



Final Report
Public Opinion – Regional Land Transport Programme
Survey of the General Public

28 May 2009



Confidential

Final Report
Public Opinion – Regional Land Transport Programme
Survey of the General Public

PREPARED FOR Greater Wellington Regional Council

PREPARED BY Mark Johnson
Noel Raggett

CONTACT DETAILS Mark Johnson
Research New Zealand
Phone 04 499 3088
www.researchnz.com

PROJECT NUMBER #3935



Contents

1.0	Executive summary	4
2.0	Introduction	7
2.1	Research objectives	7
2.2	Research methodology	8
2.2.1	The survey population and the survey sample	8
2.2.2	Development of the survey questionnaire	8
2.2.3	The on-line survey	9
2.2.4	The pre-notification letters	9
2.2.5	The data entry	9
2.2.6	The reminder calls	9
2.2.7	Achieved sample	10
2.2.8	Response rates	10
2.2.9	Weighting	10
2.2.10	Sample profile	11
2.2.11	Accuracy	12
2.2.12	Approach to the analysis and reporting of the survey results	12
3.0	The survey findings	13
3.1	Overall support for the priorities set out in the RLTP	13
3.2	Rating projects in terms of importance	16
3.3	Projects among the top five priorities	18
3.4	Projects most often rated as the highest priority	20
3.5	Projects among the bottom three priorities	21
3.6	Projects most often rated as the lowest priority	23
3.7	Basin Reserve	25
3.8	Overall rating of the three year RLTP framework	26
3.9	Projects they would like to see happen sooner	27
3.10	Overall rating of the 10 year RLTP	28



1.0 Executive summary

This report presents the final results of a survey of the general public in the Greater Wellington Region. The survey was completed April 16 and May 22 and obtained opinions about whether the people of the Greater Wellington region agreed with the prioritisation of projects as set out in the Regional Land Transport Programme.

Background

The amended Land Transport Management Act 2003 (the Act), requires public consultation on a Regional Land Transport Programme (RLTP) every three years. The Act requires that the RLTP prioritises activities for the first three years of the programme (2009/10 through 2011/12), as well as provide a statement of priorities for the first six years.

Given this, the Regional Transport Committee (the Committee) has completed a consultation process on the proposed RLTP. A summary document, which set out the proposed projects in the RLTP, was sent to all households in the region along with Greater Wellington's Long-term Council Community Plan.

To complement this consultation, the decision was made to seek representative opinion from residents of the Greater Wellington Area through a survey process.

The survey questionnaire was developed by Research New Zealand and fine-tuned in consultation with the Greater Wellington Regional Council.

The survey was conducted using a mixed methodology. Initially, respondents were sent a pre-notification letter and a paper copy of the survey. The pre-notification letter informed respondents about the purpose of the survey and also gave respondents the option to complete the survey on-line should they wish to do so.

Roughly two weeks after the initial mail-out, non-responders were given a reminder telephone call to help boost response rates. This mixed methodology was selected in order to provide respondents with access to as much detailed information about the RLTP as was considered reasonable, as well as giving them the option to complete the survey in whichever format they were most comfortable with.

The survey of residents collected the opinions of residents sampled from three specific areas, namely Wellington City, the Hutt Valley and the Wairarapa and Porirua to Kapiti Coast.

In total, 494 questionnaires were completed in the survey. Overall these results are subject to a margin of error of +/-4.5 percent.



Key findings

Overall support for the broad order of priorities set out in the RLTP

In all, 51 percent of the respondents ordered the projects in the same order as they appeared in the RLTP summary document indicating that they were happy with the transport priority framework as set out in the RLTP.

In terms of the first-priority projects only, three-quarters of respondents (73 percent) placed these projects highest on their list when asked to assign priorities. Eighteen percent of respondents thought these projects should be the second-priority for the region, while five percent believed they should be the third priority.

Rating third-priority projects in terms of importance

Each project was rated on a scale of one to five, where one was *Not at all important to me* and five was *Very important to me*.

The projects that received the highest ratings were the Rail network improvements and the Region-wide bus service improvements.

The projects that received the lowest ratings were the Westchester to Glenside link, the Masterton Eastern Bypass and the Paraparaumu and Waikanae Station Upgrades.

Projects most often rated as the highest priority

Respondents were then asked to place the projects that they rated as being *important* or *very important to me* in order of priority, with the project they believed should be given the highest priority as number 1 on their list.

Almost half of the respondents (46 percent) included Rail Network Improvements in their top five most important projects while more than a third (35 percent) of respondents included Region-wide bus service improvements in their top five.

In all about a quarter of respondents said that the package of proposed Rail Network Improvements was the project which they believed should be given the highest priority.



Projects most often rated as the lowest priority

The project that appeared most often as the lowest priority on respondent's lists was the Masterton Eastern Bypass. In all, 17 percent of respondents said that this project was lowest on their list of priorities.

Twelve percent of respondents ranked the Westchester to Glenside link lowest on their list of priorities, while a further 10 percent of respondents chose the Rail Electronic Ticketing as their lowest priority.

Overall rating of the three-year plan

Respondents were asked to rate their level of support for the draft RLTP in terms of the first, second and third priority projects on a scale from one to five, where one was *Not at all supportive* and five was *Extremely supportive*.

In all, half of the respondents (48 percent) rated the draft RLTP (in terms of the first, second and third priority projects) as a four or five out of five. Twenty-eight percent of respondents rated it a three on the scale of one to five, while only eight percent of respondents rated it as a one or two.

In terms of the average rating, these results equate to an average rating of $\bar{x}=3.87$ for all respondents.

Projects they would like to see happen sooner

Fifty-two percent of respondents said that they believed Transmission Gully should happen sooner than was proposed in the RLTP.

