



12 April 2021

Greetings.

A lot has *not* happened in the last few months, but there's an important announcement at the end!

- **Let's get Welly Moving** (LGWM) continues to be under fire for a lack of results.
- **Dealings with FASTR-Wellington:** In June of 2020 (almost a year ago) LGWM promised to consult with us. Months of silence followed.
- **Internal review of LGWM (Health Check):** Late in 2020 this review was announced, but LGWM delayed answering our question about the author via an Official Information request. Their refusal was on a privacy technicality. When they did release details about the review on 23rd December – the name of the reviewer and the cost of the review were withheld on privacy grounds.
- **Health Check outcome:** In early 2021 the result was announced. Among other things, the anonymous reviewer considered LGWM was on a downhill course with a high risk of failure, and should call a pause on its processes, to give it time to fix these deficiencies. One of the essential flaws identified was a lack of appropriate expertise. In February this result was a seven-day wonder. There were comments from various parties along the lines of further delay being unacceptable, but no-one suggested a solution to the lack of expertise.
- **Complaint to Minister of Transport:** FASTR-Wellington lodged a complaint regarding LGWM's lack of engagement with us.
- **STOP PRESS!** At last, LGWM wrote in early April inviting us to meet with them and present our reasoning. Dates offered in the short week after Easter seemed like a *graveyard slot*, after so many months of silence. After negotiation, the date is now set for 1pm – 2pm on Wednesday 14th April. We are raring to go.
- **Island Bay alternative:** meanwhile, LGWM have announced they were considering *not* proceeding with the airport route initially, and instead beginning with a route to Island Bay probably due to a poor cost benefit as the result of tunnel costs.
<https://www.stuff.co.nz/national/politics/300271546/light-rail-to-island-bay-before-the-airport-mulled-as-officials-consider-wellington-transport-package>.
 Unfortunately the article said Island Bay was considered because of there being no tunnels required: Actually, the light rail advocates are promoting a tunnel from Taranaki St to Adelaide Rd to avoid the Basin Reserve.
- **FASTR-Wellington response to Island Bay option:** We welcome this evidence that LGWM have realised the financial drawbacks of its Stage I/Stage II proposal, which depended on being linked by a tunnel from the zoo to Kilbirnie. Having split their original proposal into two stages, they realise now that the ratio of benefit to cost for stage I is unappealing, since this would only take the service as far as the zoo!

But noting the huge opposition to the Island Bay cycleway, this new plan seems unlikely to be welcomed. It is hard to see where twin tracks for Trams can find their way down the Island Bay valley; and backers of the airport route will no doubt be hugely disappointed.



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We consider these alternatives pale in comparison with **Suspended Monorail**, which requires no tunnel and therefore can proceed in a single stage all the way to the airport, costing less and taking only 2-3 years.

Yet, up until this month, LGWM had ignored SM, without even considering that it is likely to have a more attractive benefit-cost ratio than either of these. It is also more suitable than Trams for an Island Bay route.

- **JOIN US!** It is time for us to recruit support. The defects revealed by the Health Check, which appear to include a serious lack of expertise in LGWM, are evident in LGWM failing even to consider Suspended Monorail and in particular to subject it to a cost-benefit analysis. Some level-headed thinking is needed.

We don't mind if you are not yet convinced that SM is the way to go.*

o **BUT OUR QUESTION TO YOU IS: Do you support our push for LGWM properly to consider an additional option – Suspended Monorail – and subject this to a cost benefit analysis alongside the other options?**

If your answer is YES, please reply and insert the word 'JOIN' in the subject line.

That will have two results:

1. We will keep you informed via future newsletters.
 2. We will number you amongst our supporters. Your details will remain anonymous unless you choose otherwise.
- **OPTIONAL EXTRA:** Perhaps in your reply you could indicate the reason for your interest. Are you a local resident? Or perhaps you work here, or have friends/relatives who are affected by these changes? Then perhaps, after you have looked at our [FASTR-Wellington website](#), you might contribute some thoughts in our Comments page.

* We would rather that LGWM continued to do nothing, than that it committed its citizens to a hugely expensive and ultimately failed project. We are not allied to any particular approach, but our experience in related fields (particularly in aviation safety and general transport safety) shows us that small cities like Wellington have limited options. Trams may work safely and speedily in a city with wide streets and multiple through-routes, but they pose major obstacles for Wellington. If you have not looked at the FASTR-Wellington website recently, please look at our reasoning regarding the 3 crucial factors: SAFER, SWIFTER, SURER and our comparison with the supposed "light rail" (Trams) option favoured by LGWM. We believe that Trams – being not 100% separated from pedestrians and other traffic – cannot satisfy these three factors and therefore is little better than the status quo.

Stay Safe!

Stephen Moore & Peter Dodwell
for FASTR-Wellington.