

New Karori Tunnel Proposal 2020 - Fact Sheet Nov 2020

- 25,000 people in Wellington's western suburbs impacted by current Karori Tunnel.
- This figure includes 18,000 Karori residents, 7,000 other residents in Western suburbs.
- Council forecasts state the Wellington City Council area population will increase 30-40% by 2050.
- The current tunnel is already severely inadequate, especially during peak hour traffic when traffic jams occur at either end of the tunnel and spill over into adjacent roads and other suburbs.
- It cannot be upgraded or enlarged.
- Double decker bus public transport cannot pass through it.
- Standard buses cannot pass each other in the tunnel.
- Large commercial vehicles cannot safely pass through it or pass through it all.
- Cars and buses cannot pass each other without at least one vehicle crossing the centre line.
- It is not safe for cyclists, especially when large vehicles such as buses or trucks enter the tunnel.
- Pedestrian tunnel travel is extremely limited – a pushchair blocks the entire footpath. Double pushchairs cannot enter the tunnel at all. Similar issues for wheelchairs and mobility scooters.
- The new tunnel proposal fixes all the motorised vehicle issues.
- It does so without gradient issues, impacts on existing roading and existing housing.
- It frees up traffic flow in and out of Karori and other adjacent suburbs, especially at peak time.
- It takes advantage of a potential Park and Ride system that would utilise upscaled public transport such as double decker buses and that is centred on using a portion of Appleton Park for car parking.
- It enables commercial and residential growth in Wellington's western suburbs.
- It enables better, safer access to recreational pursuits such as hiking, cycling and mountain-biking.
- A proposed smaller, second tunnel would enable better, safer cycling and pedestrian access to Kelburn and Victoria University.
- The cost of the tunnel/s would be funded via central government, some rates and possibly tolls.
- The tunnel construction would provide employment benefits with flow-on effects for the local economies, especially post-COVID.
- The Karori Tunnels could form part of a project allied with Mt Victoria tunnel expansion. Economies of scale would see price/cost benefits.