In addition, more than two-fifths (44 percent) of respondents said that the proposed Bus Service improvements should happen sooner than proposed.

Overall rating of the ten-year RLTP

Similarly, respondents were asked to take everything in the draft RLTP into consideration and to rate the ten year RLTP on a scale of one to five, where one was *Not at all supportive* and five was *Extremely supportive*.

In all, half of the respondents (50 percent) rated the overall draft RLTP as a four or five. Twenty-eight percent of respondents rated it as a three on the scale of one to five, while only nine percent of respondents rated it as a one or two.

In terms of the average rating, these results equate to an average rating of $\bar{x}=3.75$ for all respondents.



2.0 Introduction

The amended Land Transport Management Act 2003 (the Act), requires public consultation on a Regional Land Transport Programme (RLTP) every three years. The Act requires that the RLTP prioritises activities for the first three years of the programme (2009/10 through 2011/12), as well as provide a statement of priorities for the first six years.

Given this, the Regional Transport Committee (the Committee) has just completed a consultation process on the proposed RLTP. A summary document, which set out the proposed projects in the RLTP, was sent to all households in the region along with Greater Wellington's Long-term Council Community Plan.

To complement this consultation, the decision was made to seek representative opinion from residents of the Greater Wellington Area through a survey process.

This report presents the results of this survey.

2.1 Research objectives

The overarching purpose of the survey was to determine whether the people of the Greater Wellington region agree with the prioritisation of projects as set out in the proposed RLTP. More specifically, the objectives were as follows:

- ◆ Measure the extent to which there is public support for the transport priority framework as set out in the RLTP.
- ◆ Measure the levels of support for each of the 19 proposed projects set out in the RLTP.
- ◆ Identify which projects are seen as being the most important to respondents and which are least important.
- ◆ Measure the extent to which there is difference in support between the residents of the three geographic areas:
 - ◆ Wellington City (including the Eastern and Western Suburbs, Johnsonville and Tawa)
 - ◆ The Hutt Valley (including the Wairarapa)
 - ◆ Porirua to Kapiti Coast.



2.2 Research methodology

The survey of residents of the Greater Wellington region was conducted using a mixed methodology. Initially, respondents were sent a pre-notification letter and a paper copy of the survey. The pre-notification letter outlined the purpose of the survey and included a list of frequently asked questions. The pre-notification letter also gave respondents the option to complete the survey on-line and provided respondents with a unique login and password should they wish to do so.

This mixed methodology was selected in order to provide respondents with access to as much detailed information about the RLTP as was considered reasonable, as well as giving them the option to complete the survey in whichever format they were most comfortable with.

Roughly two weeks after the initial mailout, non-responders were given a reminder telephone call to help boost response rates.

2.2.1 The survey population and the survey sample

It was decided, after consultation with the Greater Wellington Regional Council, that the survey of residents would collect the opinions of residents sampled from three specific areas:

- ◆ Area 1 - Wellington City (including the Eastern and Western Suburbs, Johnsonville and Tawa)
- ◆ Area 2 - The Hutt Valley and the Wairarapa
- ◆ Area 3 - Porirua to Kapiti Coast.

The sample for the survey was sourced from the Electoral Enrolment Centre by Research New Zealand on behalf of the Greater Wellington Regional Council. A sample of 3,000 people was chosen at random from the Electoral Rolls.

This sample of 3,000 residents was stratified based on the population of the three areas of interest.

2.2.2 Development of the survey questionnaire

The draft questionnaire was developed by Research New Zealand after initial consultation with Greater Wellington Regional Council. These drafts were subsequently fine-tuned in consultation with Greater Wellington Regional Council.

The final questionnaire was then converted into a format that allowed it to be printed on a folded A3 page for inclusion with the pre-notification letter.

A copy of the final questionnaire is included as an appendix to this report.



2.2.3 The on-line survey

Once the questionnaire was finalised, it was scripted into an online format that could be hosted on the secure Research New Zealand website using Dimensions™.

Experienced staff from Research NZ carried out extensive pre-testing of the online questionnaire in order to ensure that the questionnaire was clear and unambiguous, and that the information was captured in an appropriate manner before the commencement of any actual surveying.

2.2.4 The pre-notification letters

Each respondent was sent a survey pack that included an introductory letter from Fran Wilde, Chair of Greater Wellington, a copy of the RLTP summary document, a paper copy of the survey questionnaire, a list of Frequently Asked Questions and a FreePost envelope for returning the completed surveys to Research New Zealand.

The letter included unique login and password details for the online version of the survey should the respondent prefer to complete the survey online.

A copy of this pre-notification letter is included as an appendix to this document.

Once the pre-notification letters were mailed out, the survey went “live” on the secure Research New Zealand website on April 16.

2.2.5 The data entry

As completed paper questionnaires were returned to Research New Zealand, an editor checked each individual questionnaire and recoded any missing or illegible responses. The clean questionnaires were then data-entered by experienced data-entry operators.

2.2.6 The reminder calls

The details of all of those respondents who had not completed the on-line survey or returned a paper copy of the survey by May 4th were then sent to Veda Limited for telematching in order to carry out reminder calls.

All reminder calls were conducted from our purpose-built IQS accredited call centre and were conducted as per the Market Research Society of New Zealand’s Code of Practice and in compliance with the Privacy Act 1993.

The reminder calls took place between May 6th and May 8th 2009. In total, 771 reminder calls were completed and 130 surveys were resent as a result.



2.2.7 Achieved sample

Table 1 shows the sample size in terms of the actual population of each geographic region, the number of achieved interviews and the number of interviews completed for each interview method.

As can be seen from Table 1, 20 percent of interviews were achieved using the on-line survey with the remainder of respondents completing the paper questionnaires.

