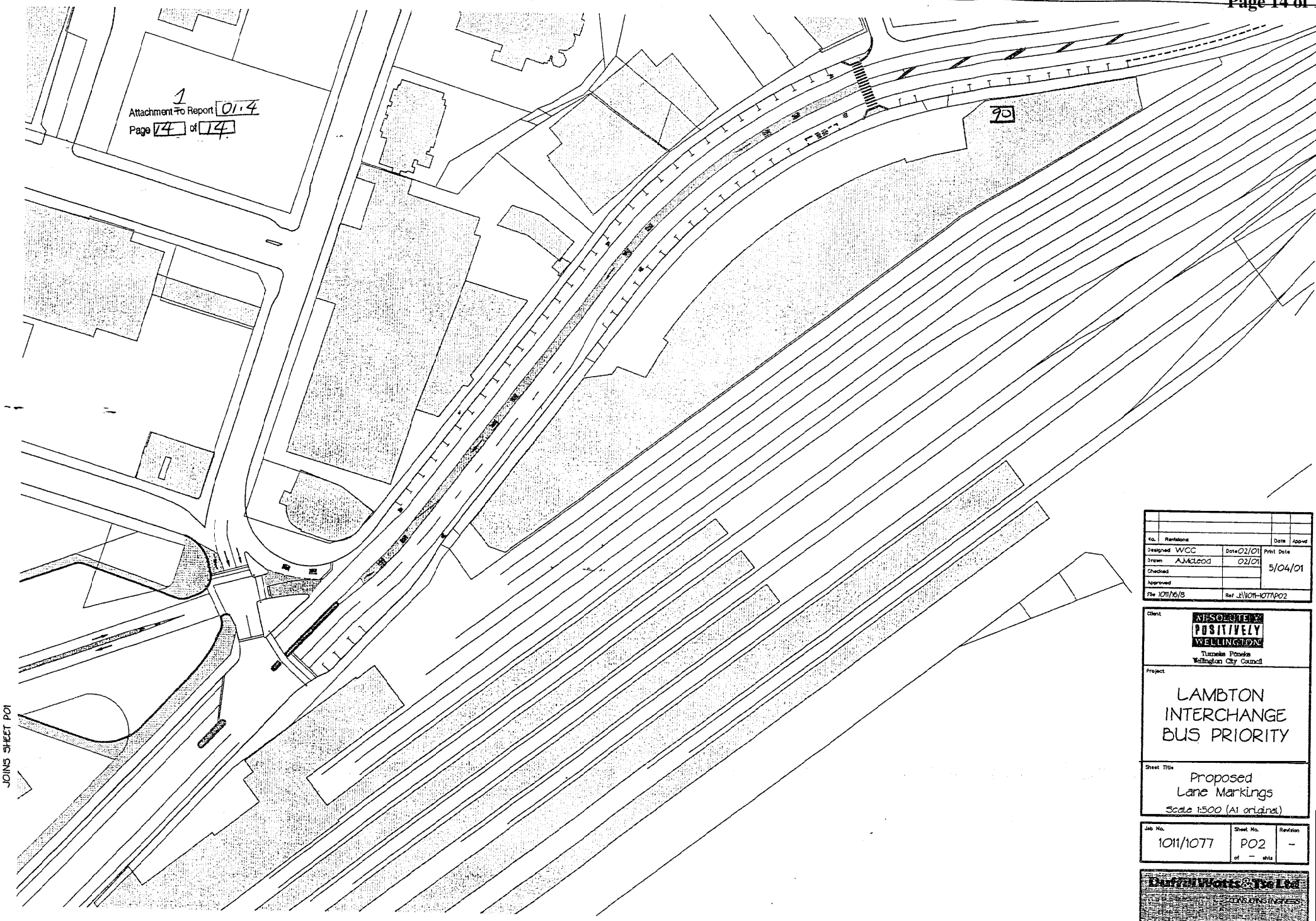
iā: cte + ltd  
 tū: street  
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EVD PEDESTRIAN



Attachment To Report 01.4  
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No.	Revisions	Date	Appvd
Designed	WCC	Date 02/01	Print Date
Drawn	AJMcLeod	02/01	5/04/01
Checked			
Approved			
File	1011/6/5	Rev	J\1011-1077\PO2

Client  
**ABSOLUTE POSITIVELY WELLINGTON**  
Tuzmeke Panuku  
Wellington City Council

Project  
**LAMBTON INTERCHANGE BUS PRIORITY**

Sheet Title  
Proposed Lane Markings  
Scale 1:500 (A1 original)

Job No.	Sheet No.	Revision
1011/1077	PO2	-
	of - sets	



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