

# FASTR WELLINGTON



*Stephen Moore and Peter Dodwell,  
on behalf of FASTR Wellington.*



We represent: **FASTR Wellington** –

Fast, Aerial, Safe Transport  
by Rail for Wellington.

- OUR CONCERN: –
- THOSE CONSIDERING MASS TRANSPORT OPTIONS FOR WELLINGTON CITY APPEAR NOT TO HAVE CONSIDERED ALL OF THE OPTIONS.



- OMISSION: - **SUSPENDED LIGHT RAIL (SLR)**.
- VARIATION ON MONORAIL, WITH SIGNIFICANT DIFFERENCES

Shonan Rail, Japan



## SUSPENDED LIGHT RAIL (SLR).

- VARIATION ON MONORAIL, WITH SIGNIFICANT DIFFERENCES.
  - A FRENCH INVENTION, ELECTRIC, ON RUBBER WHEELS
  - SHONAN (DEPICTED) 50 YEARS IN OPERATION
  - CAPACITY SIMILAR TO LRT - 228 SEATED IN 3 CAR TRAIN (OR 496 STANDING)
  - TRACK DOES NOT MOVE TO CHANGE LINES - NORMAL SWITCHING POINTS

# PRINCIPAL BENEFITS OF SLR -

## 1: SAFER THAN OTHER OPTIONS

Because SLR is separated from ground-level traffic –

- ✓ No risk of pedestrians on path;
- ✓ Does not cause ground-based emergencies (vehicle collisions, near-misses).
- ✓ Independent of road safety hotspots (intersections, emergency callouts).
- ✓ No need to slow during ground-based congestion.
- ✓ Change in track direction - no hazard to ground-based transport.
- ✓ BOTTOM LINE – these safety features permit SLR to be Reliably Faster.

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## 2: RELIABLY FASTER THAN OTHER OPTIONS

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- ✓ Not limited by road speed limits;
- ✓ Not affected by road emergencies.
- ✓ Not affected by ground-based traffic lights & intersections.
- ✓ Not affected by road congestion at peak or other times.
- ✓ Can swing from kerbside to road centre, even off-road - no impact on road traffic, so no undue slowing for corners...

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## PRINCIPAL BENEFITS OF SLR -

# 3: QUICKER AND EASIER TO CONSTRUCT

- ✓ NO tunnels. Climbs hills up to 1 in 10 gradient.
- ✓ Less on-site construction – pylon footings 35 metres apart; other hardware prefabricated, craned in outside business hours.
- ✓ Pylon footings 35 metres apart minimise digging up and repositioning underground service access - a significant LR expense.

SO...

- ✓ SLR construction has less impact on local businesses & residents.
- ✓ Swifter construction in a single stage (less than 3 years total), so the more substantial benefits #1 & 2 achieved sooner!
- ✓ Economically competitive with ground-based options.

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## PRINCIPAL BENEFITS OF SLR -

# 4: ENHANCES BOARDING ACCESS

- ✓ **Mobility Access** – level at stations, and lifts give access from ground to platform level.
- ✓ Overhead stations give safety, shelter and ticketing before boarding; space beneath for bikes!
- ✓ On **Golden Mile** stations can combine with local retailers at 1<sup>st</sup> floor.
- ✓ **Regional Hospital** – sheltered access to building, above road level.
- ✓ At **Central Rail station**, above-ground pedestrian access can be **behind/above** station building and platforms - no pedestrian or road congestion + a real asset for massed Stadium pedestrian traffic.

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## PRINCIPAL BENEFITS OF SLR -

# 5A: CAN USE ALMOST ANY ROUTE, SO RETAINS AND ENHANCES THOSE PREFERRED BY PUBLIC

- ✓ Can retain most of **Golden Mile**; yet include waterfront route & Te Papa station.
- ✓ Need not disrupt **Basin Reserve** roundabout during construction; can instead go via Taranaki / Wallace St to serve school, university/polytechnic.
- ✓ **Newtown** - Regional Hospital station – see previous; less disruption from Newtown's narrower roads; Constable St route (+ station) avoids need for any tunnel.
- ✓ Station for **Hataitai** at Wellington Rd.
- ✓ **Kilbirnie bus hub** shared and sheltered;



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## 5B: CAN USE ALMOST ANY ROUTE, SO RETAINS AND ENHANCES THOSE PREFERRED BY PUBLIC

- ✓ Evans Bay **sports stadium** - station combined with pedestrian overpass at roundabout;
- ✓ Can use **Miramar Cutting** (cabs to ground level across airport threshold); No Cutting excavation needed.
- ✓ Overhead Station at **Miramar Ave** – Miramar commuters not delayed by prior airport stop.
- ✓ Terminate at overhead **Airport station**.
- ✓ Ideal mode for later extending mass transport to other suburbs (Karori, Island Bay, Newlands, Churton Park). No need of formed roadway for its route.