Table 1: Achieved sample

	Actual population	Population %	Achieved interviews	Achieved%	Achieved On-line	Paper returns
Wellington City	153,600	43%	178	36	39	139
The Hutt Valley & Wairarapa	127,179	36%	179	36	38	141
Porirua to Kapiti Coast	73,236	21%	137	28	20	117
Total	354,015	100%	494	100	97	397

Note: Total may not add to 100 percent exactly due to rounding.

2.2.8 Response rates

In all, all 3,000 people were sent a survey package and invited to take part in the research. In all, 494 people completed a survey prior to the closing date and were included in the reporting. Excluding those surveys that were returned as being undeliverable this equates to a response rate of 17 percent.

2.2.9 Weighting

The data was weighted based on the above population numbers in order to make it more representative of the target population of residents in the Greater Wellington region. Groups who are underrepresented in the sample are given higher weights and those groups that have been over-sampled are given lower weights.



2.2.10 Sample profile

Table 2 shows the breakdown of the sample by the various demographic questions that were asked.

Table 2: Sample profile – General Public

	Total
<u>Gender:</u>	
Male	46%
Female	53%
<u>Age:</u>	
Up to and including 24 years of age	6%
25-39 years	23%
40-54 years	37%
55 years or more	32%
<u>Employment status:</u>	
Self-employed	18%
Currently employed	62%
Not currently employed (beneficiary, retired, student, homemaker, etc.)	18%
Other	1%
<u>Employment location if employed:</u>	
Wellington City	63%
The Hutt valley (including the Wairarapa)	22%
Porirua to Kapiti Coast	10%
Other	5%
<u>Household income:</u>	
Up to an including \$30,000	9%
\$30,001 but to \$70,000	28%
\$70,001 or more	53%

Note: Total may not add to 100 percent exactly due to rounding.
Excludes Don't Know and Would rather not say.



2.2.11 Accuracy

The maximum margins of error for each of the samples and their respective sub-samples are detailed below in Table 3.

The margin of error provides the range around which the reported percentage is likely to include the true percentage for the population of interest, assuming a normal distribution. In other words, one is 95 percent confident that the 'true' percentage is within the plus/minus range given the survey size in question.

For the overall sample of n=494 the maximum margin of error is +/-4.5% percent, while the margins of error for each of the three geographic locations are detailed below.

Table 3: Maximum margins of error

	Sample size	Margin of error
Total:	494	+/-4.5%
Wellington City	178	+/-7.3%
The Hutt Valley	179	+/-7.3%
Porirua to Kapiti Coast	137	+/-8.4%

2.2.12 Approach to the analysis and reporting of the survey results

The analysis and reporting of the survey results has been approached as follows:

- ◆ The results have been examined by the three geographic areas from which respondents were sampled:

Area 1 - Wellington City (including the Eastern and Western Suburbs, Johnsonville and Tawa)

Area 2 - The Hutt Valley (including the Wairarapa)

Area 3 - Porirua to Kapiti Coast.



3.0 The survey findings

The results presented in this section are based on the responses of n=494 members of the general public who completed the survey by May 22, 2009.

3.1 Overall support for the priorities set out in the RLTP

After some introductory demographic questions, respondents were presented with the levels of prioritisation of projects as set out in the Regional Land Transport Programme (RLTP) summary document.

According to the RLTP, the transport priorities for the Greater Wellington region in the next three years (2009-2012) are as follows:

- ◆ The first transport priority for the region is *“to keep the current transport network operating (e.g. maintain our state highways and passenger transport networks) and meet our regional transport planning obligations”*
- ◆ The second priority is *“to do relatively low-cost projects that help us move quickly towards our key outcomes (e.g. studies and investigations, promoting walking, cycling and carpooling, minor walking and cycling infrastructure improvements, and the state highway programme of minor works – mainly safety improvements)”*
- ◆ The third-priority is to complete projects that are described as *“high-cost, large new projects proposed for the region”*.

Respondents were then asked to indicate which work they believed should be given first-priority, which work should get second-priority and which projects they believed should be the third-priority.

The main findings were as follows:

- ◆ In all, 51 percent of the respondents ordered the transport priorities for the region in the same order as they appeared in the RLTP summary document indicating that they were happy with the priority framework as set out in the RLTP (Table 4).
- ◆ In terms of the first-priority projects only (Table 5), about three-quarters of respondents (73 percent) placed these projects highest on their list when asked to assign priorities. Eighteen percent of respondents thought these projects should be the second-priority for the region, while five percent believed they should be the third priority.
- ◆ When asked about the second-priority projects, 55 percent of respondents believed that these projects have been prioritised correctly and they should be the second priority for the region.



- ◆ Finally, 63 percent of respondents agreed that the third priority projects that were included in the priority framework were the lowest of the three priorities.

Table 4: Agree with order of prioritisation

Q4. Combined - Which projects do you think should be given first, second and third priority?

	Total	Wellington City	Porirua to Kapiti Coast	Hutt Valley
Base =	494	178	137	179
	%	%	%	%
Agree with priorities	51	52	47	53
Do not agree with priorities	45	45	47	44
No answer	4	3	6	4
Total	100	100	100	100

Total may not add to 100 percent exactly due to rounding.

Table 5: First transport priority

Q4. What priority would you give the first transport priority?

	Total	Wellington City	Porirua to Kapiti Coast	Hutt Valley
Base =	494	178	137	179
	%	%	%	%
First	73	75	72	73
Second	18	16	18	19
Third	5	6	4	4
No answer	4	3	6	4
Total	100	100	100	100

Total may not add to 100 percent exactly due to rounding.

Table 6: Second transport priority

Q4. What priority would you give the second transport priority?

