



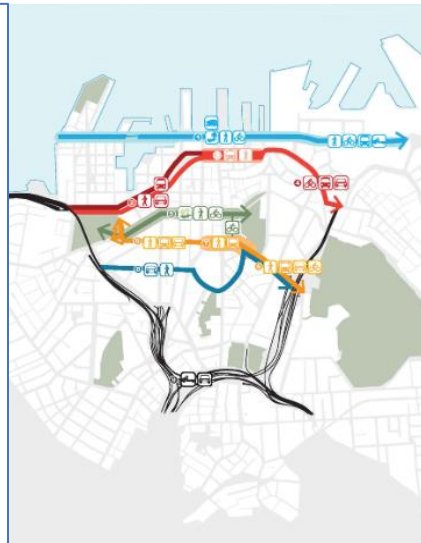
Wellesley St Transport Hub



Aotea Quarter / Midtown

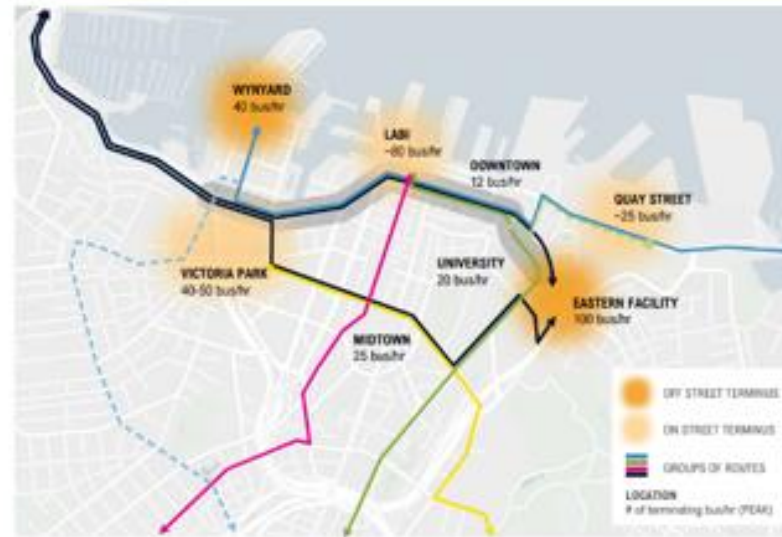


Earlier policy CCFAS / CEWT



- Earlier studies highlighted strategic importance of Wellesley St as a bus corridor
- 2012 City Centre Future Access Study: assess future transport deficiencies
- 2014 Central East West Study – to develop a strategy for the effective management and direction of the city centre's key east-west corridors over the short to long term horizons

