

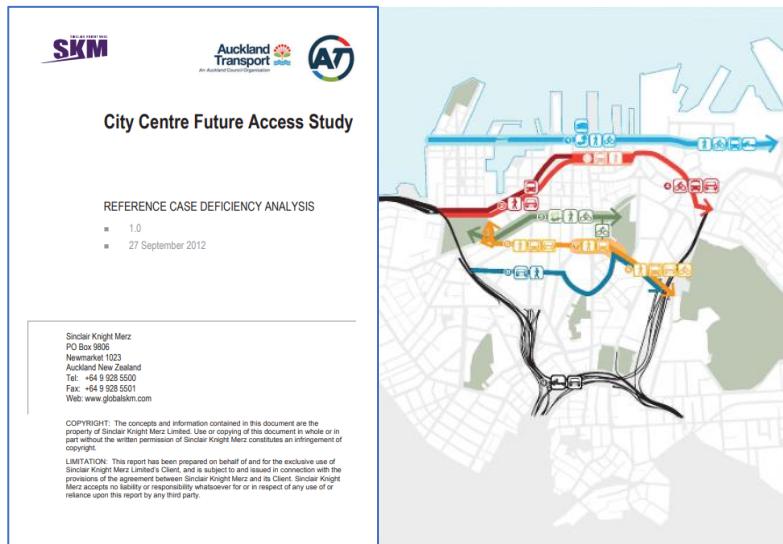


# Wellesley St Transport Hub

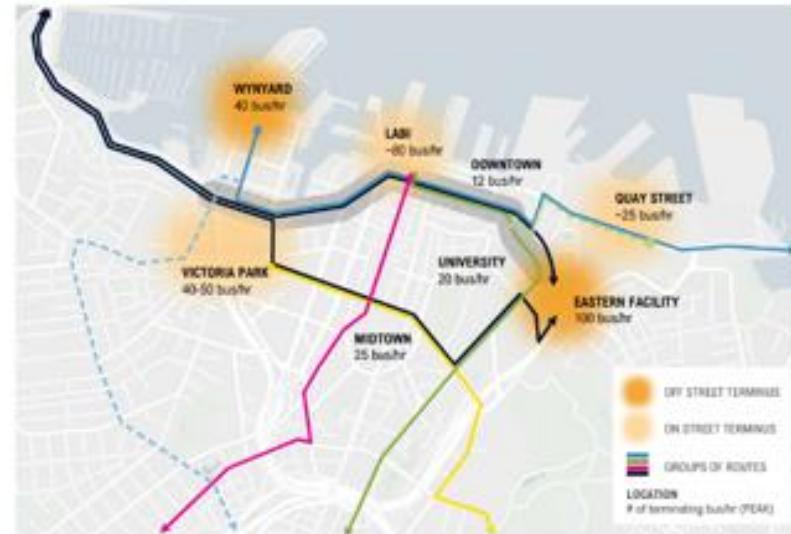
Aotea Quarter / Midtown



## Earlier policy CCFAS / CEWT



## City Centre Bus Plan



## Wellesley St bus improvements

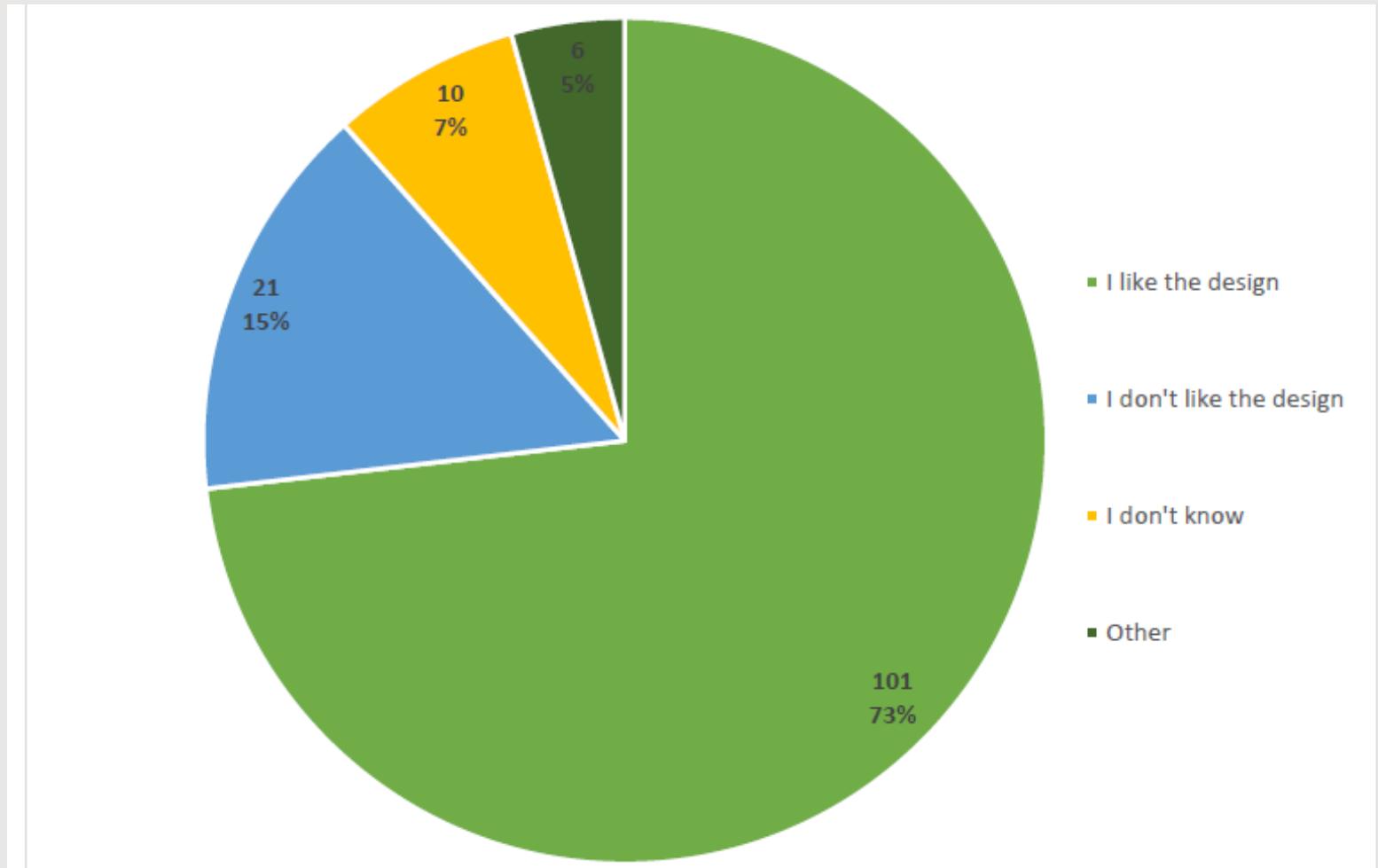


- Earlier studies highlighted strategic importance of Wellesley St as a bus corridor
- 2012 City Centre Future Access Study: assess future transport deficiencies
- 2014 Central East West Study – to develop a strategy for the effective management and direction of the city centre's key east-west corridors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

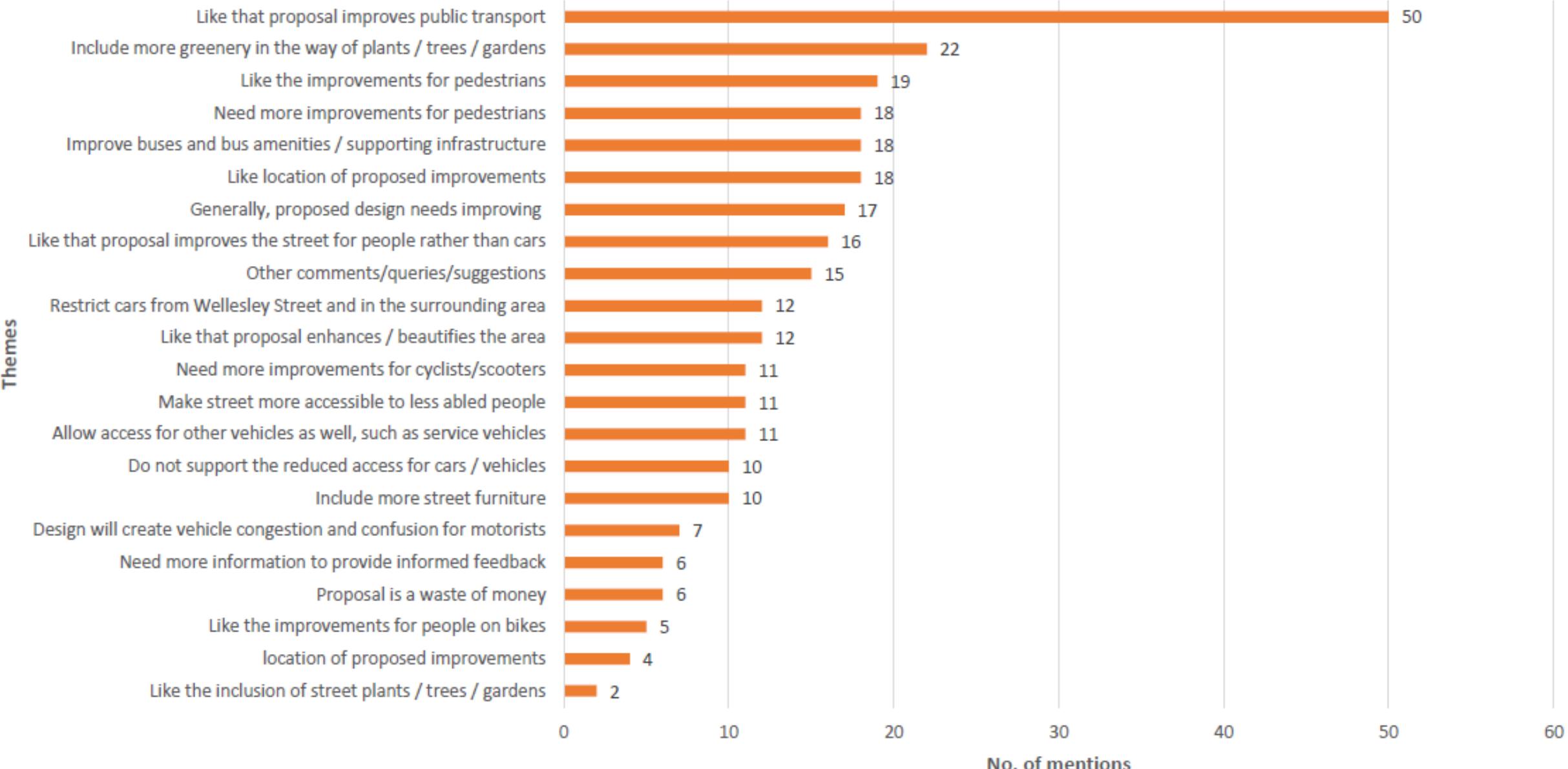
- Create four high quality east-west and north-south corridors
- Through routes and consolidated services on these corridors
- Consolidate off-street layover facilities to improve service and free up kerb space for other users
- Two thirds support for proposals

- 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**

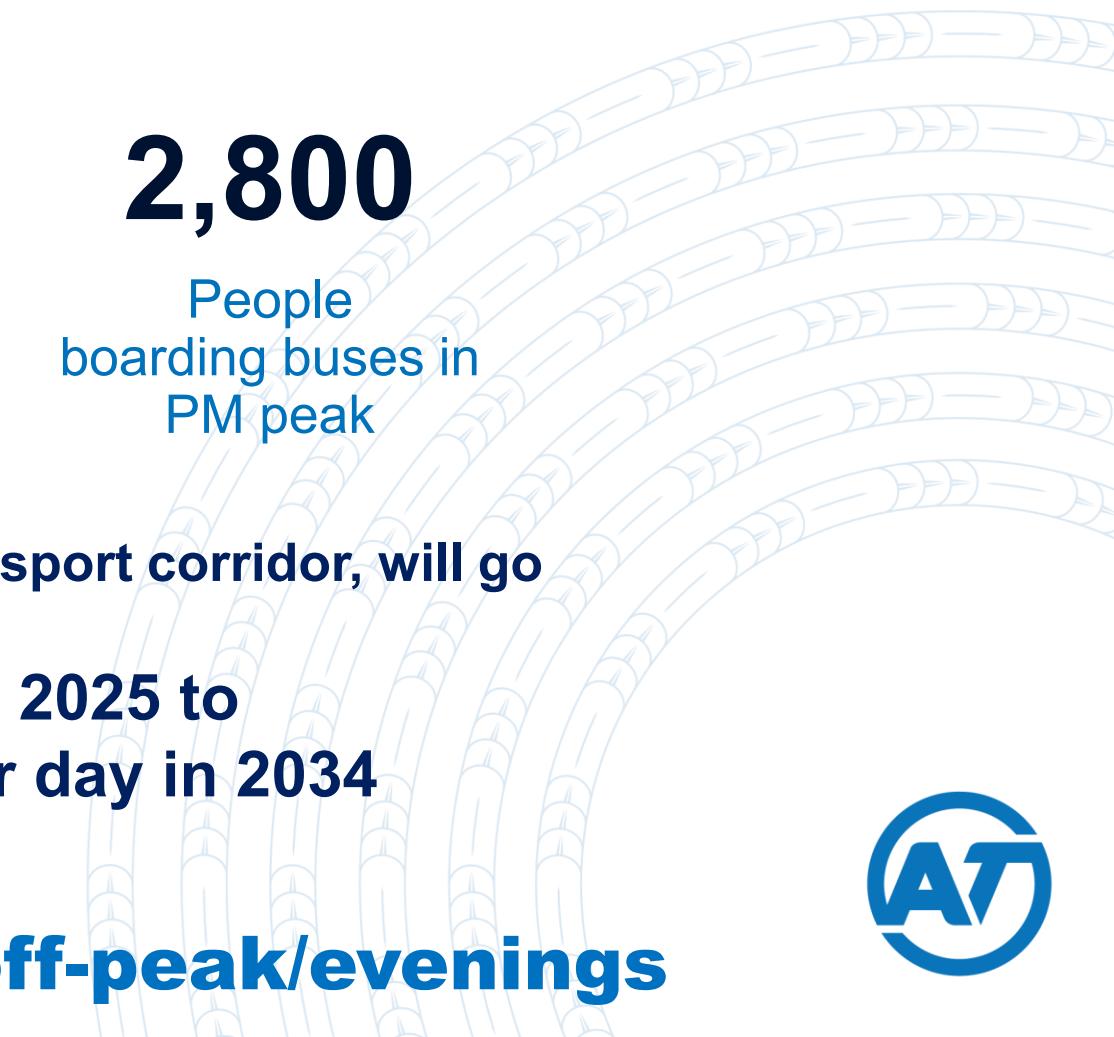
Buses per hour – peak (2-way, current)

**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 Read for March 2020



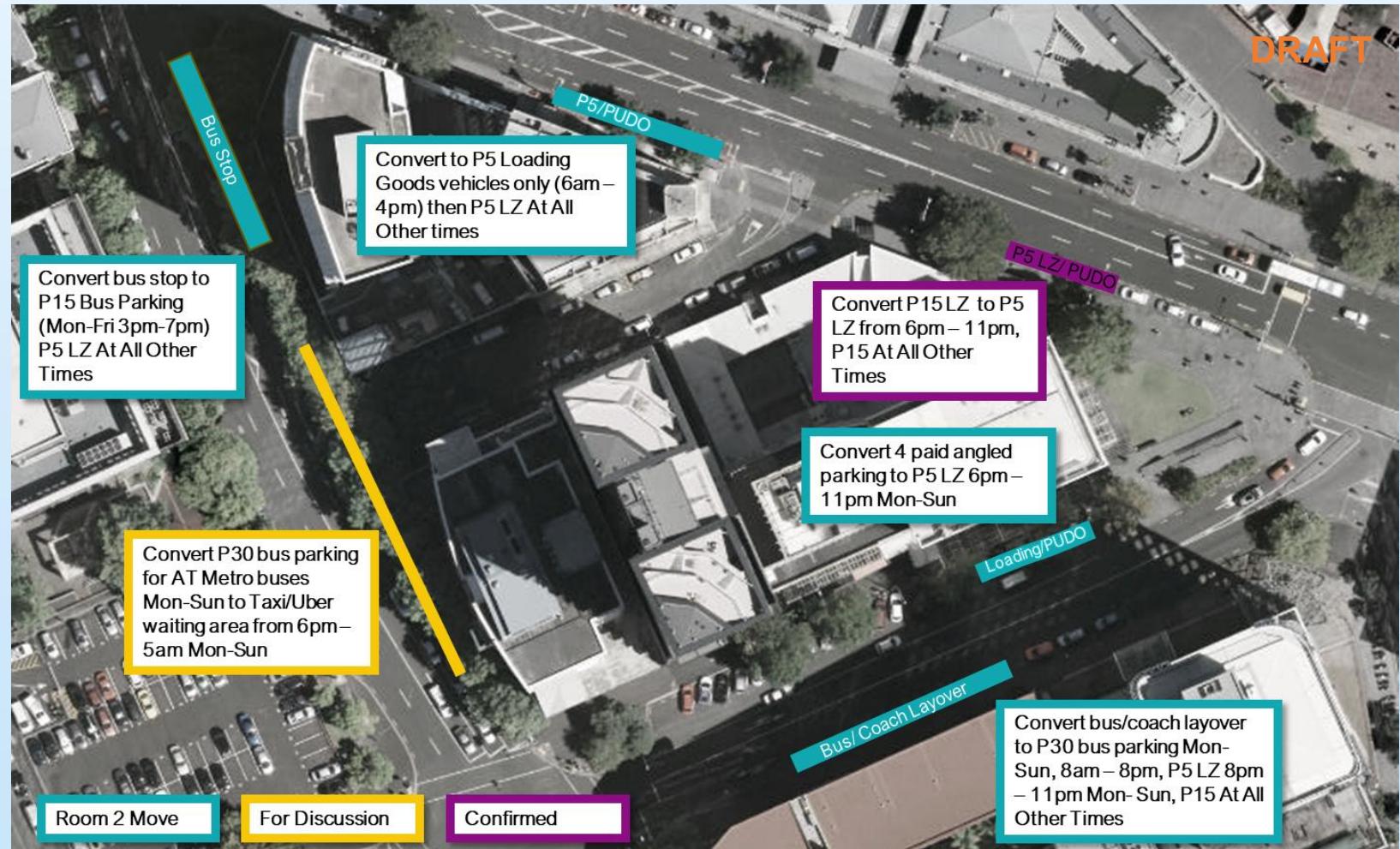
DockSt

# Circulat 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**



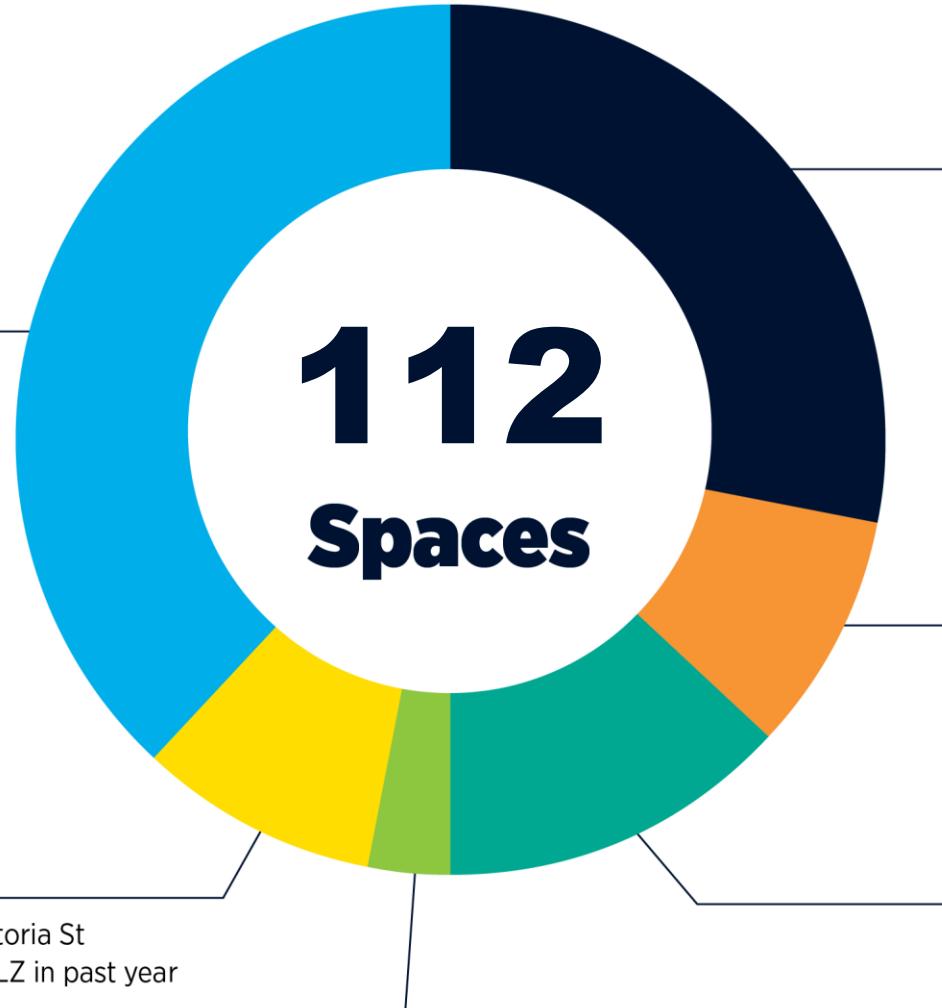
*Exact timing details are being further confirmed for all changes*

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