	Total	Wellington City	Porirua to Kapiti Coast	Hutt Valley
Base =	494	178	137	179
	%	%	%	%
First	13	12	8	16
Second	55	57	50	55
Third	28	27	36	24
No answer	4	3	6	4
Total	100	100	100	100

Total may not add to 100 percent exactly due to rounding.



Table 7: Third transport priority

Q4. What priority would you give the third transport priority?

	Total	Wellington City	Porirua to Kapiti Coast	Hutt Valley
Base =	494	178	137	179
	%	%	%	%
First	10	10	14	7
Second	23	23	26	21
Third	63	63	55	67
No answer	5	4	6	4
Total	100	100	100	100

Total may not add to 100 percent exactly due to rounding.



3.2 Rating projects in terms of importance

Respondents were then asked to rate the nineteen third-priority projects included in the draft RLTP in terms of personal importance to them. Each project was rated on a scale of one to five, where one was *Not at all important to me* and five was *Very important to me*.

Table 8 details the average rating that was given by respondents for each of the nineteen projects. The projects that received the highest average ratings were the following:

- ◆ Rail network improvements (which received an average rating of 3.78)
- ◆ Region-wide bus service improvements (3.68)
- ◆ SH1 Terrace Tunnel Fire Safety (3.37)
- ◆ SH1 Mt Victoria Tunnel Fire Safety (3.33).

The three projects that received the lowest ratings were:

- ◆ Westchester to Glenside link (1.97)
- ◆ Masterton Eastern Bypass (2.07)
- ◆ Paraparaumu and Waikanae Station Upgrades (2.40).

Table 8 highlights the five projects that were rated the highest by the respondents from each geographic location.

Not surprisingly, geographic location played a significant role in terms of how respondents viewed the importance of different projects. For example, the five projects rated the highest by respondents from the Hutt Valley included the SH2 Melling interchange, the proposed SH2/SH58 Grade separation and the Moonshine-Silverstream Median Barrier project.

Likewise, the Western Link Road Stage 1 and Stage 3, the Waikanae Grade separation and the McKays-Paekakariki Median Barrier were among the five projects that received the highest ratings from residents of the Porirua to Kapiti Coast region.



Table 8: Average rating for each third-priority project

	Total	Wellington City	Porirua to Kapiti Coast	Hutt Valley
Base=	494	178	137	179
Rail Network improvements	3.78	3.55	3.93	3.98
Region-wide bus service improvements	3.68	3.91	3.26	3.64
SH1 Terrace Tunnel Fire Safety	3.37	3.51	3.24	3.27
SH1 Mt Victoria Tunnel Fire Safety	3.33	3.59	3.14	3.12
SH1 Ngauranga-Aotea peak period tidal flow lanes and Hutt Road bus lanes package	3.24	3.22	3.12	3.32
SH1 MacKay's-Paekakariki Median Barrier	3.16	3.05	3.41	3.14
Western Link Road Stage 1	3.05	2.89	3.60	2.91
SH1 Basin Reserve Upgrade	3.03	3.37	2.77	2.74
Western Link Road Stage 3	2.96	2.70	3.59	2.88
SH2/SH58 Grade separation	2.93	2.36	3.06	3.58
SH58 safety upgrades	2.93	2.53	3.05	3.36
Rail Electronic Ticketing	2.93	2.97	2.62	3.06
SH2 Melling interchange	2.93	2.46	2.33	3.84
SH2 Moonshine-Silverstream Median Barrier	2.92	2.57	2.65	3.50
Waterloo Quay capacity improvements	2.87	2.94	2.61	2.94
SH1 Waikanae Grade separation	2.71	2.42	3.50	2.59
Paraparaumu and Waikanae Station Upgrades	2.40	2.27	3.20	2.08
Masterton Eastern Bypass	2.07	1.85	1.85	2.49
Westchester to Glenside link	1.97	2.06	1.84	1.93



3.3 Projects among the top five priorities

Respondents were then asked to place the projects that they rated as being *important* or *very important* to me in order of priority, with the project they believed should be given the highest priority as number 1 on their list. Table 9 details how many respondents included each project among their top priorities.

Some of the key points to note are:

- ◆ Almost half of the respondents (46 percent) included Rail Network Improvements in their top five most important projects, with Hutt Valley residents significantly more likely to include this in their top five (55 percent).
- ◆ A third (35 percent) of the respondents included Region-wide bus service improvements in their top five.
- ◆ Finally, geographic location played a big part in which projects people chose to place in their top five. For example:
 - ◆ Almost half (45 percent) of Hutt Valley residents included the Melling interchange in their top five (compared with eight percent of Wellington residents and five percent of Porirua to Kapiti Coast residents)
 - ◆ Wellington residents were significantly more likely to include the Basin Reserve Upgrade in their top five (39 percent), while Porirua to Kapiti Coast residents were significantly more likely to include the Western Link Road Stage 1 (47 percent) and Stage 3 (40 percent).

For each region, Table 9 highlights the three projects that were most often included on respondents list of high priorities.



Table 9: Projects included in respondents top five

Q7. Projects in the top five

	Base =	Total	Wellington	Porirua and Kapiti Coast	Hutt Valley
		494	178	137	179
		%	%	%	%
Rail Network improvements		46	39	45	55
Region-wide bus service improvements		35	48	18	30
Western Link Road Stage 1		25	23	47	14
SH1 MacKay's-Paekakariki Median Barrier		25	25	31	22
SH1 Terrace Tunnel Fire Safety		25	33	20	19
SH1 Basin Reserve Upgrade		24	39	18	9
SH1 Mt Victoria Tunnel Fire Safety		24	33	20	16
SH2 Melling interchange		21	8	5	45
Rail Electronic Ticketing		21	24	9	24
SH2 Moonshine-Silverstream Median Barrier		20	12	10	34
Western Link Road Stage 3		19	13	40	13
SH1 Ngauranga-Aotea peak period tidal flow lanes and Hutt Road bus lanes package		18	19	19	16
SH58 safety upgrades		13	7	20	16
Paraparaumu and Waikanae Station Upgrades		11	10	28	3
SH2/SH58 Grade separation		11	2	11	23
Waterloo Quay capacity improvements		11	14	7	9
SH1 Waikanae Grade separation		7	4	18	3
Masterton Eastern Bypass		5	2	0	12
Westchester to Glenside link		3	7	1	1
Not applicable*		10	10	11	9

Total may exceed 100% because of multiple response.