City Centre Bus Plan



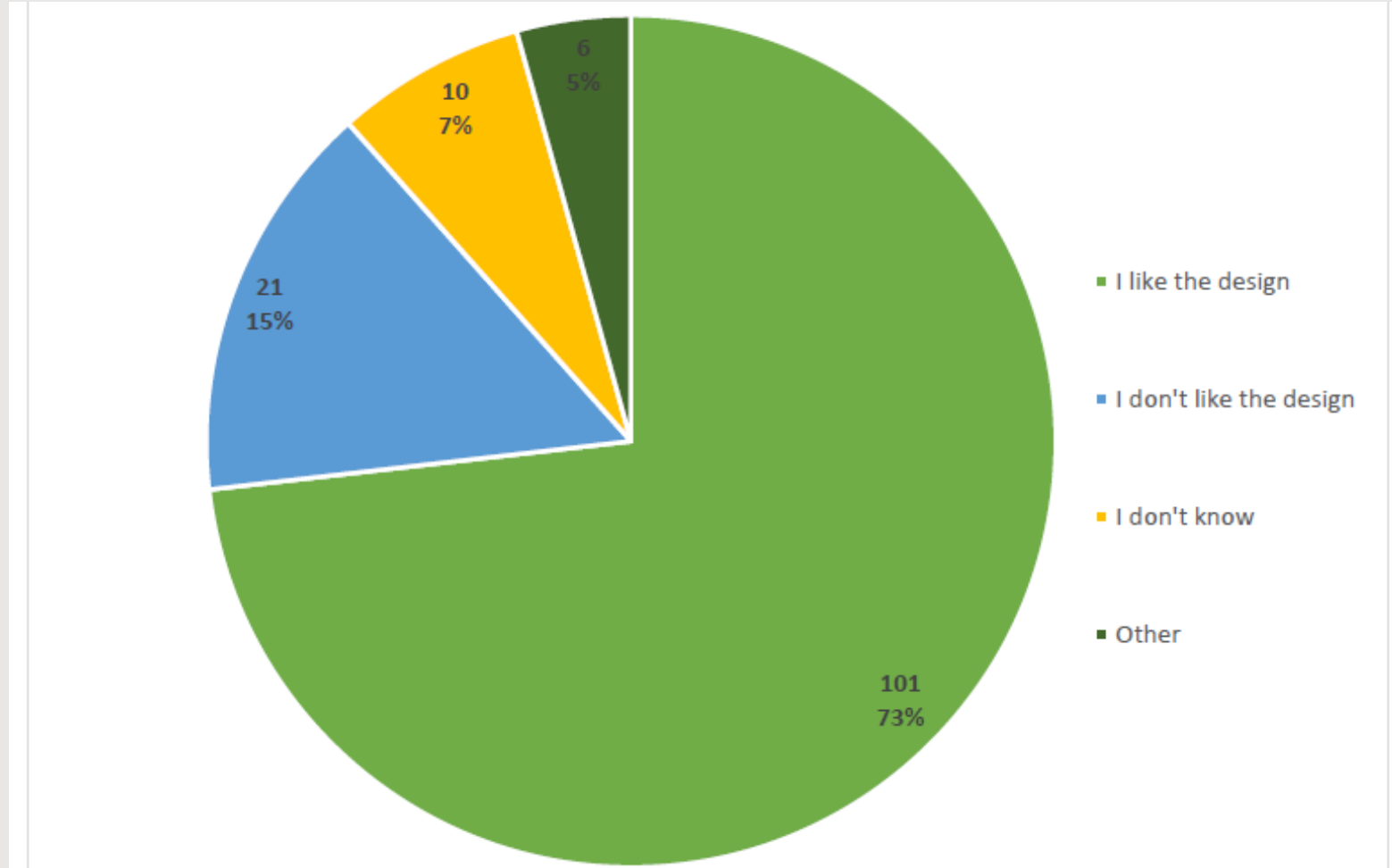
- Create four high quality east-west and north-south corridors
- Through routes and consolidated services on these corridors
- Consolidate off-street layover facilities to improve service and free up kerb space for other users
- Two thirds support for proposals