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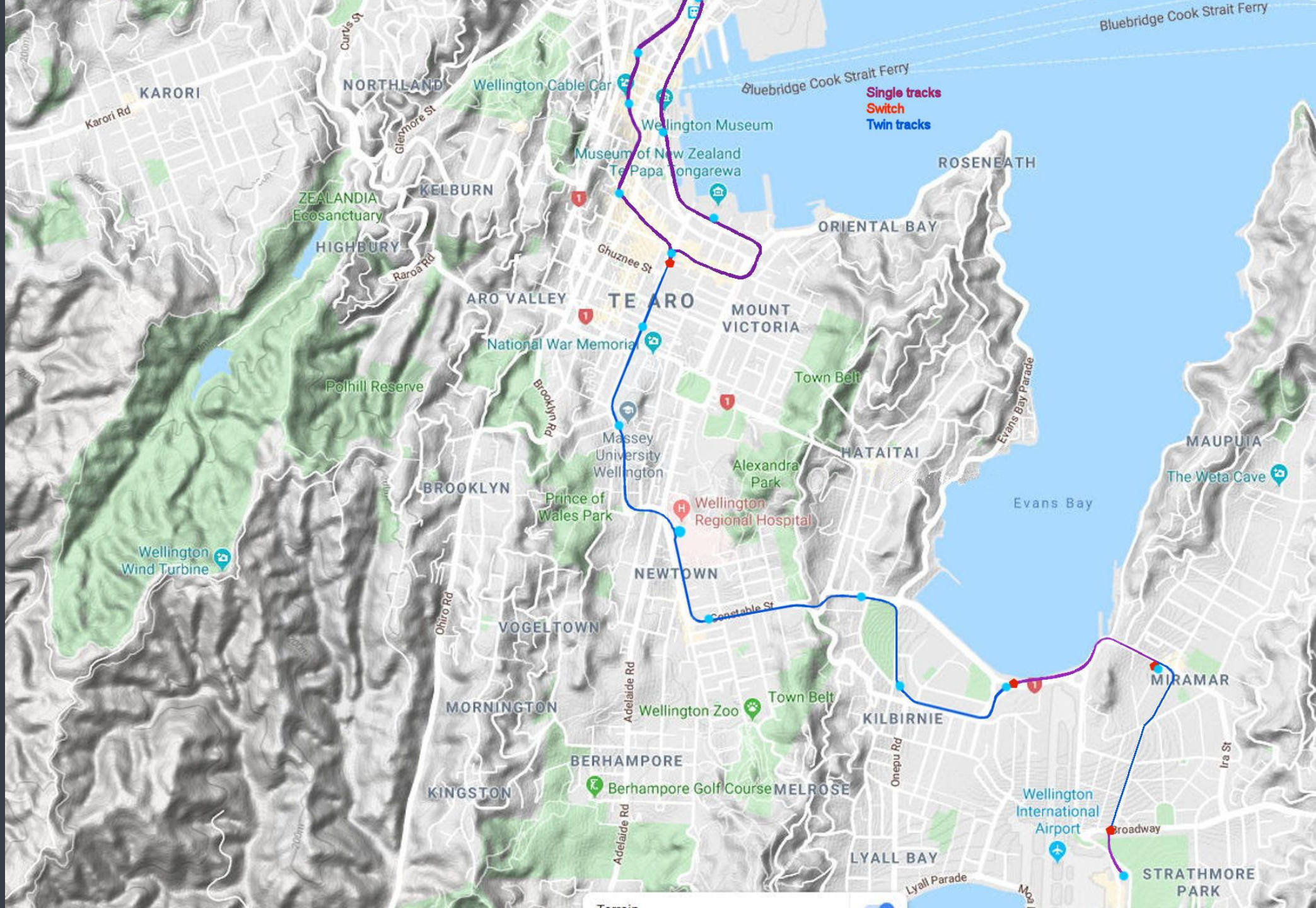
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## PRINCIPAL BENEFITS OF SLR -

# 6: ENVIRONMENTALLY FRIENDLY

- ✓ Less noise (65dB at 15m) - runs on rubber tyres, not metal wheel on rail.
- ✓ **No tunnels** - so reduced carbon footprint from excavation and reinforced concrete.
- ✓ Electric, not contributing to ground-based traffic congestion/pollution.
- ✓ Visual impact? - Can be *managed/mitigated* to negligible compared with the above advantages over other options.
- ✓ We believe the city will embrace and celebrate SLR as a visible symbol of our city's commitment to green mass transport.

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# CONCLUSION

Let's get Wellington moving smarter and FASTR,  
using Fast, Aerial, Safe Transport by Rail.

We urge consideration of this option via inclusion in the LGWM  
business case, for robust analysis against other options.

[www.fastr-wellington.com](http://www.fastr-wellington.com)