*Not applicable includes Don't Know, Refused and respondents who rated no projects as a 4 or 5.



3.4 Projects most often rated as the highest priority

The project that appeared most often as the highest priority on respondent's lists was the proposed Rail Network Improvements. In all, a quarter (23 percent) of respondents said that this project was their number one priority, with Hutt Valley residents significantly more likely to rate this project as their highest priority (31 percent).

Twelve percent of respondents chose the Western Link Road Stage 1 as their number one priority, with Porirua to Kapiti Coast residents significantly more likely to place this project at the top of their list (28 percent).

A further 11 percent of respondents chose the Region-wide bus service improvements as their highest priority.

In all, ten percent of respondents did not choose a project as their highest priority. This ten percent includes those who did not answer the question or who did not rate any of the nineteen projects as a four or a five in terms of importance to them.

Table 10: Projects rated most important

Q7. Projects rated as the highest priority.

	Total	Wellington	Porirua and Kapiti Coast	Hutt Valley
Base =	494	178	137	179
	%	%	%	%
Rail Network improvements	23	19	18	31
Western Link Road Stage 1	12	10	28	4
Region-wide bus service improvements	11	18	4	7
SH1 Basin Reserve Upgrade	8	15	7	2
SH2 Melling interchange	7	2	1	16
SH1 MacKay's-Paekakariki Median Barrier	6	6	8	5
SH2 Moonshine-Silverstream Median Barrier	3	1	1	8
SH1 Mt Victoria Tunnel Fire Safety	3	4	1	1
SH1 Ngauranga-Aotea peak period tidal flow lanes and Hutt Road bus lanes package	3	2	6	2
Western Link Road Stage 3	2	1	7	1
SH1 Terrace Tunnel Fire Safety	2	3	1	0
SH2/SH58 Grade separation	2	1	1	4
Waterloo Quay capacity improvements	2	3	0	1
Westchester to Glenside link	2	3	0	1
Masterton Eastern Bypass	2	0	0	5
SH1 Waikanae Grade separation	1	1	2	0
Rail Electronic Ticketing	1	1	1	2
SH58 safety upgrades	1	1	3	1
Paraparaumu and Waikanae Station Upgrades	0	1	0	0
Not applicable*	10	10	11	9
Total	100	100	100	100

*Not applicable includes Don't Know, Refused and respondents who rated no projects as a 4 or 5.



3.5 Projects among the bottom three priorities

Next, respondents were asked to place the projects that they rated as being not *important* or *not at all important to me* in order of priority, with the project they believed should be given the lowest priority as number 19 on their list. Table 11 details how many respondents included each of the projects among their three lowest priorities.

When asked which project should be given the lowest priority, 33 percent of respondents placed the Westchester to Glenside link in the bottom three priorities and 32 percent placed the Masterton Eastern Bypass in the bottom three.

A further 20 percent of respondents placed the Paraparaumu and Waikanae Station Upgrades among their lowest priorities, while 18 percent of respondents placed the Rail Electronic Ticketing in their bottom three in terms of priority.

For each region, Table 11 highlights the three projects that were most often included on respondents list of low priorities.



Table 11: Projects included in respondents bottom three

Q9. Projects in the bottom 3.

	Base =	Total	Wellington	Porirua and Kapiti Coast	Hutt Valley
		494	178	137	179
	%	%	%	%	%
Westchester to Glenside link		33	27	35	38
Masterton Eastern Bypass		32	34	40	26
Paraparaumu and Waikanae Station Upgrades		20	17	8	29
Rail Electronic Ticketing		18	18	17	18
Western Link Road Stage 1		9	10	6	11
SH1 Basin Reserve Upgrade		9	10	7	10
SH2 Melling interchange		9	14	10	2
SH2 Moonshine-Silverstream Median Barrier		9	10	9	6
SH58 safety upgrades		9	15	7	4
SH1 Waikanae Grade separation		8	8	3	11
Western Link Road Stage 3		7	7	8	6
SH1 Terrace Tunnel Fire Safety		7	10	4	4
SH1 Mt Victoria Tunnel Fire Safety		6	6	4	7
SH2/SH58 Grade separation		6	10	1	5
Waterloo Quay capacity improvements		6	6	7	7
SH1 MacKay's-Paekakariki Median Barrier		5	3	2	7
Region-wide bus service improvements		5	4	6	6
SH1 Ngauranga-Aotea peak period tidal flow lanes and Hutt Road bus lanes package		4	3	3	4
Rail Network improvements		2	4	1	1
Not applicable*		23	20	31	22

Total may exceed 100% because of multiple response.

*Not applicable includes Don't Know, Refused and respondents who rated no projects as a 1 or 2.



3.6 Projects most often rated as the lowest priority

The project that appeared most often as the lowest priority on respondent's lists was the Masterton Eastern Bypass. In all, 17 percent of respondents said that this project was lowest on their list of priorities, with Porirua to Kapiti Coast residents significantly more likely to rate this project as their lowest priority (24 percent).

Twelve percent of respondents chose the Westchester to Glenside link as their lowest priority, with Hutt Valley residents significantly more likely to place this project at the bottom of their list (17 percent).

A further 10 percent of respondents chose the Rail Electronic Ticketing as their lowest priority.