Wellesley St bus improvements

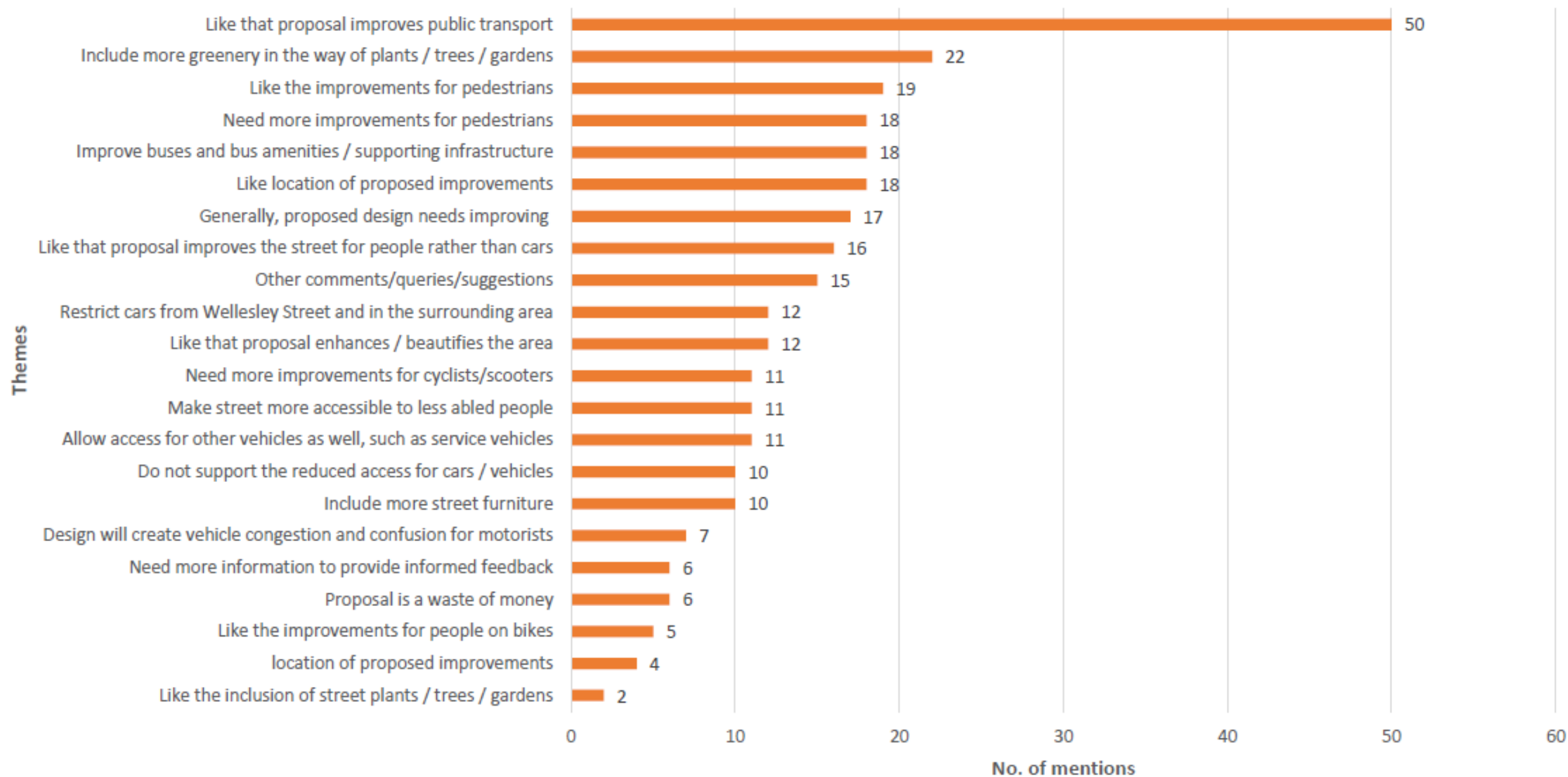


- 73% support at 2022 public consultation
- Approved by AT Board in 2023
- NZTA Funding approved
- Continued support in Regional Land Transport Plan and Auckland's Long-Term Plan

Overview of public feedback on Wellesley Street.



Themes related to Wellesley Street Bus Improvements



Four Purpose-Built Bus corridors will carry the majority of passengers into the city centre

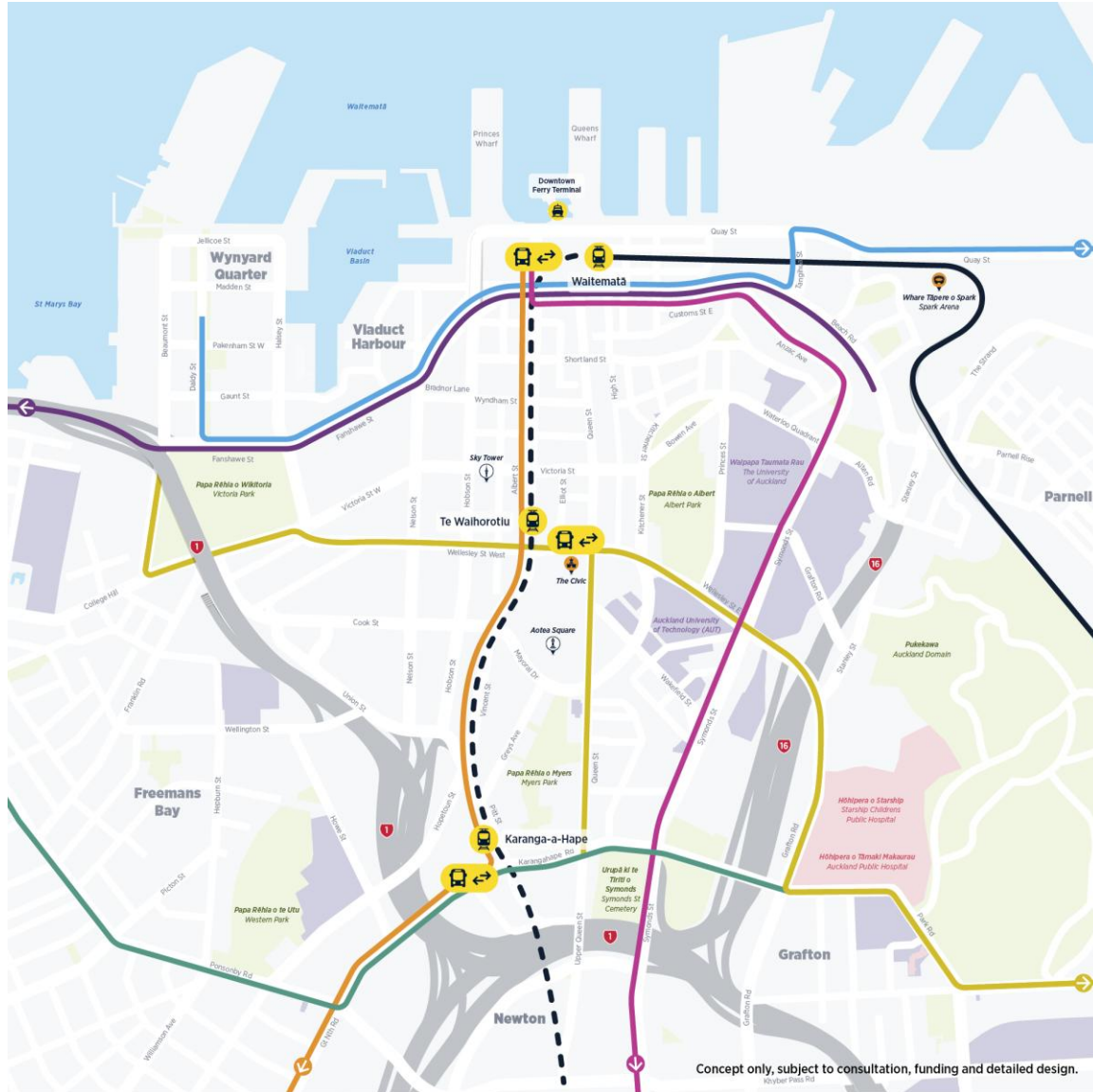
Now



Future



The Te Waihorotiu bus/rail interchange will be the busiest transport hub in New Zealand



- Bus every 25 seconds at peak times
- Seamless connections to CRL, train and ferry networks
- Fewer delays
- New direct connections
- Reduced journey times
- Urban improvements

Wellesley Street – an important destination and a through corridor for passengers, especially with CRL

140

Buses per
hour – peak (2-
way, current)

2,800

People
boarding buses in
PM peak

- Wellesley St, as a key public transport corridor, will go from moving
 - 17,500 people per day in 2025 to
 - 25,000-30,000 people per day in 2034

A lot of this growth is expected off-peak/evenings



City Centre Travel Trends – Observed

Wellesley Street Traffic Volumes – Along the Corridor

Direction	East of Sale Street	East of Federal Street
Eastbound (Morning Peak)	340 vehicles per hour	200 vehicles per hour
Eastbound (Evening Peak)	360 vehicles per hour	150 vehicles per hour
Westbound (Morning Peak)	500 vehicles per hour	130 vehicles per hour
Westbound (Evening Peak)	500 vehicles per hour	250 vehicles per hour

Traffic volumes are higher on the west side than on the east, emphasising Wellesley's role in connecting to midtown destinations and the state highway network.

Specifically, it enables access to:

- Destinations in Midtown, via Federal, Elliot Streets, etc.
- Hobson Street connecting to motorway network, primarily SH16 to the west of the city (some to SH1 from destinations south of the city)



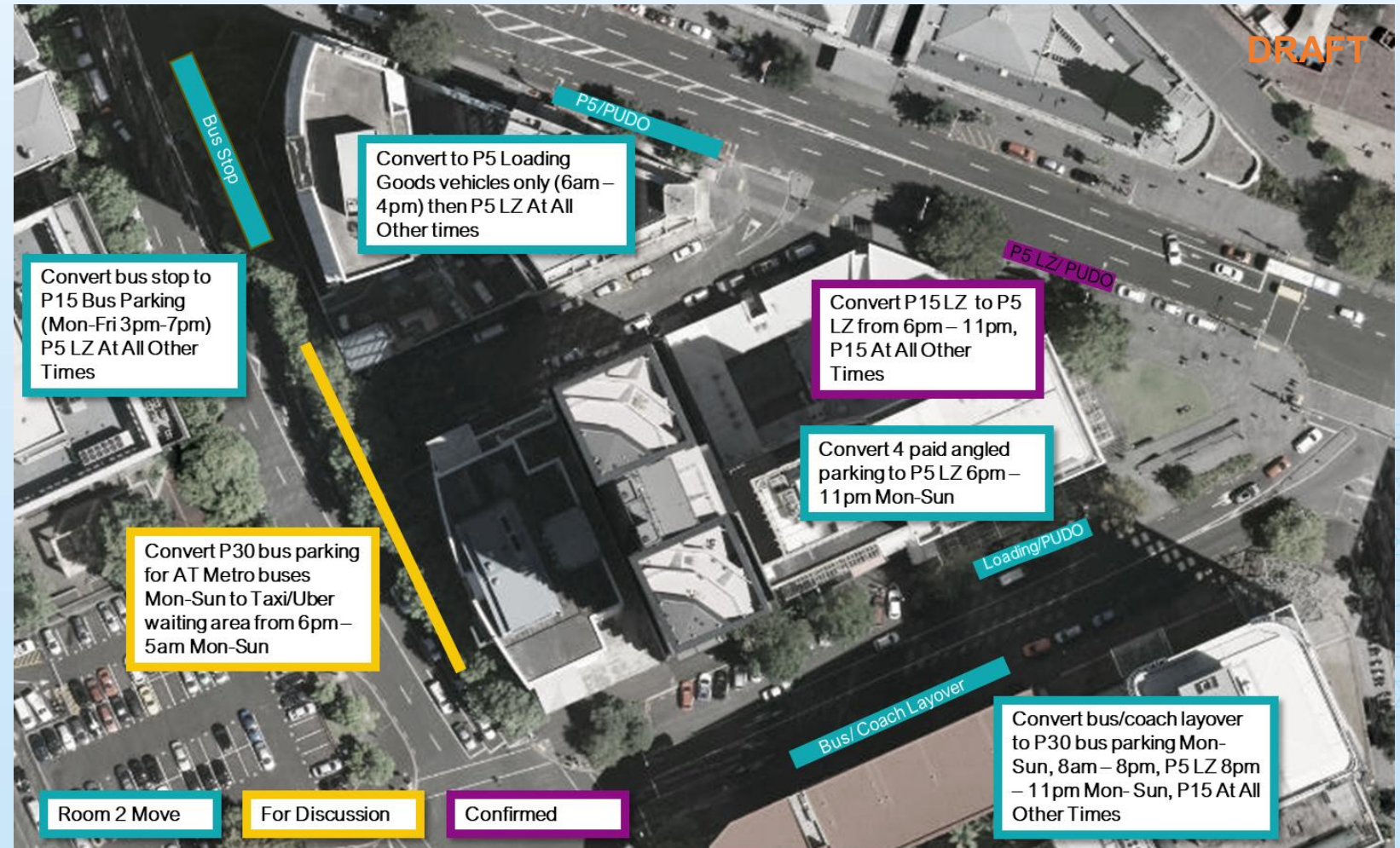
City Centre Road for March 2020

Circulation
maps



PUDO – Proposed Wakefield Quadrant

- Proposal aligned with Room 2 Move.
- Further opportunities identified to optimise use of kerbside space:
 - Conversion of P15 to P5 LZ on Queen St to increase more PUDO. **Confirmed**
 - Use of bus stops at night on Mayoral Drive for Taxi/Uber waiting. Minimising unnecessary circulation movements. **Discussions ongoing to confirm**



Exact timing details are being further confirmed for all changes

LZ = Loading Zone

PUDO = Pick Up, Drop Off



Supporting businesses and visitors to midtown.

Queen street

20 LZ P15 spaces

Total – 20 LZ Spaces

Shared spaces

- Lorne St (outside Central Library)
– up to 10No LZ spaces
- Elliott St – up to 22No LZ spaces
- Darby St – up to 3No LZ spaces

TOTAL – 35 LZ spaces

Kitchener St

- Kitchener St, between Wellesley St and Victoria St
- Te Ha Noa project might have added more LZ in past year

TOTAL – 8 LZ spaces

Rutland St

- Rutland St, between Wakefield St and Mayoral Dr

TOTAL – 3 P10 parking/loading

Wakefield Quadrant

- Airedale St – 4No P5 LZs
- Queen St (Mayoral-Wakefield) east and west side
– 12No P5 or P15 LZs
- Mayoral Dr – 3No P5 LZs
- Wakefield St north and south side – 7No P5 LZs

TOTAL – 26 LZ spaces

Queen St, between Wellesley St and Victoria St

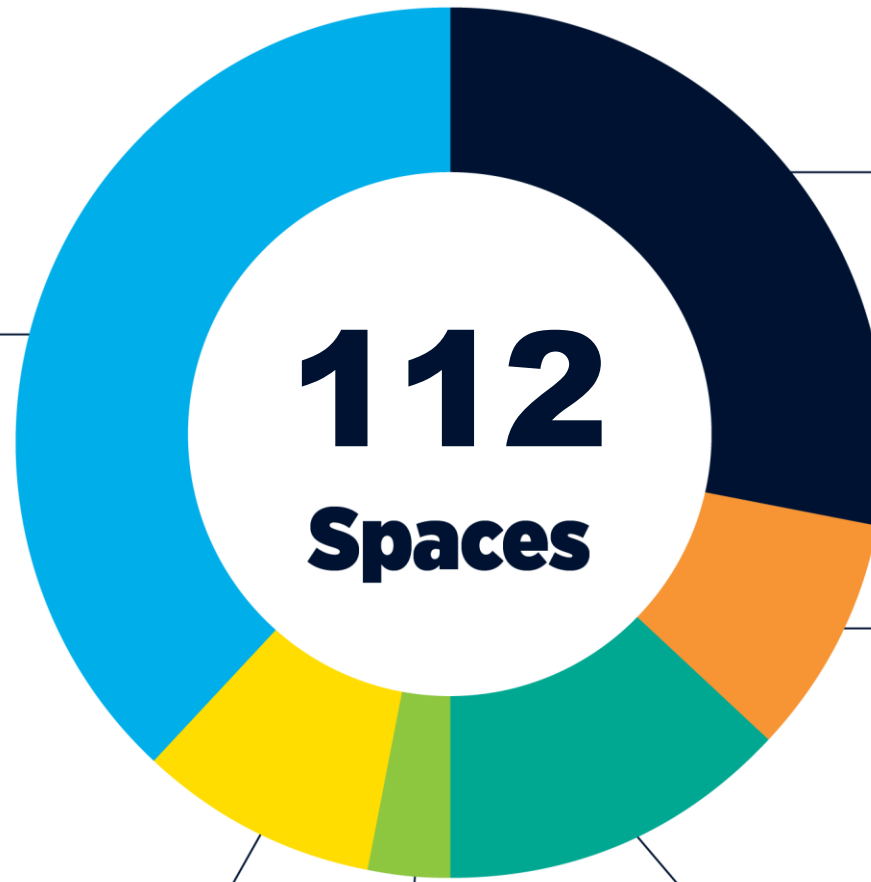
- Queen St (outside old Smith & Caughey Building)
– 2No P5 LZs
- Queen St – 6No P5/P15 LZs

TOTAL – 8 LZ spaces

Lorne St

- Lorne Street, between Wellesley St and Victoria St

TOTAL – 12 LZ spaces



Wellesley Street and Midtown in action from March 2026

Wellesley Street Bus Improvements Phase 1 complete March 2026

- From March 2026 – road markings and signage installed
- Several wayfinding ‘Advanced Direction Signs’ to assist navigation installed
- Monitor closely – success measures include:
 - Public transport reliability
 - Pedestrian access and safety
 - Business operations
 - General traffic flow and network operations
- On street monitoring and support
- CRL station in midtown will be a game-changer for the area – there will be a lot more demand for PT use and pedestrian access the area, particularly in the off-peak/evening times