In all 23 percent of respondents did not choose a project as their lowest priority. This includes those who did not answer the question or who did not rate any of the nineteen projects as a one or two in terms of importance to them i.e. they rated all of the projects as being important to them.



Table 12: Projects rated least important

Q9. Projects rated as the lowest priority.

	Base =	Total	Wellington	Porirua and Kapiti Coast	Hutt Valley
		494	178	137	179
	%	%	%	%	%
Masterton Eastern Bypass		17	17	24	13
Westchester to Glenside link		12	9	8	17
Rail Electronic Ticketing		10	11	9	11
Paraparaumu and Waikanae Station Upgrades		8	8	4	11
SH1 Basin Reserve Upgrade		6	7	4	4
Western Link Road Stage 1		4	5	3	3
SH2 Melling interchange		2	3	1	1
SH2 Moonshine-Silverstream Median Barrier		2	3	1	2
SH1 Terrace Tunnel Fire Safety		2	3	1	1
SH2/SH58 Grade separation		2	3	0	2
SH1 Waikanae Grade separation		2	2	1	2
Region-wide bus service improvements		2	1	2	3
SH58 safety upgrades		2	4	1	2
Rail Network improvements		1	1	1	0
Western Link Road Stage 3		1	1	2	1
SH1 MacKay's-Paekakariki Median Barrier		1	1	1	1
SH1 Mt Victoria Tunnel Fire Safety		1	1	2	2
SH1 Ngauranga-Aotea peak period tidal flow lanes and Hutt Road bus lanes package		1	1	2	1
Waterloo Quay capacity improvements		1	1	1	2
Not applicable *		23	20	31	22
Total		100	100	100	100

*Not applicable includes Don't Know, Refused and respondents who rated no projects as a 1 or 2.



3.7 Basin Reserve

One of the projects that received some of the most mixed feedback from respondents to both the consultation process and the survey process was the proposed Basin Reserve Upgrade.

On average this project was rated as a 3.03 in terms of importance to respondents (The mid-point on the scale is 3.00). In terms of geographic location, Wellington City respondents (3.37 on average) were significantly more likely than respondents from the Porirua to Kapiti Coast (2.77) or Hutt Valley (2.74) regions to rate this project as being *Important* or *Very important to me*.

While Wellington respondents were more receptive than respondents from the other regions to this project, there was still some opposition to the proposed upgrade. For example, while 39 percent of Wellington respondents placed this project among their top five priorities (15 percent placed it as number one on their list of priorities), a further 10 percent of Wellington respondents placed the Basin Reserve amongst their lowest three priorities.

Table 14 below details the number of respondents from each region that placed the Basin Reserve Upgrade among their highest or their lowest priorities.

Table 13: Third transport priority

Q5.2. How would you rate the Basin Reserve in terms of personal importance to you?

	Total	Wellington City	Porirua to Kapiti Coast	Hutt Valley
Base =	494	178	137	179
SH1 Basin Reserve Upgrade	3.03	3.37	2.77	2.74

Table 14: Basin Reserve Upgrade

	Total	Wellington	Porirua and Kapiti Coast	Hutt Valley
Base =	494	178	137	179
	%	%	%	%
<u>Supportive of the Basin</u>				
Basin Reserve is among the five most important projects (Rank 1 to 5)	24	39	18	9
Basin Reserve is the top priority (Rank 1)	8	15	7	2
<u>Unsupportive of the Basin</u>				
Basin Reserve is among the three least important projects (Rank 17 to 19)	9	10	7	10
Basin Reserve is the lowest priority (Rank 19)	6	7	4	4



3.8 Overall rating of the three year RLTP framework

Respondents were then asked to rate the draft RLTP in terms of the three-year priority framework on a scale from one to five, where one was *Not at all supportive* and five was *Extremely supportive*.

In all, half of the respondents (48 percent) rated the draft RLTP as a four or five in terms of the first, second and third priority projects. Twenty-eight percent of respondents rated it as a three on the scale of one to five, while only eight percent of respondents rated the draft RLTP as a one or two.

In terms of the average rating, these results equate to an average rating of $\bar{x}=3.87$ for all respondents, with Porirua to Kapiti Coast residents rating the first, second and third priority projects highest on average ($\bar{x}=3.99$).

Table 15: Overall rating of first, second and third priority projects

Q11. Thinking about the first, second and third priority projects included in the RLTP, how would you rate the Wellington region's RLTP?

	Total	Wellington City	Porirua to Kapiti Coast	Hutt Valley
Base =	487*	176	136	175
	%	%	%	%
1 - Not at all supportive	2	2	1	2
2	6	9	7	3
3	28	31	24	26
4	33	33	32	34
5 - Extremely supportive	15	13	17	18
Don't know	10	7	13	10
Would rather not say	6	6	6	7
Total	100	100	100	100
Average Rating	3.87	3.74	3.92	3.99

Total may not add to 100 percent exactly due to rounding.



3.9 Projects they would like to see happen sooner

Respondents were then asked to consider the nine projects that are to be included in the next RLTP (2012-2015) and say which, if any, of these they believed should happen sooner than proposed.

In all, 52 percent of respondents said that they believed Transmission Gully should happen sooner than was proposed in the RLTP, with 61 percent of Porirua to Kapiti Coast respondents saying this.

In addition, more than two-fifths (44 percent) of respondents said that the proposed Bus Service improvements should happen sooner than proposed, with Wellington residents being significantly more likely to say this (54 percent).

Finally, only four percent of the respondents reported that they were happy with the timing for all nine of these projects and that none of them should happen sooner than proposed.

Table 16: Timing of the future projects

Q12. Projects they would like to see happen sooner.

	Total	Wellington City	Porirua to Kapiti Coast	Hutt Valley
Base =	476*	170	134	172
	%	%	%	%
Transmission Gully Construction	52	50	61	48
Bus Service improvements	44	54	29	40
SH2 Rimutaka Hill Road Ongoing Upgrades	35	24	25	53
Western Link Road Stage 2	17	12	35	12
Johnsonville Road Capacity Improvements	16	28	12	5
SH2 Kennedy Good interchange	15	5	7	33
Granada to Gracefield Western	15	14	14	17
SH2 Upper Hutt Bypass Upgrade	13	9	4	24
Grenada to Gracefield Eastern	11	9	11	13
None of the above should happen sooner	4	4	4	3

Total may exceed 100% because of multiple response.

Sub-sample based on those who provided an answer to the question.



3.10 Overall rating of the 10 year RLTP

Finally, respondents were asked to take everything in the draft RLTP into consideration and to rate the ten year RLTP on a scale of one to five, where one was *Not at all supportive* and five was *Extremely supportive*.

In all, half of the respondents (50 percent) rated the overall draft RLTP as a four or five. Twenty-eight percent of respondents rated it as a three on the scale of one to five, while only nine percent of respondents rated it as a one or two.

In terms of the average rating, these results equate to an average rating of $\bar{x}=3.75$ for all respondents, with Hutt Valley residents rating overall draft RLTP highest on average ($\bar{x}=3.88$).

Table 17: Overall rating of the draft RLTP

Q13. Thinking about the overall RLTP, how would you rate the Wellington region's RLTP?

	Total	Wellington City	Porirua to Kapiti Coast	Hutt Valley
Base =	487*	176	136	175
	%	%	%	%
1 - Not at all supportive	1	1	1	2
2	8	13	7	4
3	28	28	29	27
4	36	34	38	37
5 - Extremely supportive	14	13	11	18
Don't know	8	7	10	7
Would rather not say	4	4	4	4
Total	100	100	100	100
Average Rating	3.75	3.65	3.75	3.88

Total may not add to 100 percent exactly due to rounding.

Appendix A: Questionnaire

GREATER WELLINGTON REGIONAL COUNCIL RLTP PRIORITY SURVEY

ABOUT YOU

1 Which one of the following best describes you?

- Self-employed or business owner 1
- Currently employed in a job that pays you a wage or salary 2
- Not currently employed (e.g. beneficiary, homemaker, retired, student, etc.)... 3 (Please go to **Q4**)
- Other 96 (Please go to **Q4**)
- Would rather not say 99 (Please go to **Q4**)

2 If you are currently working, where do you mainly work?

- Wellington City (incl. Eastern and Western Suburbs, Johnsonville and Tawa) . 1
- The Hutt Valley or the Wairarapa 2
- Porirua to Kapiti Coast 3
- Other 96
- Would rather not say 99

3 If you are working, which of the following method(s) of transport do you use to travel to/from work on a regular basis? (Please tick all that apply)

- | | | | |
|-------------------|--------------------------|----------------------|--------------------------|
| Car/Work vehicle | <input type="checkbox"/> | Bus | <input type="checkbox"/> |
| Train | <input type="checkbox"/> | Bike | <input type="checkbox"/> |
| Walk | <input type="checkbox"/> | Work at home | <input type="checkbox"/> |
| None of the above | <input type="checkbox"/> | Would rather not say | <input type="checkbox"/> |

PRIORITISING OUR PROJECTS

4 In its proposed Regional Land Transport Programme (RLTP) summary, the Greater Wellington Regional Council states that they have prioritised their projects in the following way:

<p>The <u>first transport priority</u> for the region is “to keep the current transport network operating (e.g. maintain our state highways and passenger transport networks) and meet our regional transport planning obligations”.</p>	
<p>The <u>second priority</u> is “to do relatively low-cost projects that help us move quickly towards our key outcomes (e.g. studies and investigations, promoting walking, cycling and carpooling, minor walking and cycling infrastructure improvements, and the state highway programme of minor works – mainly safety improvements)”.</p>	
<p>The <u>third-priority</u> projects in the Regional Land Transport Programme (RLTP) are described as “high-cost, large new projects proposed for the region”.</p>	

In the boxes on the right hand side, please write the number 1 beside the work that you believe should be given first-priority, write a 2 beside the work that you think should get second priority and finally write a 3 beside the work that you believe should be given third-priority.

THIRD PRIORITY PROJECTS

- 5 Third-priority projects in the Regional Land Transport Programme (RLTP) are described as “high-cost, large new projects proposed for the region to start in the next three years.”

Thinking about the first ten projects below, on a scale of 1 to 5 (where 1 is not at all important to me and 5 is very important to me) how would you rate each of these in terms of personal importance to you? (Please tick the appropriate rating).

For more information on each project please see page 5 of the RLTP consultation document.

#	Name	Not at all important to me			Very important to me		Don't know
1	Western Link Road Stage 1	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
2	SH1 Basin Reserve Upgrade	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
3	Rail Network improvements.....	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
4	SH2 Melling interchange	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
5	Western Link Road Stage 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
6	Paraparaumu and Waikanae Station Upgrades.....	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
7	SH1 MacKay's-Paekakariki Median Barrier.....	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
8	SH2 Moonshine-Silverstream Median Barrier	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
9	SH1 Mt Victoria Tunnel Fire Safety	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
10	SH1 Terrace Tunnel Fire Safety.....	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98

- 6 Thinking now about the remaining 9 third-priority projects outlined in the RLTP; on a scale of 1 to 5 (where 1 is not at all important to me and 5 is very important to me) how would you rate each of these in terms of personal importance to you? (Please tick the appropriate rating).

#	Name	Not at all important to me			Very important to me		Don't know
1	SH2/SH58 Grade separation	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
2	SH1 Waikanae Grade separation	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
3	Region-wide bus service improvements	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
4	SH1 Ngauranga-Aotea peak period tidal flow lanes and Hutt Road bus lanes package	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
5	Waterloo Quay capacity improvements.....	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
6	Rail Electronic Ticketing.....	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
7	Westchester to Glenside link	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
8	Masterton Eastern Bypass.....	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98
9	SH58 safety upgrades	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98

THIRD PRIORITY PROJECTS

7 Thinking about all the project(s) that you rated as being important or very important to you; put them in order of priority below, with the project that you rate as being the highest priority as number 1.

Priority	Project Name
1	
2	
3	
4	
5	

8 What are your main reasons for saying that the project you have placed at the top of the list should be given highest priority?

9 Thinking about the project(s) that you rated as being not at all important to you; put them in order of priority below with the project that you rate as the lowest priority as number 19.

Priority	Project Name
19	
18	
17	

10 What are your main reasons for saying that #19 should be given the lowest priority?

11 Thinking about the first, second and third priority projects that were included in the Regional Land Transport Programme (as described earlier in Question 4), on a scale from 1 to 5, where 1 is Not at all supportive and 5 is Extremely supportive, how would you rate the Wellington region's RLTP?

Not at all supportive		Extremely supportive	Don't know	Would rather not say
<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
			<input type="checkbox"/> 98	<input type="checkbox"/> 99

CONCLUSION

12 Finally, the RLTP also goes on to outline projects that are expected to be included in the next RLTP (2012-15) and those included in the 10-year financial forecast to 2019. These are shown in Table 2 (page 6) and Table 3 (page 7) of the RLTP.

Thinking now about these nine projects in particular, are there any of these that you would like to see happen sooner than proposed? (Please tick all that apply)

- SH2 Kennedy Good interchange..... 1
- Bus Service improvements..... 2
- Granada to Gracefield Western..... 3
- SH2 Rimutaka Hill Road Ongoing Upgrades..... 4
- Transmission Gully Construction..... 5
- SH2 Upper Hutt Bypass Upgrade..... 6
- Grenada to Gracefield Eastern..... 7
- Johnsonville Road Capacity Improvements 8
- Western Link Road Stage 2 9
- None of the above should happen sooner..... 97

13 Now thinking about the overall Regional Land Transport Programme (RLTP), on a scale from 1 to 5, where 1 is Not at all supportive and 5 is Extremely supportive, how would you rate your level of overall support for the Wellington region’s RLTP?

Not at all supportive				Extremely supportive	Don't know	Would rather not say
<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 98	<input type="checkbox"/> 99

14 Do you have any other comments you’d like to make about the subject of this survey?

15 Finally, we would like some information about you. This is so that we can analyse the answers by different groups of respondents. Can you tell me which gender you are?

- Male..... 1
- Female 2
- Would rather not say 99

16 Could you please tell me which of the following age groups you come into?

- Up to and including 24 years of age 1
- 25-39 years of age 2
- 40-54 years of age 3
- 55 years or older 4
- Would rather not say..... 99

17 Which of the following best describes your household income from all sources, before tax, for the last year?

Up to and including \$30,000	\$30,001 to \$70,000	\$70,001 or more	Don't know	Would rather not say
<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 98	<input type="checkbox"/> 99



Appendix B: Pre-notification letter

Date

Name

Address

Address 2

Dear Name

Your opinion is important to us

Greater Wellington Regional Council has engaged Research New Zealand, an independent research company based in Wellington, to determine if residents agree with the prioritisation of projects as set out in the Proposed Regional Land Transport Programme (RLTP). Research New Zealand has selected you at random from the electoral roll to complete this survey.

The RLTP prioritises activities for the first three years of the programme (2009/10 through 2011/12) and provides a statement of priorities for the first six years.

In the past few weeks you should have received a summary document, which sets out the proposed projects in the RLTP (a copy of which has also been provided with this letter).

The proposed RLTP identifies three different types of projects:

- ◆ Those that have already commenced or that are funded and ready to commence.
- ◆ Those that must automatically be included, such as local road maintenance, minor capital work and existing public transport service projects that the Greater Wellington Regional Council does not have discretion over.
- ◆ Those that the Greater Wellington Regional Council has discretion over, both in terms of whether they are included in the final plan, as well as the level of priority which they are given.

Please be aware that because of its special circumstances, national significance, size and funding issues, the proposed Transmission Gully Motorway project is outside of the consideration of the process regarding regional transport priorities.

If you wish to take part in the research, you can complete the questionnaire that is included with this letter. Alternatively, if you have Internet access, you can complete the survey online. If you **complete the survey online or return a paper copy in the enclosed envelope before 30 April 2009 you will be added to a prize draw** for one of three prize vouchers, each valued at \$100. Winning respondents will have the option of choosing between a loaded snapper card, supermarket vouchers from New World or FoodStuffs, or petrol vouchers.

Completing the survey online or on paper will take no more than 10-15 minutes. Although the survey is voluntary, it will provide us with very important feedback.

Your answers will be confidential to Research New Zealand. After the survey has been completed, they will only report the results back to us as statistics for groups of respondents.

Research NZ works in accordance with the Code of Practice of the Market Research Society of New Zealand (MRSNZ), a code which is more strict than the New Zealand privacy laws. The Greater Wellington Regional Council will not be aware of who has completed the survey.

If you decide to complete the survey online, please go to <https://surveys.researchnz.com/RLTP> and log in using the following personalised username and password.

Login ID:

Password:

If you have any questions about this survey, please contact Noel Raggett at Research New Zealand on 0800 500 168 or e-mail noel.raggett@researchnz.com. Thank you in advance for your feedback.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Fran Wilde', written in a cursive style.

Fran Wilde
Chair of Greater Wellington

RNZ Ref: