



Final Report  
Public Opinion – Ngauranga to Wellington Airport Corridor  
Survey of the General Public & Business Community

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23 May 2011





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# 1.0 Executive summary

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This report presents the results of a survey of the general public and the business community in the Greater Wellington Region. The survey, completed between June 14 and July 6 2008, obtained opinions about proposed projects for the transport corridor that runs from Ngauranga Gorge through to Wellington International Airport.

## Background

In 2008, the Greater Wellington Regional Council, Transit New Zealand and the Wellington City Council commissioned Research New Zealand to conduct a survey. The purpose of the survey was to seek representative opinion from both the general public and the business community in the Greater Wellington Area with regard to the Ngauranga to Wellington Airport Draft Corridor Plan.

The survey was conducted using a mixed methodology. Initially, respondents were invited to complete the survey on-line. Late responders were followed-up by telephone. This mixed methodology was selected in order to provide respondents with access to as much detailed information about the draft plan as was considered reasonable.

Draft questionnaires were developed by Research New Zealand after initial consultation with Greater Wellington Regional Council. These drafts were developed and fine-tuned in consultation with the Greater Wellington Regional Council.

The survey focused on two different groups, the residents of the Wellington region and the businesses who operate in the Wellington region.

After consultation with the Greater Wellington Regional Council, it was decided 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 (including the Wairarapa)
- ◆ Area 3 - Porirua to Kapiti Coast.

A total sample size of 750 was chosen. 400 respondents were interviewed from Area 1 and 175 from each of the other two areas. This reflected the emphasis the Greater Wellington Regional Council wanted to place on Wellington City.

In total a sample size of 250 was chosen for the business survey. The sample for the business survey focused on those businesses that either operated in the Wellington City area or whose main business activity required an efficient transportation infrastructure through the city (for example freight operators, couriers, passenger transport operators).



A letter was sent out to notify all potential respondents. Included in this letter was an invitation to complete the survey on-line, along with a summary of all the proposed plans. Also included in the package was a copy of the draft consultation plan.

All respondents who had not completed the on-line survey by the closing date were added to the sample for the follow-up telephone interviewing.

In total, 776 interviews were completed in the residents' survey. Overall the residents' survey is subject to a margin of error of  $\pm 3.6$  percent, with Area 1 subject to a margin of error of  $\pm 4.9$  percent and Areas 2 and 3 subject to a margin of error of  $\pm 7.1$  percent and  $\pm 7.3$  percent respectively.

A total of 263 interviews were completed in the business survey, Overall the business survey is subject to a margin of error of  $\pm 6.9\%$  percent, with the results for the sub-group of  $n=77$  transport related businesses subject to a margin of error of  $\pm 9.8$  percent while the other  $n=186$  non-transport businesses are subject to a margin of error of  $\pm 7.1$  percent.

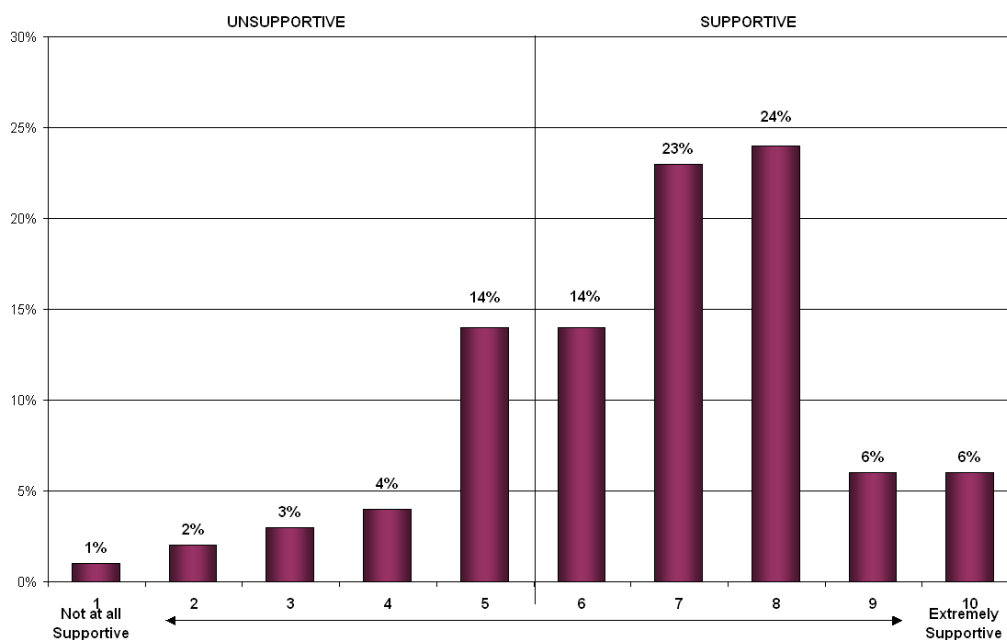


## Key findings – general public

### Overall opinion of the draft plan

- ◆ Almost three-quarters (73 percent) of residents in the Greater Wellington Region were supportive of the draft plan to at least some extent. This is reflected in an average or mean rating for the overall plan of  $\bar{x}=6.68$  (on a scale of one to ten, where one was *not at all supportive* and ten was *extremely supportive*).
- ◆ Most commonly, residents rated the overall plan as a seven (23 percent) or an eight (24 percent) out of ten. A further 12 percent rated the overall plan as a nine or ten out of ten – in other words, a perfect or almost perfect score.
- ◆ In comparison, 24 percent of residents were unsupportive of the plan, only six percent of which rated the overall plan as a three or less.

Figure 1: General Public – Overall support for the draft plan

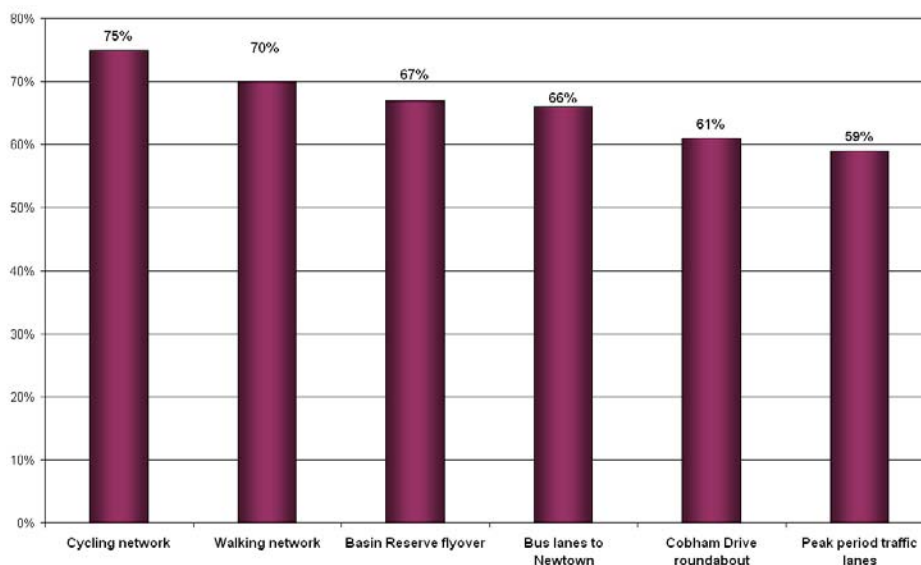




## Opinion regarding the short-term projects

- ◆ On average, two-thirds of respondents (67 percent) were supportive, to at least some extent, of the short-term projects included in the plan. The average or mean rating for the six short-term projects was  $\bar{x}=6.68$ .
- ◆ The short-term projects that were most well supported were the proposed improvements to the cycling network ( $\bar{x}=7.27$ ) and the walking network ( $\bar{x}=7.03$ ).
- ◆ The short-term projects that received the lowest ratings were the proposed peak period traffic lanes on the motorway ( $\bar{x}=6.24$ ) and changes to the Cobham Drive roundabouts ( $\bar{x}=6.25$ ).
- ◆ Wellington City residents were significantly more likely than those living in other geographical areas to support improvements to the walking network, while also being more likely to support the implementation of dedicated bus lanes to Newtown.

Figure 2: General Public – Level of support for short-term projects

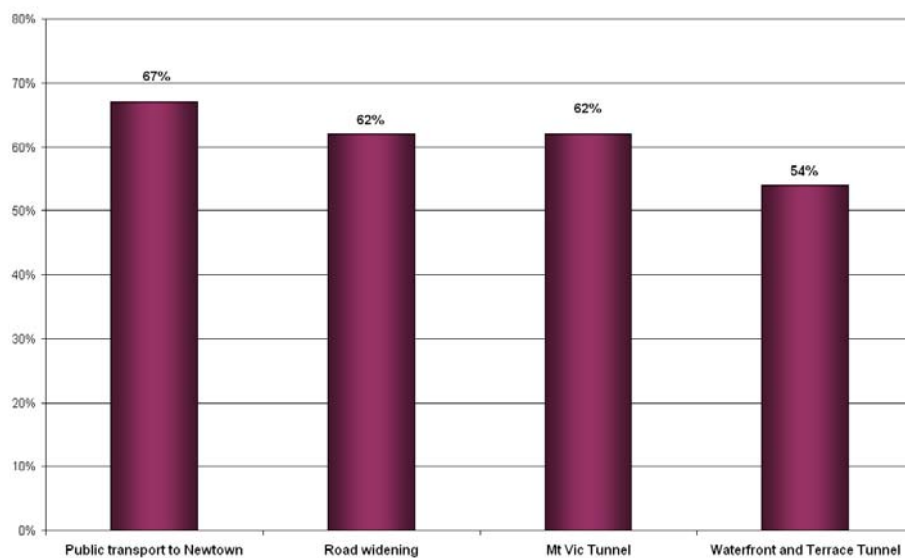




## Opinion regarding the long-term projects

- ◆ On average, 61 percent of residents were supportive of the long-term projects as proposed in the draft plan. The average or mean rating for the six short-term projects was  $\bar{x}=6.23$ .
- ◆ The long-term projects that were most well supported were the proposed improvements to the public transport route to Newtown ( $\bar{x}=6.56$ ) and the building of a second Mt Victoria Tunnel ( $\bar{x}=6.42$ ). Of those people that were supportive of these two initiatives, almost a quarter rated the plans as a nine or ten out of ten (23 percent and 24 percent respectively).
- ◆ The proposed changes to the Waterfront route and the Terrace Tunnel ( $\bar{x}=5.72$ ) was the long-term project that received by far the lowest level of support from members of the general public. Forty-four percent rated their support for this project as a five or less while a quarter of all respondents (22 percent) strongly disapproved of this project with ratings of three or less.

Figure 3: General Public – Level of support for long-term projects





## Overall regarding the timing of the short-term and long-term projects

- ◆ Almost one-third (29 percent) of respondents believed the timing for all six short-term projects was appropriate and there should be no changes.
- ◆ Of the remaining respondents (67 percent), between 17 and 36 percent believed some of the short-term projects needed to be moved into the longer-term.
  - ◆ The project most frequently identified as needing to be moved into the longer-term being, the construction of a flyover to the north of the Basin Reserve (36 percent of respondents believed this project should be moved into the longer-term).
- ◆ One-quarter (24 percent) of respondents believed the timing for all four long-term projects was appropriate and there should, therefore, be no changes.
- ◆ Of the remaining respondents (72 percent), between 24 and 37 percent believed some of the long-term projects needed to be brought forward. The projects most frequently identified as needing to be brought forward were:
  - ◆ Improving the main transport route to Newtown (37 percent of respondents believed this project should be brought forward).
  - ◆ Building a second Mt Victoria Tunnel (34 percent of respondents believed this project should be brought forward).

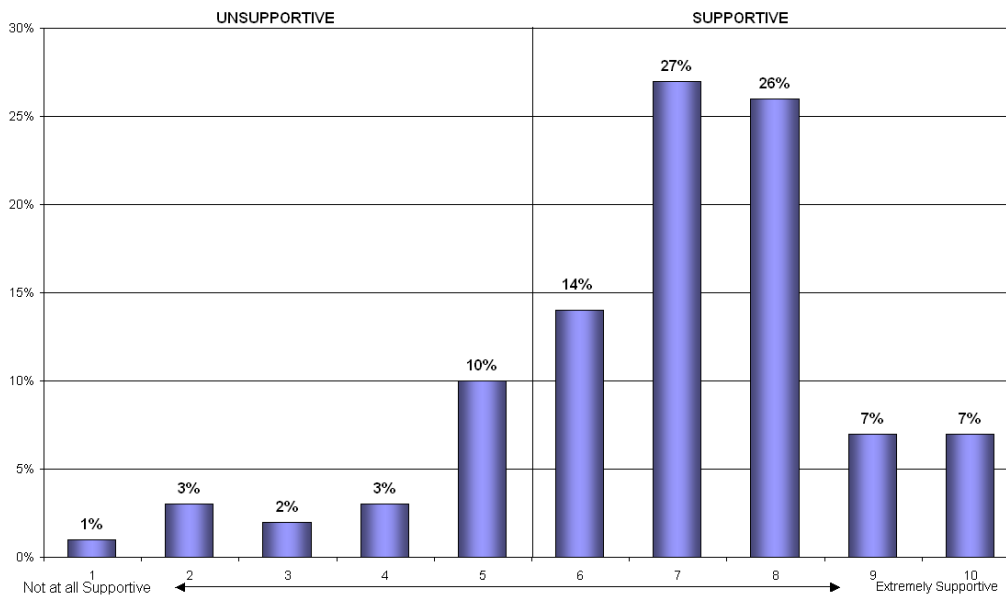


## Key findings – business community

### Overall opinion of the draft plan

- ◆ More than four-fifths of the businesses that were interviewed during the course of the survey were supportive, to at least some extent, of the overall draft plan, with 14 percent of businesses rating the plan as a nine or ten out of ten. This is reflected in an average or mean rating for the overall plan of  $\bar{x}=6.91$ , which is higher than that for the residents' survey ( $\bar{x}=6.68$ ).
- ◆ Although 19 percent of businesses were unsupportive of the plan to some extent, only six percent of businesses rated the overall plan as a three or less.

Figure 4: Business – Overall support for the draft plan

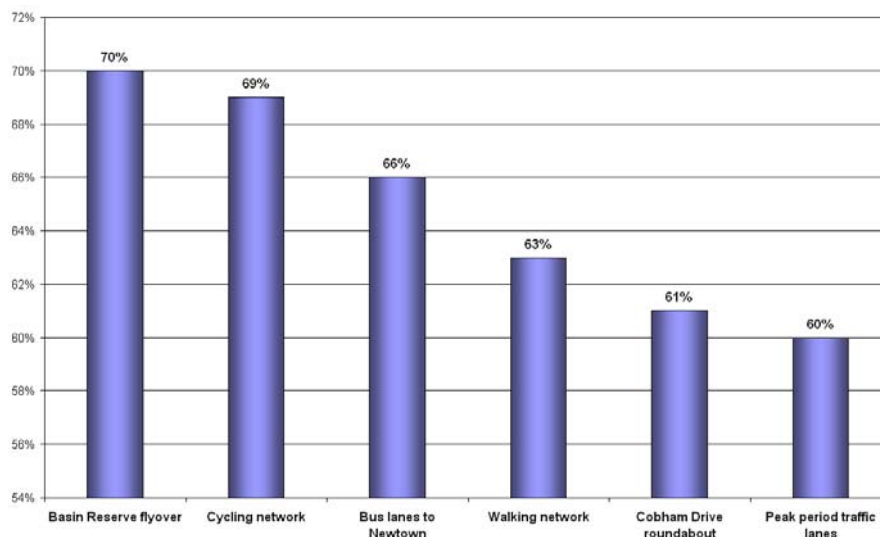




## Opinion regarding the short-term projects

- ◆ On average, almost two-thirds of businesses that were interviewed as part of the survey process were supportive of the six short-term projects in the draft plan. The average or mean rating for the short-term projects was  $\bar{x}=6.51$ .
- ◆ The short-term projects that were most well supported were the proposed flyover at the Basin Reserve ( $\bar{x}=6.76$ ) and the proposed improvements to the cycling network ( $\bar{x}=6.85$ ).
- ◆ The short-term project that received by far the lowest ratings from the businesses involved in this project was the proposal to build peak period traffic lanes on the motorway ( $\bar{x}=6.07$ ). However, having said that, this rating is still within the positive range as it is above the mid-point of  $\bar{x}=5.50$ .

Figure 5: Business – Level of support for short-term projects

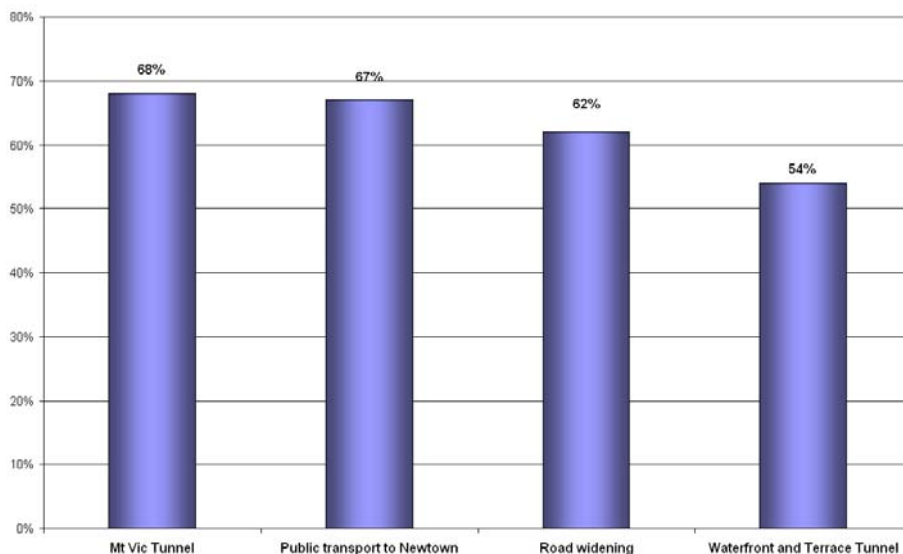




## Opinion regarding the long-term projects

- ◆ On average, 64 percent of the businesses that were interviewed as part of this survey were supportive of the long-term projects as set out in the plan. The average or mean rating for the long-term projects was  $\bar{x}=6.39$ .
- ◆ The long-term projects that received the highest level of support from businesses in the survey were the building of a second Mt. Victoria Tunnel ( $\bar{x}=6.70$ ) and the proposed improvements to the public transport route to Newtown ( $\bar{x}=6.66$ ). For both of these projects more than a quarter of respondents rated their support as a nine or ten out of ten (27 and 26 percent respectively).
- ◆ As with the residents' survey, the long-term project that received the least support was the proposed changes to the Waterfront route and Terrace Tunnel ( $\bar{x}=5.82$ ). Of those who were unsupportive, 18 percent were extremely unsupportive and rated the project as a three or less.

Figure 6: Business – Level of support for long-term projects





## Overall regarding the timing of the short-term and long-term projects

- ◆ Almost a quarter (23 percent) of respondents believed the timing for all six short-term projects was appropriate and there should, therefore, be no changes.
- ◆ Of the remaining respondents (75 percent), between 21 and 38 percent believed some of the short-term projects needed to be moved into the longer-term.
  - ◆ The project most frequently identified as needing to be moved into the longer-term was the proposed construction of a flyover to the north of the Basin Reserve (38 percent of respondents believed this project should be moved into the longer-term).
- ◆ Only 16 percent of respondents believed the timing for all four long-term projects was appropriate and there should, therefore, be no changes.
- ◆ Of the remaining respondents (83 percent), between 27 and 45 percent believed some of the long-term projects needed to be brought forward. The projects most frequently identified as needing to be brought forward were:
  - ◆ Improving the main transport route to Newtown (45 percent of respondents believed this project should be brought forward)
  - ◆ Building a second Mt Victoria Tunnel (41 percent of respondents believed this project should be brought forward).



## 2.0 Introduction

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The Ngauranga to Wellington Airport Corridor is critical to the economic and social functioning of the Greater Wellington Region. Within this corridor are the gateways to the Wellington CBD, our regional port, State Highway One, the main trunk railway line, our regional hospital and our domestic and international airport.

Because of the critical importance of this corridor to the greater Wellington region's strategic transport network, the Greater Wellington Regional Council, Transit New Zealand and Wellington City Council have jointly undertaken a strategic study of the Ngauranga to Wellington Airport Corridor, in order to identify the major transportation issues relating to the corridor and the most appropriate methods by which to address them for the future.

The public have been consulted in relation to the study on three occasions, with the most recent occurring during June and July 2008. To complement this third round of consultation, the decision was made to seek representative opinion from both the general public and the business community in 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 proposed improvements (projects) in the draft plan are on the "right track". More specifically, the objectives were as follows:

- ◆ Measure the extent to which there is public support for the overall draft plan<sup>1</sup>.
- ◆ Measure the extent to which there is public support for each of the six proposed short-term projects (including the reasons for supporting the highest rating project/not supporting the lowest rating project). The projects are:
  - ◆ Dedicated bus lanes from the railway station to Newtown, at peak morning and/or evening times – supported by priority for buses at traffic signals, electronic ticketing, and up to the minute information about when the next bus will arrive displayed electronically at bus stops, on the internet and through mobile phones.
  - ◆ Construction of a flyover to the north of the Basin Reserve, to separate east-west traffic on State Highway 1 from north-south traffic along Kent/Cambridge Terraces and Adelaide Road and to support the passenger transport improvements.

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<sup>1</sup> This is referred to interchangeably throughout the report as the "plan" or the "draft plan".



- ◆ Construct peak period traffic lanes on the motorway, between Ngauranga and Aotea Quay, for use during peak times. This includes replacing some existing car lanes on the Hutt Road with bus lanes.
- ◆ Improve intersections at Cobham Drive roundabouts.
- ◆ Improvements to the walking network, to develop Wellington's reputation as the "most walkable city in New Zealand".
- ◆ Improvements to the cycling network, to make cycling safer and more convenient.
- ◆ Measure the extent to which there is public support for each of the four proposed long-term projects (including the reasons for supporting the highest rating project/not supporting the lowest rating project). The projects are:
  - ◆ Widening Wellington Road and Ruahine Street – into four lanes.
  - ◆ Building a second Mt Victoria Tunnel.
  - ◆ Improving the public transport route to Newtown, with, for example, an improvement to the bus system or a replacement of buses with light rail.
  - ◆ Changes to the Waterfront Route and the Terrace Tunnel – remove two lanes from the Quays to improve access to the waterfront and replace with a duplicate Terrace Tunnel.
- ◆ Measure the extent to which there is public support for:
  - ◆ Delaying any of the proposed short-term projects (i.e. undertaking them in the long-term)
  - ◆ Bringing forward any of the proposed long-term projects (i.e. undertaking them in the next 10 years).
- ◆ Measure the extent to which there is difference in support:
  - ◆ Between the general public resident in three geographic areas:
    - ◆ Wellington City (including the Eastern and Western Suburbs, Johnsonville and Tawa)
    - ◆ The Hutt Valley (including the Wairarapa)
    - ◆ Porirua to Kapiti Coast.
  - ◆ Between the business community in terms of two sub-groups:
    - ◆ Those businesses operating from sites in Wellington City



- ◆ Those business involved in the transportation sector.

## 2.2 Research methodology

The survey of the general public and business community was conducted using a mixed methodology. Initially, respondents were invited to complete the survey on-line, and late responders were then followed-up by telephone. This mixed methodology was selected in order to provide respondents with access to as much detailed information about the draft plan as was considered reasonable.

### 2.2.1 The survey population and the survey sample

#### Residents 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 (including the Wairarapa)
- ◆ Area 3 - Porirua to Kapiti Coast.

Given that the Greater Wellington Regional Council wanted to have a high level of confidence in terms of the results for the respondents from the Wellington City area, and a moderate level of confidence in terms of the results for the other two areas a total sample size of 750 was chosen. From this total, 400 respondents would be interviewed from Area 1 and 175 from each of the other two areas.

The sample for the residents survey was sourced from the Electoral Enrolment Centre by Research New Zealand on behalf of the Greater Wellington Regional Council. A sample of 10,000 people was chosen at random from the Electoral Rolls.

This random sample was then sent to Telecom for telematching to ensure that all potential respondents could be contacted for the follow-up telephone interviews. From this clean, telematched sample 3,750 residents of the Greater Wellington Area were chosen at random to form the final sample frame.

#### Business sample

The sample for the business survey was focused on those businesses that either operated in the Wellington City area or those who were based in the Greater Wellington region and whose main business activity required an efficient transportation infrastructure through the city (e.g. freight operators, couriers, passenger transport operators, etc).

In total a sample size of 250 was chosen for the business survey. Given that those businesses involved in the transportation sector make up quite a small proportion of all businesses in the



Greater Wellington region it was decided that these businesses be over-sampled so that their results could be examined with reasonable confidence.

The sample for this survey was purchased from *apnfinda Limited*, which is an Auckland based company specialising in contact databases. This organisation holds New Zealand's largest, most up-to-date and comprehensive business database (a result of purchasing and consolidating the UBD and Wise business databases) that is available for commercial purchase.

In total, the names and contact details for 1,250 businesses were obtained from *apnfinda*. Of these, 318 were businesses involved in the transportation sector. This constituted all the businesses in the Greater Wellington region on *apnfinda's* database.

### 2.2.2 Development of the survey questionnaire

Draft questionnaires were developed by Research New Zealand after initial consultation with Greater Wellington Regional Council. These drafts were developed and fine-tuned in consultation with Greater Wellington Regional Council.

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. Experienced staff from Research NZ carried out 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.

A pre-notification letter was sent out to all potential respondents. Included in this letter was an invitation to complete the survey on-line, along with a summary of all the proposed plans. Also included in the package was a copy of the draft consultation plan. 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 June 16. The on-line survey closed on June 27th. In total, 286 people completed the survey online.

### 2.2.4 The follow-up telephone calls

The finalised surveys were programmed into Dimensions™ and then pre-tested through a number of different interview scenarios. This ensured that the data was captured in an appropriate manner before the commencement of any actual surveying.

All interviews 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.



All respondents who had not completed the on-line survey by June 24 were added to the sample for the follow-up telephone interviewing.

The telephone interviewing took place between 25 June and 5 July 2008, and the average interview duration was 12.2 minutes.

In total, 528 telephone interviews were completed for the residents' sample and 225 for the business sample in order to achieve the quota of completed interviews on both samples.

## 2.2.5 Achieved sample

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

As can be seen from Table 1, 32 percent of interviews for the residents' sample were achieved using the on-line survey, while 14 percent of interviews were achieved by this method for the business sample. The remainder of the interviews were achieved by telephone interviewing.

Table 1: Achieved sample

	Planned No.	Achieved No.	Achieved %	Achieved On-line	Achieved Telephone
<b>General public:</b>					
Wellington City	400	404	52%	145	259
The Hutt Valley	175	191	25%	58	133
Porirua to Kapiti Coast	175	181	23%	45	136
<b>Total</b>	<b>750</b>	<b>776</b>	<b>100%</b>	<b>248</b>	<b>528</b>
<b>Business community:</b>					
Businesses in general	125	186	71%	29	157
Businesses in the transportation sector	125	77	29%	9	68
<b>Total</b>	<b>250</b>	<b>263</b>	<b>100%</b>	<b>38</b>	<b>225</b>

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



## 2.2.6 Sample profile

Table 2 and Table 3 show the breakdown of the samples by the various demographic questions that were asked in the opening section of the questionnaire.

Table 2: Sample profile – General Public

	Total
<b><u>Gender:</u></b>	
Male	57%
Female	43%
<b><u>Age:</u></b>	
Up to and including 24 years of age	2%
25-39 years	25%
40-54 years	46%
55 years or more	26%
<b><u>Employment status:</u></b>	
Self-employed	20%
Currently employed	69%
Not currently employed (retired, student, homemaker, etc.)	9%
Other	1%
<b><u>Employment location:</u></b>	
Wellington City	68%
The Hutt valley ( including the Wairarapa)	22%
Porirua to Kapiti Coast	9%
<b><u>Household income:</u></b>	
Up to an including \$30,000	7%
More than \$30,000 but less than \$70,000	24%
\$70,000 or more	64%

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

Table 3: Sample profile – Business community

	Total
<b><u>Business ownership:</u></b>	
Owner	40%
Employee	51%
Other	10%
<b><u>Affect of transportation system on business:</u></b>	
A lot	31%
Somewhat	46%
Not at all	20%
<b><u>Location of business:</u></b>	
Wellington City	96%
The Hutt valley (Wairarapa)	2%
Porirua to Kapiti Coast	2%

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



## 2.2.7 Weighting

The data was weighted in order to make it more representative of the target population of residents and businesses in the Greater Wellington region. Groups who are underrepresented in the sample are given higher weights and those groups that have been oversampled are given lower weights.

In this survey, a conscious effort was made to interview as many transportation businesses as possible; therefore their answers have been weighted less in order to make the data representative of the business community in general.

As will be seen throughout the section detailing the results of the business survey, the overall business sample results tend to be closer to those of the non-transport businesses due to the relatively small number of transport businesses in the Greater Wellington Region.

## 2.2.8 Accuracy

The maximum margins of error for each of the samples and their respective sub-samples are detailed below in Table 4.

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 residents' sample the maximum margin of error is +/-3.6% percent and for the business sample it is +/-6.9%.

Table 4: Maximum margins of error

	Sample size	Margin of error
<b><u>Residents Sample:</u></b>		
<b><u>Total:</u></b>	776	+/-3.6%
Area 1	404	+/-4.9%
Area 2	191	+/-7.1%
Area 3	181	+/-7.3%
<b><u>Business Sample:</u></b>		
<b><u>Total:</u></b>	263	+/-6.9%
Transportation Sector	77	+/-9.8%
Other Businesses	186	+/-7.1%



## 2.2.9 Approach to the analysis and reporting of the survey results

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

- ◆ Results for the general public and the business community have been analysed and reported separately.
- ◆ Within the general public, the results have also 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.
- ◆ Within the business community, the results have also been examined by the two sub-groups. Those sub-groups were:
  - ◆ Those businesses operating from sites in Wellington City
  - ◆ Those business involved in the transportation sector.

Significant differences have been tested at the 95 percent confidence level. Where a significant difference has been found, the statistic in the table is highlighted with dark shading (when the statistic is significantly higher than the corresponding statistic) or with light shading (when the statistic is significantly lower than the corresponding statistic).



## 3.0 The general public

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The results presented in this section are based on the responses from the total sample of n=776 members of the general public who were interviewed for the survey.

### 3.1 Overall support for the draft plan

At the conclusion of the interview, after rating and providing explanations for rating the short-term and long-term projects the way they had, respondents were asked to state their overall level of support for the draft plan on a scale of one to ten (where one is *not at all supportive* and ten is *extremely supportive*). The results are presented in Table 5 overleaf.

Key findings are as follows:

- ◆ Almost three-quarters (73 percent) of residents in the Greater Wellington Region were supportive of the plan to at least some extent. Most commonly they rated the overall plan as a seven (23 percent) or an eight (24 percent) out of ten. A further 12 percent rated the overall plan as a nine or ten out of ten – in other words, a perfect or almost perfect score.
- ◆ These ratings resulted in an average or mean rating of  $\bar{x}=6.68^2$  (on a scale of one to ten, where one was *not at all supportive* and ten was *extremely supportive*). This is a positive result for the overall plan (any score above the mid-point of  $\bar{x}=5.50$  is deemed to be positive).
- ◆ Of those 24 percent who were unsupportive of the plan, it is worth noting that only six percent of residents rated the overall plan as a three or less.
- ◆ When the results are viewed by geographical location we find only slight differences in the results from the three different areas. Wellington City residents rated the plan most highly ( $\bar{x}=6.79$ ), while those living in the Porirua to Kapiti Coast and Hutt Valley regions had slightly lower ratings of the overall plan ( $\bar{x}=6.63$  and  $\bar{x}=6.58$  respectively), though not significantly so.

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<sup>2</sup> This result is subject to a Standard Deviation of 1.87.



Table 5: General public – Overall level of support for draft plan

***Now thinking about all ten projects described above, both short and long term, how would you rate your level of support for the plan overall***

	Total	Wellington City	Hutt Valley	Porirua-Kapiti
	Base= 769	399	189	181
1 (Not at all supportive)	1%	1%	2%	1%
2	2%	2%	2%	3%
3	3%	3%	4%	3%
4	4%	5%	3%	6%
5	14%	12%	15%	15%
6	14%	15%	13%	15%
7	23%	25%	22%	20%
8	24%	23%	25%	24%
9	6%	7%	6%	5%
10 (Extremely supportive)	6%	6%	5%	7%
Not specified	2%	2%	2%	2%
Total	100%	100%	100%	100%
Average	<b>6.68</b>	<b>6.79</b>	<b>6.58</b>	<b>6.63</b>

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



## 3.2 Support for six proposed short-term projects

### 3.2.1 Support for projects

At the beginning of the interview, respondents were given a short description of each of the six proposed short-term projects. These were supported by a summary of the projects (that appeared on the back of the pre-notification letter), the draft plan (which accompanied the pre-notification letter) and a short descriptive introduction (provided as part of the background information contained in the on-line survey questionnaire).

Respondents were asked to rate their support for each project using a 10-point scale, where 1 represented 'not at all supportive' and 10 represented 'extremely supportive'. The results are presented in the following tables (Table 6 and Table 7).

On average, two-thirds of respondents (67 percent) were supportive, to at least some extent, of the short-term projects included in the plan. More specifically, depending on the project between 59 and 75 percent of respondents were supportive.

On the other hand, the percentage of people who were unsupportive of the short-term projects was between 24 and 39 percent, with an average of 33 percent unsupportive overall.

As a result, the overall rating for the six short-term projects was  $\bar{x}=6.68^3$ .

As shown by Table 6, the short-term projects that respondents were most likely to be supportive of were the proposed improvements to the cycling network ( $\bar{x}=7.27$ ) and the walking network ( $\bar{x}=7.03$ ).

Three-quarters (75 percent) of respondents were supportive, to at least some extent, of the proposed improvements to the cycling network. More than one in three people (36 percent) rated the proposed improvements to the cycling network as a nine or ten out of ten. In contrast, only nine percent of respondents rated this project as a three or less.

For the proposed changes to the walking network, 70 percent of people were supportive of this project while only ten percent rating this project as a three or less.

On the other hand, respondents were less likely to be supportive of the proposals to construct peak period traffic lanes on the motorway ( $\bar{x}=6.24$ ) or improve intersections at the Cobham Drive roundabouts ( $\bar{x}=6.25$ ). However, having said this, all six projects received ratings in the positive range (i.e. above the mid-point of  $\bar{x}=5.50$ ).

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<sup>3</sup> This result is subject to a Standard Deviation of 2.55.



Even for the short-term projects that received the lowest ratings, more than half of respondents (59 percent and 61 percent respectively) were supportive to at least some extent, with less than one-fifth of people rating these proposals as a three or less.

The results that were obtained from the three different geographical areas were tested for significance against the results of the overall sample. Where a result was found to be statistically greater or less than that of the overall sample the results have been highlighted in Table 7.

The differences that were found show that Wellington City residents were significantly more likely to support improvements to the walking network ( $\bar{x}=7.39$ ), while also being more likely to support the implementation of dedicated bus lanes to Newtown ( $\bar{x}=6.84$ ), though not significantly so.

Respondents from the Porirua/Kapiti coast region were significantly less likely to be supportive of improving the walking or cycling networks ( $\bar{x}=6.51$  and  $\bar{x}=6.60$  respectively), though this probably reflects the fact that they are less likely to make use of these improvements.



Table 6: General public – Level of support for short-term projects

*Using the following scale, please rate your level of support for each of the six projects*

	All projects	Dedicated bus lanes to Newtown	Basin Reserve flyover	Peak period traffic lanes	Cobham Drive roundabout	Walking network	Cycling network
Base=	776	776	776	776	776	776	776
1	5%	5%	6%	5%	5%	3%	3%
2	4%	4%	4%	5%	5%	3%	3%
3	5%	5%	6%	7%	6%	4%	3%
4	6%	6%	5%	7%	6%	5%	5%
5	13%	12%	11%	15%	16%	14%	10%
6	11%	11%	11%	11%	14%	9%	9%
7	13%	16%	14%	12%	12%	13%	11%
8	17%	16%	17%	16%	16%	17%	19%
9	8%	8%	8%	7%	6%	9%	8%
10	18%	15%	17%	13%	13%	22%	28%
Not specified	1%	1%	1%	1%	2%	1%	0%
Total	100%	100%	100%	100%	100%	100%	100%
Average	<b>6.68</b>	<b>6.54</b>	<b>6.53</b>	<b>6.24</b>	<b>6.25</b>	<b>7.03</b>	<b>7.27</b>

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

Table 7: General public – Level of support for short-term projects

*Using the following scale, please rate your level of support for each of the six projects*

	Total	Wellington City	Hutt Valley	Porirua-Kapiti
Base=	776	404	191	181
Dedicated bus lanes from the railway station to Newtown	<b>6.54</b>	6.84	6.37	6.21
Construction of a flyover to the north of the Basin Reserve	<b>6.53</b>	6.50	6.56	6.56
Construct peak period traffic lanes on the motorway	<b>6.24</b>	6.11	6.30	6.42
Improve intersections at Cobham Drive roundabouts	<b>6.25</b>	6.33	6.32	5.95
Improvements to the walking network	<b>7.03</b>	<b>7.39</b>	6.89	<b>6.51</b>
Improvements to the cycling network	<b>7.27</b>	7.52	7.34	<b>6.60</b>



### 3.2.2 Short term project most/least likely to be supported

After rating the six proposed short-term projects, respondents were asked to provide their reasons for supporting the project they were most in favour of and their reasons for not supporting the project they were least in favour of. Where more than one project had been given the same high/low rating, the project they answered the question in relation to was selected at random from the equal highest/lowest.

Table 8 shows the percentage of people that rated each project most highly, while Table 9 shows those who rated each of the six short-term projects most lowly.

Most often, respondents rated the proposed improvements to the cycling network as the project they were most supportive of (28 percent of respondents rated this higher than the other long-term projects). On the other hand, the construction of peak period traffic lanes on the motorway was the project most often given the lowest rating by respondents.

The following section details the main reasons why people were supportive or unsupportive of each of the six short-term projects and gives some examples of the verbatim gathered during the online stage of the survey. Appendix A of this report contains a table that details in full the responses given when people were asked for the reasons behind their ratings.

A full list of the verbatim responses given during the online section of the survey is also included in the appendices.



Table 8: General public – Short-term project rated the highest

**Using the following scale, please rate your level of support for each of the six projects**

	Total	Wellington City	Hutt Valley	Porirua-Kapiti
Base=	719*	377	177	165
Dedicated bus lanes from the railway station to Newtown	14%	16%	15%	10%
Construction of a flyover to the north of the Basin Reserve	16%	16%	16%	18%
Construct peak period traffic lanes on the motorway	13%	9%	15%	17%
Improve intersections at Cobham Drive roundabouts	11%	11%	10%	12%
Improvements to the walking network	18%	22%	15%	15%
Improvements to the cycling network	28%	25%	30%	28%

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

\*Sub-sample of those respondents who rated at least one project between 6 and 10.

Table 9: General public – Short-term project rated the lowest

**Using the following scale, please rate your level of support for each of the six projects**

	Total	Wellington City	Hutt Valley	Porirua-Kapiti
Base=	599*	312	140	147
Dedicated bus lanes from the railway station to Newtown	15%	15%	17%	14%
Construction of a flyover to the north of the Basin Reserve	18%	22%	16%	13%
Construct peak period traffic lanes on the motorway	24%	27%	25%	19%
Improve intersections at Cobham Drive roundabouts	19%	20%	16%	23%
Improvements to the walking network	12%	9%	14%	14%
Improvements to the cycling network	11%	7%	11%	17%

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

\*Sub-sample of those respondents who rated at least one project between 1 and 5.



## **Dedicated bus lanes from the railway station to Newtown**

Most often the reasons given for supporting the proposed bus lanes from the railway station to the airport were that it *encourages people to use public transport* (46 percent) or that *improving public transport needs to be our main priority* (24 percent). In addition, 21 percent said either *this would streamline traffic flow/reduce congestion* or that *travelling into/around Wellington will be easier/quicker*.

*A large volume of people use this route in and out of the city, and dedicated bus lanes may encourage more people to use public transport.*

*Buses should be given priority in the inner city area in order to make them fast and effective and hence attractive to even more users. The implementation of bus lane on Kent Terrace has certainly speeded up bus rides along this route.*

*I strongly support improving public transport and the public transport spine concept. Dedicated bus lanes and the associated measures are a key part of this. Public transport must have priority over other traffic, otherwise it just gets snarled up in the traffic congestion and doesn't offer any benefit to potential users.*

*Improved usage of public transport necessary in light of fuel increases. Think it would definitely improve traffic flow.*

On the other hand, of those respondents who rated this proposal as the one they were least likely to support, 20 percent said that *I don't travel to this area/know this area*, 17 percent said that *this is not a problem now/other higher priorities*, while a further 13 percent said that they *don't use public transport*.

*At peak times, bus only lanes cause traffic congestion in times where traffic needs to be flowing with the Basin [and] Newtown area a main point.*

*Live in Johnsonville and never go to Newtown.*

*Never use the buses. Don't mind if they're in the same lane as me on the way out to Newtown or the airport.*

*The flip side is that it is [a] further restriction on car access in the city. I believe that car access is very important to getting around Wellington.*



## Basin Reserve Flyover

16 percent of people were asked why they were supportive of building a flyover at the Basin Reserve. By far the most common reason for supporting this project was that it would *streamline traffic flow/reduce congestion*, with four-fifths (80 percent) of people saying this. The other most common reasons were that *travelling into/around Wellington will be easier/quicker* (26 percent) and that it will *be easier to get to the airport* (19 percent).

*It's a real traffic bottleneck, affecting travel times and creating a bad impression for visitors to the city.*

*There is a considerable bottleneck at the Basin area; separation of East-West and North-South traffic is essential if this is to be improved.*

*To ease peak hour traffic flow, an extra Mt Victoria tunnel by itself would make little difference.*

*Will improve travel times to the airport. For Kapiti residents, avoiding city traffic is the priority. This proposal will bypass a traffic bottleneck for travel to the airport.*

Of the 18 percent of people who rated the Basin Reserve flyover lowest or equal lowest, 28 percent said *this is not a problem now/other higher priorities*, while a further 26 percent felt that the proposed flyover would *be an eyesore/disruptive to build*.

Some of the other most common reasons for not supporting the flyover included people being unsupportive of the initiative as they felt it would *encourage more traffic* or saying that *the focus should be more on public transport*.

*Improvements should focus on public transport, walking and cycling. This is an expensive option primarily to accommodate more cars on the roads.*

*Sounds very expensive and doesn't address the public transport issue.*

*This part of Wellington is currently aesthetically pleasing and has heritage value with the Basin Reserve and the parallel terraces, Kent and Cambridge. I am concerned that to construct a flyover would detract from this.*

*Too expensive, won't work. Already spent a fortune on motorway extension [and it] hasn't improved things.*



## Peak period traffic lanes on the motorway

More than two-thirds (67 percent) of the people who rated this proposal most highly, said they did so because they believed that it *would streamline traffic flow/reduce congestion*.

A further 31 percent of people believed the peak period traffic lanes would make *travelling into/around Wellington will be easier/quicker*.

*A few years ago I saw movable peak traffic lanes over the Auckland Bridge. It seemed like a good idea as the main flow is mainly into the city in the morning and vice versa in the afternoon. I often walk down the Bridle Path and note a considerable traffic flow on one side of the motorway and rather empty on the other side so by constructing peak period traffic lanes on the motorway this may be alleviated.*

*Peak period traffic lanes on the motorway enables the flow of traffic to move a lot quicker and eliminate traffic jams.*

*Speeds up travel in peak times.*

*Think this should speed up the traffic and ease the flow through the city.*

Of the people who were opposed to the construction of the peak period traffic lanes, almost 40 percent felt that this is *not a problem now /other higher priorities* or that this option is *a short term fix/will not solve the problem*. In addition, 17 percent said that the peak period lanes would *encourage more traffic on the roads*, 16 percent believed *our focus should be on public transport*, while 12 percent were opposed to the project as they believed that *extra bus lanes mean less room for cars*.

*Encourages people to use their car to commute to work and back. People should be encouraged to park and ride.*

*Future policy should not be focused around improving access for motor vehicles (congestion, emissions, etc). Additional lanes will only exacerbate congestion in the city.*

*There is not enough room for normal vehicles now without closing off lanes for public transport.*

*We do not need more reasons for people to bring their cars into the city. I do support the inclusion of more bus routes and lanes for people who are car pooling, but not more lanes on the motorway.*



### **Improve intersections at the Cobham Drive roundabout**

More than half (52 percent) of those people who rated the proposed improvements to SH1 at the Cobham Drive roundabout most highly, said their main reason was that it *would streamline traffic flow/reduce congestion*. The other most common reasons were that it would *be easier to get to the airport* (25 percent) or that *travelling into/around Wellington will be easier/quicker* (21 percent). In addition, 16 percent of people said they supported the improvements as it would help to *reduce accidents/increase safety*.

*As someone who lives in the Eastern Suburbs and values the airport I believe such an important resource needs good access for the rest of the Wellington region. Current driving to and from the airport and Eastern Suburbs is very congested and wastes fuel sitting in slow moving traffic.*

*Current intersections are busy and dangerous.*

*Does not cost much.*

*Traffic flow from the Eastern Suburbs [and] airport into the city at peak times is very congested. Indeed at non-peak times the traffic flow can still be very slow. The major Cobham Drive intersections do prove something of a bottleneck for traffic.*

The main reasons people were opposed to the project was that they felt this was *not a problem now/other higher priorities* (53 percent) or that *they don't travel to this area/know this area* (32 percent).

*Don't see it as a major problem unless future studies indicate major traffic increases in that area. Don't have any problems with the traffic at the moment.*

*I don't believe that this is a critical bottleneck for vehicular traffic and I travel through them every day. They seem to run smoothly with the exception of bus breakdowns, roadworks or sporting events.*

*I don't travel this way, so have no idea what needs to be improved there.*

*These roundabouts are very efficient and there appears to be little congestion at that point.*



## Improvements to the walking network

Most commonly the reasons for supporting the proposed improvements to the walking network were that *Wellington is suitable for walking* (59 percent), that walking is *good for people's health/the environment* (43 percent) or that the proposals would *reduce the number of cars in the city* (15 percent).

*Improvements to the walking network are important because it would enable more people to use these facilities rather than their own means of transport, which then in turn, over a period of time, lessens the amount of traffic.*

*The city has scenic attractions and a layout that would warrant and benefit this type of development. City dwellers and visitors to the city would utilise and gain much pleasure from these walkways. Would offer Wellington an advantage over other NZ cities and position it globally as a city looking forward to counteract rising transportation costs and promoting good health.*

*Walking is a healthy and cost effective form of moving around what is a compact city. Any form of non polluting 'transport' should be encouraged.*

By far the most common reason why people were opposed to the proposed improvements to the walking network was that they felt *it was not a problem now/other higher priorities* (58 percent).

*As a walker I don't see any problems with the existing network.*

*No costs determined yet, nor any specifics relating to what form this option will take.*

*There is nothing wrong with the footpaths we have already. Making the walking network better does not help anyone travel a big distance.*

*Wellington is well supported with walking networks and the weather is not really conducive to walking to work.*



## Improvements to the cycling network

Those who were most strongly in favour of the cycling network upgrades said their main reasons were that *Wellington is suitable for cycling* (43 percent), to *reduce accidents/increase safety* (42 percent) or that *cycling is good for people's health/the environment* (32 percent).

*Encourage more people to cycle, at the moment it is unsafe.*

*I support improvements to the cycling network for two main reasons: 1. Reduction of vehicle emissions; 2. Cycles and cyclists present less of a hazard to pedestrians, compared with motor vehicles.*

*The recent deaths of two cyclists have highlighted the need for dedicated cycle lanes. With the increasing cost of fuel there will be an increase in the number of cyclists. They need to be catered for as well.*

*With the cost of petrol rising it is important to make allowances for alternative forms of transport. Cycling is both a healthy and safe alternative if the network is properly built and maintained.*

Of those who were opposed to improving the cycling network some of the more common reasons included *I don't cycle* (27 percent), *this is not a problem now/other higher priorities* (18 percent) or that there are *already too many cyclists* (14 percent).

*Bicyclists are a minority.*

*Cycling in Wellington is only a recreation and not a transport alternative.*

*I have found cyclists in general to be inconsiderate road users, and who do not obey rules at intersections. Special treatment is therefore undeserved.*

*Overall, not that many people will take to cycling given the hilly nature of Wellington. A cycle network is more relevant in a flat city like Christchurch.*



## 3.3 Support for four proposed long-term projects

### 3.3.1 Support for projects

As with the short-term projects, respondents were also given a short description of each of the four proposed long-term projects.

Respondents were asked to rate their support for each project using a 10-point scale, where 1 represented 'not at all supportive (of the project)' and 10 represented 'extremely supportive (of the project)'.

As shown by Table 10, on average, 61 percent of respondents were supportive of the long-term projects as proposed in the draft plan. For each of the four long-term projects between 54 and 67 percent of people rated their support as a six or more on the ten-point scale.

On average, 37 percent of residents were opposed to the long-term projects as outlined in the draft plan. The number of people who were unsupportive of these long-term projects ranged between 30 and 44 percent.

As shown by Table 11, on average the overall rating for the four long-term projects was  $\bar{x}=6.23^4$ . Three of the projects received ratings above  $\bar{x}=6.00$ , while the proposed changes to the Waterfront route and Terrace Tunnel received a score of  $\bar{x}=5.72$ , which is just above the median score of  $\bar{x}=5.50$ .

The long-term projects that were most well supported were the proposed improvements to the public transport route to Newtown ( $\bar{x}=6.56$ ) and the building of a second Mt Victoria Tunnel ( $\bar{x}=6.42$ ). Of those people that were supportive of these two initiatives, almost a quarter rated the projects as a nine or ten out of ten (23 percent and 24 percent respectively).

The proposed changes to the Waterfront route and the Terrace Tunnel was the long-term project that received by far the lowest level of support from members of the general public. Almost half of respondents (44 percent) rated their support for this project as a five or less, while a quarter of all respondents (22 percent) strongly disapproved of the proposal with ratings of three or less. These ratings resulted in a mean rating of  $\bar{x}=5.72$ .

In general there were few differences by geographical area, although those in Wellington City seem likely to be more supportive of any proposals that would improve public transport in the city, though not significantly so.

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<sup>4</sup> This result is subject to a Standard Deviation of 2.53.



Table 10: General public – Level of support for long-term projects

*Using the following scale, please rate your level of support for each of the four projects*

	All projects	Widening Wellington Road	Second Mt. Vic Tunnel	Public transport to Newtown	Waterfront and Terrace Route
Base=	770	770	770	770	770
1	6%	5%	6%	5%	8%
2	4%	4%	4%	2%	6%
3	6%	6%	6%	4%	8%
4	6%	5%	7%	6%	7%
5	15%	16%	14%	13%	15%
6	14%	15%	11%	15%	15%
7	14%	15%	13%	13%	14%
8	14%	15%	14%	16%	10%
9	7%	7%	7%	9%	6%
10	12%	10%	17%	14%	9%
Not specified	3%	2%	3%	2%	3%
Total	100%	100%	100%	100%	100%
Average	<b>6.23</b>	<b>6.20</b>	<b>6.42</b>	<b>6.56</b>	<b>5.72</b>

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

Table 11: General public – Level of support for long-term projects

*Using the following scale, please rate your level of support for each of the four projects*

	Total	Wellington City	Hutt Valley	Porirua-Kapiti
Base=	770	401	188	181
Widening Wellington Road and Ruahine Street	<b>6.20</b>	6.33	6.16	6.02
Building a second Mt Victoria Tunnel	<b>6.42</b>	6.42	6.34	6.56
Improving the main transport route to Newtown	<b>6.56</b>	6.81	6.24	6.57
Changes to the Waterfront Route and the Terrace Tunnel	<b>5.72</b>	5.69	5.72	5.79



### 3.3.2 Long-term project most/least likely to be supported

After rating the four proposed long-term projects, respondents were asked to provide reasons for supporting the project they supported the most and likewise, their reasons for not supporting the projects they rated the lowest. Where more than one project had been given the same high rating, the project they answered the question in relation to was selected at random from those projects that received the equal highest/lowest ratings.

Table 12 shows the percentage of people who most strongly supported each of the proposed long-term projects, while Table 13 details the projects that most often received the lowest ratings.

Most often, respondents rated the proposed improvements to the public transport route to Newtown as the project they were most supportive of (35 percent of respondents rating this higher than the other long-term projects). On the other hand, the proposed changes to the Waterfront route and Terrace Tunnel was the project most often given the lowest rating by respondents.

Table 12: General public – Long-term project rated the highest

***Using the following scale, please rate your level of support for each of the four projects?***

	Total	Wellington City	Hutt Valley	Porirua-Kapiti
Base=	662*	353	156	153
Widening Wellington Road and Ruahine Street	20%	20%	26%	12%
Building a second Mt Victoria Tunnel	29%	27%	29%	33%
Improving the main transport route to Newtown	35%	39%	30%	37%
Changes to the Waterfront Route and the Terrace Tunnel	16%	14%	15%	19%

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

\*Sub-sample of those respondents who rated at least one project between 6 and 10.

Table 13: General public – Long-term project rated the lowest

***Using the following scale, please rate your level of support for each of the four projects?***

	Total	Wellington City	Hutt Valley	Porirua-Kapiti
Base=	516*	259	134	123
Widening Wellington Road and Ruahine Street	19%	19%	18%	20%
Building a second Mt Victoria Tunnel	23%	23%	22%	24%
Improving the main transport route to Newtown	23%	20%	29%	20%
Changes to the Waterfront Route and the Terrace Tunnel	35%	39%	31%	36%

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

\*Sub-sample of those respondents who rated at least one project between 1 and 5.



## Widening Wellington Road and Ruahine Street

When those people who were most supportive of the proposed changes to Wellington Road and Ruahine Street were asked their reasons why, more than three quarters (76 percent) said it was because they believed the changes would *streamline traffic flow/reduce congestion*. A further 19 percent said that the changes would make it *easier to get to the airport*.

*Better flow of traffic to airport and Eastern Suburbs.*

*If you are wanting to widen Ruahine St to allow a better flow of traffic from the city to Eastern Suburbs and vice versa, then you need to take reasonable steps to allow this to happen. This may include another Mt Vic Tunnel.*

*The present two-lane road is inadequate to deal with existing and predicted volumes of traffic between the city and the airport. Four lanes will help reduce congestion and improve public transport access.*

*This is a heavily used route to and from the Eastern Suburbs and would allow additional effectiveness for public transport along this route.*

Most commonly, people were unsupportive of this project because they *don't travel to this area/know this area* (26 percent), they felt the project was a *short term fix/will not solve the problem* (25 percent) or that *this is not a problem now/other higher priorities* (22 percent).

*I don't use these roads often so no reason to support.*

*In my opinion this would only move the gridlock from the tunnel area to the CBD.*

*Widening any road normally involves a second lane in the same direction. This just creates bottlenecks in other areas.*

*Widening roads is a relatively short term solution as volumes of traffic are likely to grow, so in years to come we will have similar issues.*



## Building a second Mt Victoria Tunnel

Given that the Mt Victoria Tunnel project and the proposed changes to Wellington Road and Ruahine Street are seen by many as going hand in hand, it is not surprising that the reasons for supporting the building of a second tunnel are similar to those for supporting the road widening project.

Sixty-five percent of people who supported this project did so because they believed that the second tunnel would *streamline traffic flow/reduce congestion*, while 32 percent felt it would make it *easier to get to the airport*.

*Again, this is a known congestion point. It is the main access to the airport and needs to provide for free flowing of traffic.*

*Improve traffic flow to/from airport.*

*The existing tunnel is too narrow, one lane each way, for the traffic that uses it at present. A second tunnel would provide more access for traffic especially to and from the airport.*

*There is too much traffic at the moment through the tunnel. It creates bottlenecks at the bottom of the tunnel on the Basin Reserve side. This traffic problem then continues down to Kent Terrace.*

Reasons for not supporting this project included 26 percent of people who said that this *is not a problem now/other higher priorities*, while 19 percent of people were opposed to the project because of the projected costs or concerns over the cost-benefit ratio.

*A costly waste, spend the money on public transport and the tunnel will not be needed. Looking at ways to improve the number of people on and efficiency [of] public transport would prove a far better long term solution to short term problem.*

*Another tunnel through Mt Victoria might be quite disruptive or an eyesore and I'm not convinced that 20 years in the future (with perhaps significant changes in transport between now and then) that it would be seen to be the right decision.*

*Does not in anyway help the traffic problems that the area already has, and pumping more traffic into that area via a second tunnel is only going to make the problem a larger one.*

*The tunnel itself is not a problematic choke point, it's the Basin and the intersections that follow between the Basin and the tunnel that need to be addressed.*



## Improving the main transport route to Newtown

As is to be expected, the main reasons given for supporting the proposed improvements to the Newtown public transport route option were that it *encourages people to use public transport* (28 percent), that *public transport needs to be our main priority* (28 percent) or that *public transport is more environmentally friendly/reduces number of cars* (23 percent).

Improved *access to the hospital* was mentioned by 15 percent of those questioned, while it is also worth noting that six percent commented specifically on their support of the proposal to introduce a light rail system.

*Once again, public transport should be improved to get cars off the road, not just building more roads for cars to use, doesn't make sense when fuel costs are rising. Get people out of their cars and into public transport!*

*Public transport improvements will in the long term have a better impact on living in Wellington across a range of measures (cost, health, environment etc) than changes which are based on private vehicles.*

*The option I favour most is light rail. I believe the benefits of near seamless rail transport from the Western to the Eastern Suburbs are potentially considerable in terms of efficiency and speed.*

*This is a main route through the city, and the high traffic density would be better served by a reliable public transport system, rather than large numbers of motor vehicles.*

Most commonly, those who were unsupportive of the proposed improvements said this was because this *is not a problem now/other higher priorities* (33 percent) or that *they don't travel to this area/know this area* (28 percent). In addition 14 percent of people were wary of the costs of the proposed improvements.

*I think the public transport to Newtown works well at the moment. Most buses go through that area and provide a good service.*

*Lets improve the flow of private cars and delivery trucks first.*

*Never travel to Newtown, so not aware of any current issues.*

*This is a large amount of money, which will cater to only a relatively small number of the population and deliver benefit to only one category of transport for commuters. Fundamental roading related improvements cater for public transport, private transport and commercial transport.*



## Changes to the Waterfront route and the Terrace Tunnel

Of the 16 percent of people who were questioned regarding their support for the proposed Waterfront/Terrace Tunnel changes, almost half (48 percent) said they supported the project, as it *would streamline traffic flow/reduce congestion*, while 30 percent were in favour as they felt the changes would *make travelling into/around Wellington easier/quicker*. In addition, 21 percent commented on the importance of the Waterfront as an asset to Wellington.

*I love how the waterfront has been opened up during the last twenty years. It is an area that needs to be preserved. The Terrace Tunnel is not adequate to deal with the new bypass traffic and in fact makes the new bypass a bit of a joke.*

*My support for this one derives from my belief that pedestrian access to the Waterfront, and along the waterfront route, needs to be improved. I don't have a firm view about duplication of the Terrace Tunnel.*

*The Terrace Tunnel heading south is always a bottleneck and access to the Eastern and Southern Suburbs has been constrained by this. Once this tunnel has been constructed there will be less traffic on the waterfront and therefore pedestrians [and] cyclists access can be improved by reducing the lanes.*

*This would reduce the through-city traffic levels and make it easier to improve the walking network within the city.*

By far the most common reason for being unsupportive of this project was that people felt *this is not a problem now/other higher priorities* (42 percent). A further 14 percent of people were afraid that the changes might *adversely affect surrounding areas*.

*I use the waterfront route regularly on my way to Newtown and it functions really well for traffic. The Terrace Tunnel seems to be operating really well and it is easy to get around the way it already is planned.*

*Reducing the waterfront lane from six to four lanes would do little for pedestrians but would remove badly needed capacity. A high-capacity route is needed along the waterfront.*

*The Waterfront route needs to be kept as an alternate route for access through the city.*

*Waterfront route is terrific and needs to stay a "scenic" route for those that want to enjoy our wonderful city, shrinking lanes is not necessary. Terrace Tunnel is separate to waterfront route and I would support extending.*



### 3.4 Opinion relating to the timing of short and long-term projects

After rating the short and long-term projects, respondents were asked to consider the proposed timing of these projects. Specifically, they were asked to consider whether the commencement of any of the proposed short-term projects should be delayed, and whether any of the long-term projects should be brought forward and completed within the short-term timeframe of 10 years. The results are presented in the following tables.

Almost one-third (29 percent) of respondents believed the timing for all six short-term projects was appropriate and there should, therefore, be no changes. However, most of the remaining respondents (67 percent) believed some of the short-term projects needed to be moved into the longer-term. The project that was most frequently identified as needing to be moved into the longer-term was the construction of a flyover to the north of the Basin Reserve (36 percent of respondents believed this project should be moved into the longer-term).

One-quarter (24 percent) of respondents believed the timing for all four long-term projects was appropriate and there should, therefore, be no changes. Most of the remaining respondents (72 percent) believed some of the long-term projects needed to be brought forward. The projects most frequently identified as needing to be brought forward were:

- ◆ Improving the main transport route to Newtown (37 percent of respondents believed this project should be brought forward).
- ◆ Building a second Mt Victoria Tunnel (34 percent of respondents believed this project should be brought forward).



Table 14: General public – Short-term projects that should be delayed

*Of the short term projects, are there any that you would like to see move into the longer-term?*

	Total	Wellington City	Hutt Valley	Porirua- Kapiti
Base=	769	399	189	181
Dedicated bus lanes from the railway station to Newtown	22%	19%	26%	20%
Construction of a flyover to the north of the Basin Reserve	36%	36%	35%	35%
Construct peak period traffic lanes on the motorway	23%	26%	21%	21%
Improve intersections at Cobham Drive roundabouts	25%	24%	26%	26%
Improvements to the walking network	22%	19%	25%	25%
Improvements to the cycling network	17%	14%	20%	20%
No, all should be short-term projects	29%	28%	30%	31%
Don't know	4%	4%	6%	3%
Refused	0%	0%	1%	0%

Total may exceed 100 percent because of multiple response.

Table 15: General public – Long-term projects that should be brought forward

*Of the long term projects, are there any that you would like to see move into the short/medium-term?*

	Total	Wellington City	Hutt Valley	Porirua- Kapiti
Base=	769	399	189	181
Widening Wellington Road and Ruahine Street	29%	30%	26%	31%
Building a second Mt Victoria Tunnel	34%	35%	32%	38%
Improving the main transport route to Newtown	37%	41%	31%	38%
Changes to the Waterfront Route and the Terrace Tunnel	24%	20%	26%	27%
No, all should be long-term projects	24%	21%	28%	26%
Don't know	4%	3%	4%	4%
Refused	0%	0%	1%	0%

Total may exceed 100 percent because of multiple response.



## 4.0 Business community

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The results presented in this section are based on the responses from the total sample of n=263 members of the business community who were interviewed for the survey.

### 4.1 Overall support for the draft plan

At the conclusion of the interview, after rating and providing explanations for rating the short-term and long-term projects the way they had, respondents were asked to state their overall level of support for the draft plan. The results are presented on the following table (Table 16).

Key findings are as follows:

- ◆ More than four-fifths (81 percent) of the businesses that were interviewed during the course of the survey were supportive, to at least some extent, of the overall draft plan. This results in an average rating of  $\bar{x}=6.91^5$  (on a scale of one to ten, where one was *not at all supportive* and ten was *extremely supportive*). As for the resident's survey this is a positive result for the overall plan.
- ◆ As with the residents' survey, the most common ratings were either seven (27 percent) or eight (26 percent) out of ten. In all, 14 percent of businesses rated the plan as a nine or ten out of ten. Although 19 percent of businesses were unsupportive of the plan to some extent, only six percent of businesses rated the overall plan as a three or less.
- ◆ In general, there is little difference between the results of the two sub-samples within the business sample, although a slightly higher percentage of non-transport businesses were supportive of the plan (81 percent compared to 73 percent of transport related businesses who were supportive).

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<sup>5</sup> This result is subject to a Standard Deviation of 1.83.



Table 16: Business community – Overall level of support for draft plan

***Now thinking about all ten projects described above, both short and long term, how would you rate your level of support for the plan overall***

	Total	Transport Sector	All Other Businesses
Base=	263	77	186
1 (Not at all supportive)	1%	0%	1%
2	3%	6%	3%
3	2%	3%	2%
4	3%	6%	3%
5	10%	8%	10%
6	14%	19%	13%
7	27%	16%	28%
8	26%	19%	26%
9	7%	5%	8%
10 (Extremely supportive)	7%	14%	6%
Not specified	1%	3%	1%
Total	100%	100%	100%
Average	<b>6.91</b>	<b>6.75</b>	<b>6.91</b>

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



## 4.2 Support for six proposed short-term projects

### 4.2.1 Support for projects

As for the residents who were interviewed as part of the survey, at the beginning of the interview, businesses were given a short description of each of the six proposed short-term projects. These were supported by a summary of the projects (that appeared on the back of the pre-notification letter), the draft plan (which accompanied the pre-notification letter) and a short descriptive introduction (provided as part of the background information contained in the on-line survey questionnaire).

Respondents were asked to rate their support for each project using a 10-point scale, where 1 represented 'not at all supportive (of the project)' and 10 represented 'extremely supportive (of the project)'. The results are presented in the following tables (Tables 17 and 18).

On average, almost two-thirds (65 percent) of businesses were supportive of the six short-term projects that were included in the draft plan. For each of the six projects, between 60 and 70 percent of the businesses were supportive to at least some extent. These ratings result in an overall rating for the short-term projects included in the plan as  $\bar{x}=6.57^6$ .

Depending on which project they were being questioned about, between 28 and 39 percent of businesses said they were unsupportive of the short-term project. On average, 34 percent of businesses were unsupportive of the short-term projects included in the plan.

As shown in Table 18, the short-term projects that received the highest ratings from businesses were the proposed improvements to the cycling network ( $\bar{x}=6.85$ ) and the proposed building of a flyover at the Basin Reserve ( $\bar{x}=6.76$ ).

Seventy percent of businesses were supportive, to at least some extent, of the idea of building a flyover at the Basin Reserve, with 27 percent of respondents rating this project as a nine or ten out of ten and only 16 percent rating this project as three or less.

Similarly, for the proposed cycling network upgrades, 69 percent of businesses were supportive of these initiatives. Almost one in three businesses (31 percent) rated this option as highly as was possible with a score of ten out of ten.

As with the residents' survey the least popular of the short-term projects was the proposed construction of peak period traffic lanes on the motorway, which received an average rating of  $\bar{x}=6.07$ . However having said that, this rating is still within the positive range as it is above the mid-point of  $\bar{x}=5.50$ .

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<sup>6</sup> This result is subject to a Standard Deviation of 2.67.



When the results for the businesses involved in the transportation industry are compared to those of other businesses in general, there are no statistically significant differences. Worth noting however, is the fact that businesses involved in the transportation sector are likely to be less supportive of the proposed bus lanes from the railway station to Newtown.

Table 17: Business community – Level of support for short-term projects

*Using the following scale, please rate your level of support for each of the six projects*

	All projects	Dedicated bus lanes to Newtown	Basin Reserve flyover	Peak period traffic lanes	Cobham Drive roundabout	Walking network	Cycling network
Base=	263	263	263	263	263	263	263
1	5%	4%	5%	4%	5%	5%	4%
2	7%	5%	6%	6%	8%	7%	9%
3	5%	5%	5%	6%	2%	5%	5%
4	6%	8%	3%	10%	6%	5%	5%
5	11%	11%	9%	13%	16%	12%	8%
6	10%	10%	9%	16%	7%	12%	7%
7	13%	15%	16%	12%	12%	11%	13%
8	16%	25%	18%	16%	14%	13%	11%
9	8%	5%	8%	5%	12%	8%	7%
10	18%	11%	19%	11%	16%	19%	31%
Not specified	1%	1%	1%	0%	1%	1%	0%
Total	100%	100%	100%	100%	100%	100%	100%
Average	<b>6.51</b>	<b>6.41</b>	<b>6.76</b>	<b>6.07</b>	<b>6.50</b>	<b>6.47</b>	<b>6.85</b>

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

Table 18: Business community – Level of support for short-term projects

*Using the following scale, please rate your level of support for each of the six projects*

	Total	Transport Sector	All Other Businesses
Base=	263	77	186
Dedicated bus lanes from the railway station to Newtown	<b>6.41</b>	5.35	6.45
Construction of a flyover to the north of the Basin Reserve	<b>6.76</b>	6.61	6.76
Construct peak period traffic lanes on the motorway	<b>6.07</b>	6.47	6.05
Improve intersections at Cobham Drive roundabouts	<b>6.50</b>	6.29	6.51
Improvements to the walking network	<b>6.47</b>	6.03	6.49
Improvements to the cycling network	<b>6.85</b>	6.13	6.88



#### 4.2.2 Short term project most likely to be supported

After rating the six proposed short-term projects, respondents were asked to provide reasons for supporting the project they supported the most and reasons for not supporting the project they rated the lowest. Where more than one project had been given the same high/low rating, the project they were questioned about was selected at random.

Most often, respondents rated the proposed improvements to the cycling network as the project they were most supportive of (25 percent of respondents rated this higher than the other long-term projects). On the other hand, the building of a flyover at the Basin Reserve was the project most often given the lowest rating by respondents.

The following section details the main reasons why people were supportive or unsupportive of each of the six short-term projects.

In general, for all of the short-term projects included in the report, the reasons why businesses were supportive/unsupportive were very similar to the reasons given by the respondents in the residents' survey. For a sample of the verbatim comments given to justify peoples reasoning, the reader is directed to view the relevant project in the residents' section of this report. A list of verbatim collected during the online section of the survey is included as an appendix to this report.



Table 19: Business community – Short-term project rated the highest

**Using the following scale, please rate your level of support for each of the six projects**

	Total	Transport Sector	All Other Businesses
Base=	247*	69	178
Dedicated bus lanes from the railway station to Newtown	11%	4%	11%
Construction of a flyover to the north of the Basin Reserve	20%	32%	20%
Construct peak period traffic lanes on the motorway	11%	17%	11%
Improve intersections at Cobham Drive roundabouts	18%	14%	19%
Improvements to the walking network	14%	13%	14%
Improvements to the cycling network	25%	19%	25%

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

\*Percentages are based on the proportion rating each project 6-10.

Table 20: Business community – Short-term project rated the lowest

**Using the following scale, please rate your level of support for each of the six projects**

	Total	Transport Sector	All Other Businesses
Base=	209*	65	144
Dedicated bus lanes from the railway station to Newtown	14%	29%	13%
Construction of a flyover to the north of the Basin Reserve	19%	15%	19%
Construct peak period traffic lanes on the motorway	18%	9%	19%
Improve intersections at Cobham Drive roundabouts	17%	20%	17%
Improvements to the walking network	13%	14%	13%
Improvements to the cycling network	18%	12%	19%

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

\*Percentages are based on the proportion rating each project 1-5.



### **Dedicated bus lanes from the railway station to Newtown**

Reflecting the views expressed in the residents' survey, businesses were most commonly supportive of the plan to implement dedicated bus lanes from the railway station to Newtown because they felt that this option *encourages people to use public transport* (50 percent).

Other reasons for being supportive were that this project would *streamline traffic flow/reduce congestion* (25 percent), would make *travelling into/around Wellington easier/quicker* (25 percent) or that *improving public transport needs to be our main priority* (25 percent).

Reasons for being unsupportive of the proposed bus lanes included *I don't travel to this area/know this area* (26 percent), *I don't use public transport* (24 percent) or that *this is not a problem now /other higher priorities* (20 percent).

A further 22 percent of businesses were opposed to the introduction of dedicated bus lanes because *extra bus lanes mean less room for cars/commercial vehicles*.

### **Basin Reserve flyover**

By far the most common reason for supporting the building of the proposed Basin Reserve flyover was that respondents felt it would *streamline traffic flow/reduce congestion* (85 percent). Other reasons for supporting included *travelling into/around Wellington will be easier/quicker* (35 percent) or that *it will be easier to get to the airport* (28 percent).

More than one-third (35 percent) of businesses who opposed the building of the Basin Reserve flyover mentioned the proposed cost of the project when asked for their reasons for being unsupportive.

In addition, 28 percent felt the flyover would be *an eyesore/disruptive to build*, while 25 percent felt that *this is not a problem now/other higher priorities*.

### **Peak period traffic lanes on the motorway**

Businesses who were questioned about their reasons for being supportive of the proposed peak period traffic lanes were most likely to say that the lanes would *streamline traffic flow/reduce congestion* (69 percent) or that they would make *travelling into/around Wellington easier/quicker* (45 percent).

A quarter of those businesses (25 percent) who were opposed to the proposed peak period traffic lanes believed that the lanes were *a short term fix/will not solve the problem*, while a further 18 percent said *I don't travel to/know this area* and another 18 percent said *our focus should be on public transport*.



### **Improve intersections at the Cobham Drive roundabout**

As for the residential survey, the most common reasons why businesses were supportive of the proposed improvements at the Cobham Drive roundabout were that *this would streamline traffic flow/reduce congestion* (55 percent), *it will be easier to get to the airport* (19 percent) or that *travelling into/around Wellington will be easier/quicker* (16 percent).

When the reasons why businesses were opposed to this project were examined, the most common reasons were that *this is not a problem now/other higher priorities* (67 percent) or that *I don't travel to/know this area* (17 percent).

### **Improvements to the walking network**

Fifty-nine percent of businesses who were supportive of the proposed improvements to the walking network said their support stemmed from a belief that *Wellington is suitable for walking*. A further 33 percent mentioned the benefits to the environment/peoples health when asked why they were supportive of this project.

In addition, 16 percent of businesses were supportive of the proposed upgrades to the walking network because of the perceived *economic/social benefits*.

*Boost in economy and tourism potential.*

While of those businesses who said they were unsupportive, more than four-fifths (83 percent) believed that *this is not a problem now/other higher priorities*.

### **Improvements to the cycling network**

The most common reasons for supporting the proposed improvements to the cycling network were that this would *reduce accidents* (52 percent) and that *Wellington is suitable for cycling, this should be encouraged* (47 percent). A further 25 percent of businesses mentioned that this option is *good for people's health/the environment*.

The reasons why businesses were likely to be opposed to this project included that *Wellington is not suitable for cycling* (29 percent) or that *this is not a problem now/other higher priorities* (19 percent).



## 4.3 Support for four proposed long-term projects

### 4.3.1 Support for projects

As for the short-term projects, business respondents were also given a short description of each of the four proposed long-term projects. Respondents were then asked to rate their support for each of the long-term projects on a scale of one to ten.

After rating each of the four long-term projects, respondents were questioned about their reasons for being supportive/unsupportive of the projects.

On average, 64 percent of the businesses who were interviewed as part of this survey were supportive of the long-term projects as set out in the plan. The ratings given result in an overall rating of  $\bar{x}=6.39$ <sup>7</sup>.

For each of the four projects, between 54 and 68 percent of respondents rated their support as six or more (i.e. supportive, to at least some extent). On the other hand, between 30 and 45 percent of businesses were unsupportive of each of the long-term projects as set out in the draft consultation plan. On average, 35 percent of those businesses interviewed were unsupportive, to at least some extent, of the long-term projects included in the plan.

The building of a second Mt. Victoria Tunnel ( $\bar{x}=6.70$ ) and the proposed improvements to the public transport route to Newtown ( $\bar{x}=6.66$ ) were the projects that received the highest overall ratings. For both of these projects more than a quarter of respondents rated their support as a nine or ten out of ten (27 and 26 percent respectively).

By far the least popular project was the proposed changes to the Waterfront and Terrace Tunnel routes, which received an average rating of  $\bar{x}=5.82$ . In all, 45 percent of respondents gave this project a rating of five or less. Of these, 18 percent were extremely unsupportive and rated the project as a three or less.

Again no significant differences were found when the results for the two separate business sub-samples were compared. However, it is worth noting that those businesses involved in the transportation sector are much less likely to be supportive of any initiatives that are seen to give public transport increased priority over private and commercial vehicles. For example, those involved in the transportation sector gave the proposed improvements to the public transport route to Newtown a rating of  $\bar{x}=5.86$ , compared to other businesses who gave this project a rating of  $\bar{x}=6.69$ .

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<sup>7</sup> This result is subject to a Standard Deviation of 2.52.



Table 21: Business community – Level of support for long-term projects

*Using the following scale, please rate your level of support for each of the four projects*

	All projects	Widening Wellington Road	Second Mt. Vic Tunnel	Public transport to Newtown	Waterfront and Terrace Route
Base=	263	263	263	263	263
1	5%	3%	5%	5%	5%
2	5%	6%	5%	3%	6%
3	5%	7%	3%	4%	7%
4	6%	5%	5%	7%	9%
5	14%	13%	12%	12%	18%
6	14%	15%	12%	12%	15%
7	13%	11%	11%	14%	14%
8	15%	15%	18%	15%	14%
9	8%	7%	8%	11%	3%
10	14%	14%	19%	15%	8%
Not specified	2%	3%	1%	2%	2%
Total	100%	100%	100%	100%	100%
Average	<b>6.39</b>	<b>6.37</b>	<b>6.70</b>	<b>6.66</b>	<b>5.82</b>

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

Table 22: Business community – Level of support for long-term projects

*Using the following scale, please rate your level of support for each of the four projects*

	Total	Transport Sector	All Other Businesses
Base=	263	77	186
Widening Wellington Road and Ruahine Street	<b>6.37</b>	6.56	6.36
Building a second Mt Victoria Tunnel	<b>6.70</b>	6.64	6.70
Improving the public transport route to Newtown	<b>6.66</b>	5.86	6.69
Changes to the Waterfront Route and the Terrace Tunnel	<b>5.82</b>	5.90	5.82

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



### 4.3.2 Long-term project most/least likely to be supported

After rating the four proposed long-term projects, respondents were asked to provide reasons for supporting the project they supported the highest and their reasons for not supporting the project they rated the lowest. Where more than one project had been given the same high/low rating, the project they answered the question in relation to, was selected at random.

Most often, respondents rated the proposed improvements to the public transport route to Newtown as the project they were most supportive of (38 percent of respondents rating this higher than the other long-term projects). On the other hand, the proposed changes to the Waterfront route and Terrace Tunnel was the project most often given the lowest rating by respondents.

As for the short-term projects, the most common reasons given by businesses when asked why they were supportive/unsupportive of the various projects were similar to those given by members of the general public. Samples of some of the verbatim comments are included in the residents' section of this report.

Table 23: Business community – Long-term project rated the highest

***Using the following scale, please rate your level of support for each of the four projects***

	Total	Transport Sector	All Other Businesses
Base=	233*	66	167
Widening Wellington Road and Ruahine Street	21%	26%	20%
Building a second Mt Victoria Tunnel	26%	26%	26%
Improving the public transport route to Newtown	38%	21%	39%
Changes to the Waterfront Route and the Terrace Tunnel	15%	27%	14%

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

\*Sub-sample based on the proportion of respondents rating each project 6-10.

Table 24: Business community – Long-term project rated the lowest

***Using the following scale, please rate your level of support for each of the four projects***

	Total	Transport Sector	All Other Businesses
Base=	174*	52	122
Widening Wellington Road and Ruahine Street	23%	15%	23%
Building a second Mt Victoria Tunnel	21%	21%	20%
Improving the public transport route to Newtown	23%	35%	23%
Changes to the Waterfront Route and the Terrace Tunnel	33%	29%	34%

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

\*Sub-sample based on the proportion of respondents rating each project 1-5.



### **Widening Wellington Road and Ruahine Street**

Those businesses that were most supportive of the widening of these streets were asked what their reasons for supporting were. Most often, they said that this would *streamline traffic flow/reduce congestion* (82 percent), *make travelling into/around Wellington easier/quicker* (24 percent) or *make getting to the airport easier* (18 percent).

The most common reason for being unsupportive was that *this is a short term fix/will not solve the problem*, with 36 percent of respondents saying this. Fourteen percent of respondents believed the changes would *adversely affect the surrounding area*.

### **Building a second Mt Victoria tunnel**

More than three-fifths of respondents (61 percent) who rated the building of a second Mt Victoria Tunnel as the project they supported most strongly, said their reason for doing so was that the tunnel would *streamline traffic flow/reduce congestion*. A further 29 percent believed the tunnel would make *travelling into/around Wellington easier/quicker*, while a quarter (25 percent) of those who most strongly favoured this project believed it would *be easier to get to the airport*.

Twenty-eight percent of those who were unsupportive of this project felt that *this is not a problem now/other higher priorities*, while a further 27 percent mentioned the cost of the project when asked why they were unsupportive.

### **Improving the main transport route to Newtown**

As for the residents' survey the most common reasons for supporting the proposed improvements to the public transport route to Newtown were that it *encourages people to use public transport* (46 percent), that *public transport needs to be our main priority* (34 percent) or that *public transport is more environmentally friendly/reduces number of cars* (32 percent).

Similarly, the reasons for being unsupportive mirrored those of the residents' survey with 40 percent of respondents saying that *this is not a problem now/other higher priorities* and 31 percent saying that they *don't know this area/travel to this area*.



### **Changes to the Waterfront route and Terrace Tunnel**

Forty percent of those people who most strongly supported the proposed changes to the Waterfront and Terrace Tunnel said that they believed these changes would help *streamline traffic flow/reduce congestion*, while a further 34 percent mentioned that *travelling into/around Wellington would be easier/quicker*. Almost a quarter (23 percent) of those businesses who supported the proposed changes said that *additional capacity was needed for these areas* and a further 19 percent commented on the *importance of the Waterfront as an asset* to Wellington.

The most common reason for being unsupportive of this project was that businesses felt *this is not a problem now/other higher priorities* (44 percent). A further 20 percent were afraid that the changes might *adversely affect surrounding areas*.



## 4.4 Opinion relating to the timing of short and long-term projects

After rating the ten projects, respondents were asked to consider the proposed timing of these projects. Specifically, they were asked to consider whether the timing of any of the proposed short-term projects should be delayed, and whether any of the long-term projects should be brought forward and completed within the short-term time frame of 10 years.

Almost a quarter (23 percent) of respondents believed the timing for all six short-term projects was appropriate and there should, therefore, be no changes. However, most of the remaining respondents (75 percent) believed some of the short-term projects needed to be moved into the longer-term. The project most frequently identified as needing to be moved into the longer-term was the construction of a flyover to the north of the Basin Reserve (38 percent of respondents believed this project should be moved into the longer-term).

Sixteen percent of respondents believed the timing for all four long-term projects was appropriate and there should, therefore, be no changes. Most of the remaining respondents (83 percent) believed some of the long-term projects needed to be brought forward, with the projects most frequently identified as needing to be brought forward being:

- ◆ Improving the main transport route to Newtown (45 percent of respondents believed this project should be brought forward).
- ◆ Building a second Mt Victoria Tunnel (41 percent of respondents believed this project should be brought forward).



Table 25: Business community – Short-term projects that should be delayed

***Of the short term projects, are there any that you would like to see move into the longer-term?***

	Total	Transport Sector	All Other Businesses
Base =	263	186	77
Dedicated bus lanes from the railway station to Newtown	22%	22%	21%
Construction of a flyover to the north of the Basin Reserve	38%	38%	30%
Construct peak period traffic lanes on the motorway	28%	28%	23%
Improve intersections at Cobham Drive roundabouts	30%	30%	26%
Improvements to the walking network	27%	27%	27%
Improvements to the cycling network	21%	20%	27%
No, all should be short-term projects	23%	23%	32%
Don't know	2%	2%	5%
Refused	0%	0%	1%

Total may exceed 100 percent because of multiple response.

Table 26: Business community – Long-term projects that should be brought forward

***Of the long term projects, are there any that you would like to see move into the short/medium-term?***

	Total	Transport Sector	All Other Businesses
Base =	263	186	77
Widening Wellington Road and Ruahine Street	35%	35%	35%
Building a second Mt Victoria Tunnel	41%	41%	47%
Improving the public transport route to Newtown	45%	46%	31%
<u>Changes to the Waterfront Route and the Terrace Tunnel</u>	27%	27%	30%
No, all should be long-term projects	16%	16%	18%
Don't know	1%	1%	6%
Refused	0%	0%	1%

Total may exceed 100 percent because of multiple response.

## Appendix A: Tables

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## Appendix A: Reasons for supporting/not supporting

**Table 1: General public – Reasons for supporting short-term projects rated the highest**

*Please explain your reasons for rating your support for ....?*

	Dedicated bus lanes to Newtown	Basin Reserve flyover	Peak period traffic lanes	Cobham Drive roundabout	Walking network	Cycling network
Encourages people to use public transport	46%	1%	3%	0%	4%	4%
Public transport is more environmentally friendly/ reduces number of cars	17%	0%	2%	0%	15%	10%
Improving public transport needs to be our main priority	24%	2%	2%	1%	2%	1%
I am a user of public transport	12%	0%	3%	0%	1%	0%
This would streamline traffic flow/reduce congestion	21%	80%	67%	52%	1%	4%
Travelling into/around Wellington will be easier/quicker	21%	26%	31%	21%	3%	2%
It will be easier to get to the airport	0%	19%	5%	25%	0%	0%
This option has worked elsewhere	1%	0%	2%	0%	1%	0%
Good for peoples health/ the environment	2%	0%	1%	0%	43%	32%
Wellington is suitable for walking/cycling. This should be encouraged	1%	0%	0%	0%	59%	43%
This option is good value for money	0%	2%	0%	13%	2%	3%
Cyclists should be separate from traffic	0%	0%	0%	0%	0%	7%
Access to the hospital	6%	1%	1%	0%	0%	0%
I would use that/I live in that area	1%	3%	8%	6%	0%	6%
Safety/Reduce accidents	3%	4%	3%	16%	6%	42%
Economic/Social benefits	1%	2%	2%	1%	7%	0%
Rising petrol costs	2%	0%	1%	0%	4%	8%
Other	4%	3%	6%	4%	6%	2%
Don't know	2%	1%	3%	3%	3%	2%
Refused	0%	0%	0%	2%	0%	0%

Total may exceed 100 percent because of multiple response.

**Table 2: General public – Reasons for not supporting short-term projects rated the lowest**

*Please explain your reasons for not rating your support for ....?*

	<b>Dedicated bus lanes to Newtown</b>	<b>Basin Reserve flyover</b>	<b>Peak period traffic lanes</b>	<b>Cobham Drive roundabout</b>	<b>Walking network</b>	<b>Cycling network</b>
This is not a problem now/other higher priorities	17%	28%	20%	53%	58%	18%
I don't use public transport	13%	0%	2%	1%	2%	0%
I don't travel to this area/know this area	20%	13%	10%	32%	4%	2%
Will encourage more traffic on the roads	4%	11%	17%	0%	0%	0%
Will be an eyesore/disruptive to build	0%	26%	0%	1%	0%	0%
Our focus should be on public transport	0%	12%	16%	1%	0%	3%
This is a short term fix/will not solve the problem	13%	9%	18%	2%	2%	4%
The costs will be higher than planned	1%	1%	0%	0%	0%	4%
This option is not value for money	3%	6%	6%	3%	0%	5%
This option is very expensive	2%	10%	2%	1%	1%	0%
Public transport already given too much priority	8%	0%	4%	0%	0%	1%
Extra bus lanes mean less room for cars	11%	0%	12%	0%	0%	7%
Already too many pedestrians/cyclists	1%	1%	0%	0%	4%	14%
I don't walk/cycle	0%	0%	0%	0%	7%	27%
Wellington is not suitable for walking/cycling	0%	0%	0%	0%	4%	16%
Only benefits a limited number of people	3%	1%	0%	1%	8%	4%
Other	11%	6%	10%	9%	9%	18%
Don't know	9%	3%	4%	1%	6%	1%
Refused	0%	2%	1%	1%	0%	0%

Total may exceed 100 percent because of multiple response.

**Table 3: General public – Reasons for supporting long-term projects rated the highest**

*Please explain your reasons for rating your support for ....?*

	<b>Widening Wellington Road</b>	<b>Second Mt. Vic Tunnel</b>	<b>Public transport to and Newtown</b>	<b>Waterfront and Terrace Route</b>
Encourages people to use public transport	0%	0%	28%	1%
Public transport is more environmentally friendly/ reduces number of cars	0%	0%	23%	4%
Improving public transport needs to be our main priority	2%	0%	28%	1%
I am a user of public transport	0%	0%	2%	0%
This would streamline traffic flow/reduce congestion	76%	65%	18%	48%
Travelling into/around Wellington will be easier/quicker	18%	19%	17%	30%
It will be easier to get to the airport	19%	32%	4%	5%
This option has worked elsewhere	0%	0%	2%	0%
Good for peoples health/ the environment	0%	1%	3%	2%
This option is good value for money	4%	0%	1%	1%
Additional capacity is needed for these areas	5%	8%	3%	6%
Access to hospital	1%	1%	15%	3%
I would use that/I live in that area	2%	6%	3%	10%
Safety/Reduce accidents	2%	3%	0%	0%
Economic/Social Benefits	3%	0%	0%	11%
Rising petrol costs	0%	0%	1%	0%
Waterfront is an important asset	0%	0%	1%	21%
Like the light rail option	0%	0%	6%	0%
Other	9%	8%	5%	6%
Don't know	4%	0%	2%	0%
Refused	0%	0%	0%	0%

Total may exceed 100 percent because of multiple response.

**Table 4: General public – Reasons for not supporting long-term project rated the lowest**

*Please explain your reasons for not rating your support for ...?*

	<b>Widening Wellington Road</b>	<b>Second Mt. Vic Tunnel</b>	<b>Public transport to Newtown</b>	<b>Waterfront and Terrace Route</b>
This is not a problem now/other higher priorities	22%	26%	33%	42%
I don't use public transport	0%	1%	6%	0%
I don't travel to this area/know this area	26%	9%	28%	5%
Will encourage more traffic on the road	10%	10%	1%	5%
Will be an eyesore/disruptive to build	2%	4%	1%	2%
Our focus should be on public transport	13%	10%	3%	5%
This is a short term fix/will not solve the problem	25%	9%	1%	5%
The costs will be higher than planned	2%	2%	1%	3%
This option is not value for money	4%	5%	6%	7%
This option is very expensive	1%	14%	8%	6%
Public transport already given too much priority	1%	0%	3%	1%
Will adversely affect surrounding areas	2%	5%	1%	14%
Only benefits a few people	1%	0%	7%	0%
Other	9%	18%	10%	13%
Don't know	4%	6%	7%	6%
Refused	0%	0%	1%	0%

Total may exceed 100 percent because of multiple response.

**Table 5: Business community – Reasons for supporting short-term project rated the highest**

*Please explain your reasons for rating your support for ...?*

	<b>Dedicated bus lanes to Newtown</b>	<b>Basin Reserve flyover</b>	<b>Peak period traffic lanes</b>	<b>Cobham Drive roundabout</b>	<b>Walking network</b>	<b>Cycling network</b>
Encourages people to use public transport	50%	0%	5%	0%	19%	7%
Public transport is more environmentally friendly/ reduces number of cars	15%	3%	5%	0%	12%	18%
Improving public transport needs to be our main priority	25%	5%	9%	0%	4%	2%
I am a user of public transport	0%	0%	5%	3%	8%	2%
This would streamline traffic flow/reduce congestion	25%	85%	69%	55%	0%	5%
Travelling into/around Wellington will be easier/quicker	25%	35%	45%	16%	5%	2%
It will be easier to get to the airport	0%	28%	0%	19%	0%	0%
This option has worked elsewhere	0%	0%	0%	0%	0%	0%
Good for peoples health/ the environment	0%	0%	0%	0%	33%	25%
Wellington is suitable for walking/cycling. This should be encouraged	0%	0%	0%	0%	59%	47%
This option is good value for money	0%	3%	0%	9%	0%	2%
Cyclists should be separate from traffic	0%	0%	0%	0%	0%	2%
I would use that/I live in that area	0%	0%	0%	3%	0%	9%
Safety/Reduce accidents	0%	0%	10%	9%	4%	52%
Economic/Social benefits	0%	3%	6%	3%	16%	2%
Rising petrol costs	0%	0%	5%	0%	0%	11%
Other	10%	8%	0%	6%	4%	2%
Don't know	0%	0%	0%	0%	0%	0%
Refused	0%	0%	0%	0%	0%	0%

Total may exceed 100 percent because of multiple response.

**Table 6: Business community – Reasons for not supporting short-term project rated the lowest**

*Please explain your reasons for not rating your support for ...?*

	<b>Dedicated bus lanes to Newtown</b>	<b>Basin Reserve flyover</b>	<b>Peak period traffic lanes</b>	<b>Cobham Drive roundabout</b>	<b>Walking network</b>	<b>Cycling network</b>
This is not a problem now/other higher priorities	20%	25%	15%	67%	83%	19%
I don't use public transport	24%	0%	0%	0%	0%	0%
I don't travel to this area/know this area	26%	7%	18%	17%	11%	11%
Will encourage more traffic on the roads	5%	7%	11%	0%	0%	0%
Will be an eyesore/disruptive to build	5%	28%	4%	0%	0%	0%
Our focus should be on public transport	5%	14%	18%	0%	0%	0%
This is a short term fix/will not solve the problem	0%	8%	25%	5%	0%	0%
The costs will be higher than planned	0%	8%	7%	1%	0%	0%
This option is not value for money	0%	28%	11%	0%	0%	4%
This option is very expensive	0%	7%	0%	0%	0%	0%
Public transport already given too much priority	12%	0%	0%	0%	0%	0%
Extra bus lanes mean less room for cars	22%	0%	8%	0%	0%	0%
Already too many pedestrians/cyclists	0%	0%	0%	0%	0%	15%
I don't walk/cycle	0%	0%	0%	0%	1%	18%
Wellington is not suitable for walking/cycling	0%	0%	0%	0%	5%	29%
Only benefits a limited number of people	0%	0%	0%	0%	0%	4%
Other	10%	3%	4%	8%	1%	18%
Don't know	0%	3%	4%	8%	0%	4%
Refused	0%	0%	0%	4%	0%	0%

Total may exceed 100 percent because of multiple response.

**Table 7: Business community – Reasons for supporting long-term project rated the highest**

*Please explain your reasons for rating your support for ...?*

	<b>Widening Wellington Road</b>	<b>Second Mt. Vic Tunnel</b>	<b>Public transport to Newtown</b>	<b>Waterfront and Terrace Route</b>
Encourages people to use public transport	0%	0%	46%	0%
Public transport is more environmentally friendly/ reduces number of cars	0%	0%	32%	0%
Improving public transport needs to be our main priority	6%	2%	34%	0%
I am a user of public transport	0%	0%	6%	0%
This would streamline traffic flow/reduce congestion	82%	61%	23%	40%
Travelling into/around Wellington will be easier/quicker	24%	29%	17%	34%
It will be easier to get to the airport	18%	25%	0%	14%
This option has worked elsewhere	0%	0%	5%	0%
Good for peoples health/ the environment	0%	0%	3%	4%
Wellington is suitable for walking/cycling. This should be encouraged	0%	0%	0%	4%
This option is good value for money	0%	4%	2%	0%
Additional capacity is needed for these areas	9%	14%	3%	23%
Access to hospital	0%	0%	6%	0%
I would use that/I live in that area	3%	0%	6%	4%
Safety/Reduce accidents	0%	2%	0%	0%
Economic/Social Benefits	3%	4%	2%	9%
Rising petrol costs	0%	0%	2%	0%
Waterfront is an important asset	0%	0%	0%	19%
Like the light rail option	0%	0%	3%	0%
Other	9%	9%	5%	9%
Don't know	0%	2%	2%	0%
Refused	0%	0%	2%	0%

Total may exceed 100 percent because of multiple response.

**Table 8: Business community – Reasons for not supporting long-term project rated the lowest**

*Please explain your reasons for not rating your support for ...?*

	<b>Widening Wellington Road</b>	<b>Second Mt. Vic Tunnel</b>	<b>Public transport to Newtown</b>	<b>Waterfront and Terrace Route</b>
This is not a problem now/other higher priorities	11%	28%	40%	44%
I don't use public transport	0%	0%	7%	0%
I don't travel to this area/know this area	11%	5%	31%	8%
Will encourage more traffic on the road	3%	5%	0%	5%
Will be an eyesore/disruptive to build	3%	8%	4%	7%
Our focus should be on public transport	7%	19%	4%	2%
This is a short term fix/will not solve the problem	36%	23%	7%	17%
The costs will be higher than planned	4%	8%	0%	3%
This option is not value for money	4%	15%	0%	3%
This option is very expensive	0%	12%	8%	2%
Will adversely affect surrounding areas	14%	8%	0%	20%
Other	10%	8%	8%	12%
Don't know	7%	0%	4%	5%
Refused	0%	0%	0%	0%

Total may exceed 100 percent because of multiple response.



## Appendix B: Questionnaire

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# Appendix B: Questionnaire

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## THE NGAURANGA TO WELLINGTON AIRPORT DRAFT CORRIDOR PLAN – A SURVEY OF PUBLIC OPINION

Research New Zealand PN 3809

June-July 2008

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Good morning/afternoon/evening my name is ^3 from Research New Zealand, can I please speak to [CONTACT]?

### REINTRODUCE IF NECESSARY

Recently The Greater Wellington Regional Council sent you a letter about a study they are undertaking on, the major transportation issues affecting the Ngauranga to Wellington Airport Corridor and the most appropriate methods by which to address them for the future. Enclosed with the letter was a report that described their current plans, together with a page that summarised these.

Research New Zealand has been asked to undertake a survey of public opinion in relation to this study. I'm calling to arrange a time to do a 10 to 12-minute interview. When would suit, or is now a good time?

### IF PERSON NOT AVAILABLE, ASK:

When would be a good time for me to call back to speak to him/her?

### MAKE APPOINTMENT

IF NO: When would be a more convenient time?

### MAKE APPOINTMENT

### BACKGROUND INFORMATION ONLY IF NEEDED:

- This is genuine market research. I'm not selling anything.
- Information provided is confidential. We report summary results about groups; we do not identify which individuals have said what.
- The letter was addressed to [CONTACT] and said that people could complete the questionnaire online by 24 June 2008, and if people do not use this option, Research New Zealand would be calling them to conduct a confidential survey about the Ngauranga to Wellington Airport Corridor study over the phone.

### READ

As part of our quality improvement process, my Supervisor may listen to this call.

### QUOTAS:

**General Public:** Total = 750

Area 1: 400

Area 2+4: 175

Area 3 175

**Businesses:** Total =250

## DEMOGRAPHIC QUESTIONS

### GENERAL PUBLIC:

IF LOCATION = 1, ASK Q1 TO Q6

IF LOCATION = 2, SKIP TO Q7

#### Q1 CODE RESPONDENT'S SEX – DO NOT READ

- 1 .... Male
- 2 .... Female

#### Q2 First I would like to ask you a few questions about yourself. This is so that we can analyse the answers in the following sections by different groups of respondents based on their age, where they live, etc. Could you please tell me which of the following age groups you come into? **READ**

- 1 .... Up to and including 24 years of age
- 2 .... 25-39 years of age
- 3 .... 40-54 years of age
- 4 .... 55 years or older
- 99 .. Refused **\*\*\*DO NOT READ\*\*\***

#### Q3 Which one of the following best describes where you live? **READ**

- 1 .... Wellington City (including the Eastern and Western Suburbs, Johnsonville and Tawa)
- 2 .... The Hutt Valley
- 3 .... Porirua to Kapiti Coast
- 4 .... The Wairarapa
- 99 .. Refused ] **TERMINATE**

#### Q4 Which one of the following best describes you? **READ**

- 1 .... Self-employed
- 2 .... Currently employed in a job that pays you a wage or salary
- 3 .... Not currently employed (e.g. beneficiary, homemaker, retired, student, etc.)
- 96 .. Other
- 99 .. Refused

#### Q5 IF CODE 3 IN Q4 SKIP, ELSE ASK: Where do you mainly work? **READ**

- 1 .... Wellington City (including the Eastern and Western Suburbs, Johnsonville and Tawa)
- 2 .... The Hutt Valley
- 3 .... Porirua to Kapiti Coast
- 4 .... The Wairarapa
- 97 .. Do not currently work **\*\*\*DO NOT READ\*\*\***
- 99 .. Refused **\*\*\*DO NOT READ\*\*\***

#### Q6 Which of the following best describes your household income from all sources, before tax for the last year? **READ**

- 1 .... Up to an including \$30,000
- 2 .... More than \$30,000 but less than \$70,000
- 3 .... \$70,000 or more
- 98 .. Don't know **\*\*\*DO NOT READ\*\*\***
- 99 .. Refused **\*\*\*DO NOT READ\*\*\***

**BUSINESSES:**

**IF LOCATION = 1, SKIP TO Q10**

**IF LOCATION = 2, ASK Q7 TO Q9**

**Q7** First I would like to ask you a few questions about your business. This is so that we can analyse the answers in the following sections by different groups of respondents based on their main business activity, where their business is located, etc. First of all, are you ...? **READ**

- 1 .... The owner of your business
- 2 .... An employee who manages the business
- 96 .. Other
- 99 .. Refused **\*\*\*DO NOT READ\*\*\***

**Q8** To what extent would you say your business relies on an efficient transportation system, particularly from Ngauranga Gorge in the north to Wellington Airport in the south? Would you say it relies on this...? **READ**

- 1 .... A lot
- 2 .... Somewhat
- 3 .... Not at all
- 98 .. Don't know **\*\*\*DO NOT READ\*\*\***

**Q9** Which **one** of the following best describes where your business is located? **READ**

- 1 .... Wellington City (including the Eastern and Western Suburbs, Johnsonville and Tawa)
- 2 .... The Hutt Valley
- 3 .... Porirua to Kapiti Coast
- 4 .... The Wairarapa
- 99 .. Refused **\*\*\*DO NOT READ\*\*\***

## SHORTER-TERM PROJECTS

Q10 The Greater Wellington Regional Council has identified six projects that could be done in the next 10 years. Using a scale from 1 to 10, where 1 is Not at all supportive and 10 is Extremely supportive, how supportive are you of each of these projects? **RND**

	Not at all supportive				Extremely supportive	DK/ Refused
a. Dedicated bus lanes from the railway station to Newtown. This is estimated to cost \$20.1 million. (Read If Necessary: Buses will be given more priority, particularly at peak times– includes priority for buses at traffic signals, electronic ticketing, and up to the minute information at bus stops.)	1		...		10	98
b. Construction of a flyover to the north of the Basin Reserve. This is estimated to cost \$33 million.( Read If Necessary: This will separate east-west traffic on State Highway 1 from north-south traffic along Kent/Cambridge Terraces and Adelaide Road and will help to support the passenger transport improvements.)	1		...		10	98
c. Construct peak period traffic lanes on the motorway. This is estimated to cost \$30 million. (Read If Necessary: The lanes will be between Ngauranga and Aotea Quay, for use during peak times. This includes replacing some existing car lanes on the Hutt Road with bus lanes.)	1		...		10	98
d. Improve intersections at Cobham Drive roundabouts This is estimated to cost less than \$1 million. (Read If Necessary: This will help to accommodate increased traffic flows, as well as improve travel times to the airport.)	1		...		10	98
e. Improvements to the walking network. The cost will be determined later. (Read If Necessary : This will help to develop Wellington’s reputation as the “most walkable city in New Zealand”. Consultation will happen later this year.)	1		...		10	98
f. Improvements to the cycling network. The cost will be determined later. (Read If Necessary: This will help to make cycling safer and more convenient. Consultation will happen later this year.)	1		...		10	98

**IF Q10A=1/5 AND Q10B=1/5 AND Q10C=1/5 AND Q10D=1/5 AND Q10E=1/5 AND Q10F=1/5 SKIP TO Q12  
COMPUTE VARIABLE SHORTHIGH WITH THE HIGHEST SCORE AMONG PROJECTS IN Q10  
IF MORE THAN ONE PROJECT HAS THE SAME HIGHEST SCORE, CHOOSE ONE OF THESE RANDOMLY**

**Q11** You have rated your support for [INSERT SHORTHIGH PROJECT NAME] as [INSERT RATING FOR SHORTHIGH].  
What are your main reasons for saying that?

- 1 Encourages people to use public transport
- 2 Public transport is more environmentally friendly/ reduces number of cars
- 3 Improving public transport needs to be our main priority
- 4 I am a user of public transport
- 5 This would streamline traffic flow/reduce congestion
- 6 Travelling into/around Wellington will be easier/quicker
- 7 It will be easier to get to the airport
- 8 This option has worked elsewhere
- 9 Good for peoples' health/ the environment
- 10 Wellington is suitable for walking/cycling. This should be encouraged
- 11 This option is good value for money
- 12 Cyclists should be separate from traffic
- 13 Access to hospital
- 14 I would use that/I live in that area
- 15 Safety/reduce accidents
- 16 For tourism
- 17 Economic benefits/good for business
- 18 Social benefits
- 19 Rising petrol costs
- 96 Other [SPECIFY]
- 97 None ; E
- 98 Don't Know ; E

**IF Q10A=6/10 AND Q10B=6/10 AND Q10C=6/10 AND Q10D=6/10 AND Q10E=6/10 AND Q10F=6/10 SKIP TO  
COMPUTE VARIABLE SHORTLOW WITH THE LOWEST SCORE AMONG PROJECTS IN Q10  
IF MORE THAN ONE PROJECT HAS THE SAME LOWEST SCORE, CHOOSE ONE OF THESE RANDOMLY**

**Q12** You have also rated your support for [INSERT SHORTLOW PROJECT NAME] as [INSERT RATING FOR SHORTLOW]. What are your main reasons for saying that?

- 1 This is not a problem now/other higher priorities/prefer something else
- 2 I don't use public transport
- 3 I don't travel to this area/know this area/doesn't affect me/my business
- 4 Will encourage more traffic on the roads/make traffic worse
- 5 Will be an eyesore/disruptive to build
- 6 Our focus should be on public transport
- 7 This is a short term fix/will not solve the problem/limited benefits
- 8 The costs will be higher than planned
- 9 This option is not value for money
- 10 This option is very expensive
- 11 Public transport already given too much priority
- 12 Extra bus/cycle lanes mean less room for cars/commercial vehicles
- 13 Already too many pedestrians/cyclists
- 14 I don't walk/cycle
- 15 Wellington is not suitable for walking/cycling
- 16 Only benefits a limited number of people
- 96 Other [SPECIFY]
- 97 None ; E
- 98 Don't know ; E

## LONGER-TERM PROJECTS

Q13 The Greater Wellington Regional Council has also identified four projects that would take longer to do. Using a scale from 1 to 10, where 1 is Not at all supportive and 10 is Extremely supportive, how supportive are you of each of these projects? **RND**

	Not at all supportive				Extremely supportive	DK/ Refused
a. Widening Wellington Road and Ruahine Street into four lanes. This is estimated to cost \$43 million. (Additional Comment if required: These are the roads that lead into the Mt Vic tunnel on the Airport side. The road widening should reduce congestion along this route.)	1		...		10	98
b. Building a second Mt Victoria Tunnel. This is estimated to cost \$175 million. (Additional Comment if required: This would be adjacent to the current tunnel and would provide two lanes in each direction.)	1		...		10	98
c. Improving the public transport route to Newtown. This is estimated to cost \$140 million. (Additional Comment if required: This may be either, an improvement to the bus system or a replacement of buses with light rail for example.)	1		...		10	98
d. Changes to the Waterfront Route and the Terrace Tunnel This is estimated to cost \$167 million. (Additional Comment if required: This plan includes removing two lanes from the Quays to improve access to the waterfront and replace these with a second Terrace Tunnel.	1		...		10	98

**IF Q13A=1/5 AND Q13B=1/5 AND Q13C=1/5 AND Q13D=1/5 AND Q13E=1/5 AND Q13F=1/5 SKIP TO Q15**  
**COMPUTE VARIABLE LONGHIGH WITH THE HIGHEST SCORE AMONG PROJECTS IN Q13**  
**IF MORE THAN ONE PROJECT HAS THE SAME HIGHEST SCORE, CHOOSE ONE OF THESE RANDOMLY**

**Q14** You have rated your support for **[INSERT LONGHIGH PROJECT NAME]** as **[INSERT RATING FOR LONGHIGH]**.  
What are your main reasons for saying that? **CODE MANY**

- 1 Encourages people to use public transport
- 2 Public transport is more environmentally friendly/ reduces number of cars
- 3 Improving public transport needs to be our main priority
- 4 I am a user of public transport
- 5 This would streamline traffic flow/reduce congestion
- 6 Travelling into/around Wellington will be easier/quicker
- 7 It will be easier to get to the airport
- 8 This option has worked elsewhere
- 9 Good for peoples' health/ the environment
- 10 Wellington is suitable for walking/cycling. This should be encouraged
- 11 This option is good value for money
- 12 Additional capacity is needed for these areas
- 13 Access to hospital
- 14 I would use that/I live in that area
- 15 Safety/reduce accidents
- 16 For tourism
- 17 Economic benefits/good for business
- 18 Social benefits
- 19 Rising petrol costs
- 20 Cyclists should be separate from traffic
- 21 Waterfront is an important asset
- 22 Like the light rail option
- 96 Other **[SPECIFY]**
- 97 None ; **E**
- 98 Don't Know ; **E**

**IF Q13A=6/10 AND Q13B=6/10 AND Q13C=6/10 AND Q13D=6/10 AND Q13E=6/10 AND Q13F=6/10 SKIP TO**  
**COMPUTE VARIABLE LONGLOW WITH THE LOWEST SCORE AMONG PROJECTS IN Q13**  
**IF MORE THAN ONE PROJECT HAS THE SAME LOWEST SCORE, CHOOSE ONE OF THESE RANDOMLY**

**Q15** You have also rated your support for **[INSERT LONGLOW PROJECT NAME]** as **[INSERT RATING FOR LONGLOW]**. What are your main reasons for saying that?

- 1 This is not a problem now/other higher priorities
- 2 I don't use public transport
- 3 I don't travel to this area/know this area
- 4 Will encourage more traffic on the road
- 5 Will be an eyesore/disruptive to build
- 6 Our focus should be on public transport
- 7 This is a short term fix/will not solve the problem
- 8 The costs will be higher than planned
- 9 This option is not value for money
- 10 This option is very expensive
- 11 Public transport already given too much priority
- 12 Will adversely affect surrounding areas
- 13 Only benefits a few people
- 96 Other **[SPECIFY]**
- 97 None ; **E**
- 98 Don't know ; **E**

## CONCLUSION

Q16 Now thinking about **all ten** projects, both the short and the long-term, and using the same scale from 1 to 10, where 1 is Not at all supportive and 10 is Extremely supportive, how would you rate your level of **overall** support for the Greater Wellington Regional Council's plans? **READ IF NECESSARY**

- 1 .... Not at all supportive
- 2 .... 2 out of 10
- 3 .... 3 out of 10
- 4 .... 4 out of 10
- 5 .... 5 out of 10
- 6 .... 6 out of 10
- 7 .... 7 out of 10
- 8 .... 8 out of 10
- 9 .... 9 out of 10
- 10 .. Extremely supportive
- 98 .. Don't know
- 99 .. Refused

Q17 Of the following short-term projects, are there any that you would like to see move into the longer-term? **READ. CODE MANY. RND (1/6)**

- 1 .... Dedicated bus lanes from the railway station to Newtown
- 2 .... Construction of a flyover to the north of the Basin Reserve
- 3 .... Construct peak period traffic lanes on the motorway
- 4 .... Improve intersections at Cobham Drive roundabouts
- 5 .... Improvements to the walking network
- 6 .... Improvements to the cycling network
- 97 .. No, all should be short-term projects ;E **\*\*\*DO NOT READ\*\*\***
- 98 .. Don't know ;E **\*\*\*DO NOT READ\*\*\***
- 99 .. Refused ;E **\*\*\*DO NOT READ\*\*\***

Q18 And of the following long-term projects, are there any that you would like to see move into the short or medium-term? **READ. CODE MANY. RND (1/4)**

- 1 .... Widening Wellington Road and Ruahine Street
- 2 .... Building a second Mt Victoria Tunnel
- 3 .... Improving the public transport route to Newtown
- 4 .... Changes to the Waterfront Route and the Terrace Tunnel
- 97 .. No, all should be long-term projects ;E **\*\*\*DO NOT READ\*\*\***
- 98 .. Don't know ;E **\*\*\*DO NOT READ\*\*\***
- 99 .. Refused ;E **\*\*\*DO NOT READ\*\*\***

Q19 Do you have any other comments you'd like to make about the subject of this interview?

- 1 .... Comments (**SPECIFY**)
- 2 .... No

Q20 May I please have your first name in case my supervisor needs to check on the quality of this interview?

- 1 .... Name (**SPECIFY**)
- 99 .. Refused

Q21 Those are all the questions I have. Thank you very much for your help. My name is ^3 from Research New Zealand. If you have enquiries about this survey, please ring the Project Manager, Noel Raggett, on our toll-free number: 0800 500 168. (Wellington respondents 499-3088)

Q22 ^3 – are there any additional comments/issues that need to be noted?

- 1. ... Yes (**SPECIFY**)
- 2. ... No

Q23 I certify that this is a true and accurate record of the interview conducted by me in full accordance with the Market Research Code of Practice.

- 1. ... Yes
- 2. ... No

Q24 Why have you entered 'No' to the Interviewer Declaration?

- 1 .... Answer (**SPECIFY**)



## Appendix C: Verbatim

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## Appendix C1: Reasons for supporting short-term projects

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### Most supportive of Dedicated bus lanes from the Railway station to Newtown

*[It] will improve traffic flow and pedestrian and driver safety. The bus lanes on Lambton Quay work really well, extending this can only be a good thing.*

*A large volume of people use this route in and out of the city, and dedicated bus lanes may encourage more people to use public transport.*

*Anything that improves the attractiveness of public transport at [a] relatively low cost is worth supporting.*

*Anything that is done to improve the public transport network in Wellington I support greatly.*

*As a motorcyclist I can honestly report that Wellington (inner-city) car drivers are, not to put too fine a point on it, insane. Thus the more you can keep them out of the inner city the better. Buses, with a dedicated, free-flow system will encourage people to leave the car somewhere where it won't pose a threat to innocent pedestrians, cyclists, motorcyclists and (probably) wildlife. I just suppose it's fortunate cars can't fly. Frankly, I'd be happy with turning the whole of the Central City into a no-car zone. (It would also annoy the hell out of the shylockian mercenaries who run Wilson, and Tournament car parking, and that, in the final analysis, can only be a good thing.)*

*Buses [are] more efficient, feel safer on a bus. Encourage public transport to cut down on cars on the road, fuel emissions [and our] carbon footprint*

*Buses don't share nicely with other road users so give them their own lanes and hopefully car drivers won't have to play Russian roulette with the buses quite so much.*

*Buses should be given priority in the inner city area in order to make them fast and effective and hence attractive to even more users. The implementation of bus lane on Kent Terrace has certainly speeded up bus rides along this route.*

*Catching the bus would seem a more viable option. Still needs to be decent car parking at the railway station, as it is hopeless at present. I believe bus drivers would be a lot more reasonable as they would have their own space and would not have to compete with cars.*

*Commuters who assist with decongestion on the roads and use public transport should be rewarded. This is already done with the rail service so bus users should have priority lanes that allow a quicker transit time, especially given the amount of time a bus trip takes compared to a car trip with all the pick-ups and let-downs that increase a standard bus trip.*

*Critical route, problems for buses getting in and out of traffic, faster bus access would encourage bus use (in the absence of trams or light rail).*

*Encourage people to take the bus.*

*Facilitate movement of a greater number of public transport users. Encourage the use of public transport and ease traffic congestion.*

*Greater emphasis on public and green transport is needed. Trends with respect to oil prices, and changes in habits of younger commuters consequent on their using public transport earlier and more frequently, need to be reflected in priorities.*

*Hopefully it will be quicker to get round Wellington provided there is ample car parking at feeder points. To get people to use public transport it needs to be quick, efficient and cheap. Don't worry about making a profit from public transport; the benefits will more than outweigh the costs over time. A one fare anywhere in Wellington would be good, similar to Hawaii, but get it right first up!*

*I believe this would ease congestion on the roads [and] allow more people to use this bus line.*

*I commute by train [and] bus to work in Willis Street already. To have a reliable, efficient bus service you need to have bus lanes with no other vehicle traffic to slow or block the service.*

*I drove from Lower Hutt to Wellington CBD each day for 28 years. Finally I catch a bus. It's so much better and it takes my car off the road. But, (it's a big but), buses need to be modern, regular, clean, driven by well-paid and enthusiastic drivers. I'd rather pay petrol and parking if the buses become as bad as they used to be under the old Railways bus service that first put me off using them all those years ago.*

*I mostly travel by bus at peak times, so it is in my interest. But it is probably the most efficient means of moving the most people (peak times only).*

*I strongly support improving public transport and the public transport spine concept. Dedicated bus lanes and the associated measures are a key part of this. Public transport must have priority over other traffic, otherwise it just gets snarled up in the traffic congestion and doesn't offer any benefit to potential users.*

*I think it is important to encourage more public transport use and this means that the bus [and] train need to be cheap, fast and comfortable. I think that the bus lanes will allow the bus routes to be faster and reduce costs spent on fuel while the bus is waiting in traffic.*

*I use the buses all the time to get from work in Molesworth Street to entertainment [and] restaurants in Courtney Place, Cuba precinct and the buses travel so slow in peak hours. The buses need to run faster. I feel sorry for work colleagues who take 40 minutes to travel from the Southern Suburbs by bus. This is not good enough.*

*I would bus to work if it took the same time as going by car; that is 15 to 20 minutes during peak times. Currently it takes at least 45 minutes by bus. We also need express buses going to the railway station and not stopping every few metres from Courtney Place onwards. Coming home is not so time critical but also takes at least 40 minutes. Some turkey always parks on the bus lane. Can we get more rigorous policing of bus lanes?*

*I would like to see buses as the primary transport mechanism for travelling [in the] inner city. Dedicated bus lanes would achieve an efficient and timely service and make it more difficult for private vehicles to enter the City Centre.*

*Improve public transport within CBD.*

*Improved usage of public transport necessary in light of fuel increases. Think it would definitely improve traffic flow.*

*In my experience those bus routes that are on the route of Adelaide Road or roads between Newtown and [the] Railway [Station] are well patronaged and [there] would be more if there were bus lanes going both ways at peak times.*

*In the need to encourage people to use public transport given cost of fuel and the impact on the environment, the public transport system that operates on the roads needs to be able to operate efficiently and effectively. Having lived in cities such as London and New York, I have also seen the benefits of this type of system.*

*It just makes sense, even though I think we should look more at non-car based transport for the future. The idea of electric trains or trams would be better I think.*

*It seems an oversight that people who work at (for example) Massey University or the hospital are unable to take advantage of Wellington's excellent train network due to the extreme delays in getting through town in rush hour. Anything to enable people to easily get out of their cars is a good move.*

*It seems likely, with increasing oil prices, imminent carbon charges and increasing awareness of environmental issues, that there will be increasing numbers of people using buses, let's hope so anyway! It's important that the bus system works well so that people leaving their cars at home have a positive experience. We're going to need more buses, moving without impediment to shift people around the city.*

*It will improve accessibility to the bus network and also efficiency. It will encourage commuters to take the bus.*

*It would speed the movement of large numbers of people through the city. However, these should be available for cars outside rush hours.*

*Over the last few years I have had to make frequent emergency trips to the hospital and it would be good if the roads in that area were less congested and a bit wider.*

*People can travel from the Hutt to Newtown with public transport. At the moment it takes too long. Ideally the rail would go all the way to Newtown, but as the city has already been built, it would be destructive doing it now.*

*People will increasingly use public transport if it is fast and efficient.*

*Public transport is my preferred method of transport in the city.*

*Public transport needs to be better and faster if you want people to use [it].*

*Public transport needs to be encouraged.*

*Quick and efficient transport, to encourage use of public transport.*

*Speed up ability of buses to move through town, likely to encourage more people to use buses.*

*Speed up bus travel to Newtown [and] Wellington Hospital from CBD.*

*The improvement of access for staff and patients to the hospital and to the Courtney Place area.*

*The more we can encourage people to use public transport the less traffic build up there will be. There must be easy, quick and efficient routing for hospital staff and patients with the hospital being a central hub in Newtown. Dedicated bus lanes could also be used by ambulances and emergency vehicles. We have to find [a] way to help people leave their cars at home. If the public transport system is fast, efficient, reliable and affordable we will avoid congestion.*

*The time it takes to travel across the city on a bus is extremely slow and a deterrent to using [the] bus rather than private vehicles.*

*These work well overseas, create less congestion with buses not having to pull into traffic. More efficient service.*

*This is needed to encourage people to use buses. If catching a bus to and from work can be made quicker than driving your own car, more people will catch the bus.*

*To assist speed of traffic flow and encourage more people to use public transport.*

*To make the bus an attractive option, reduce car volumes.*

*Travellers should be encouraged to use public transport and "letting the bus go first" will improve the speed with which people will be able to negotiate the city. The addition of electronic, up to the*

*minute information of when a bus is to arrive will also make us think the bus service is reliable and enable us to make choices on catching buses.*

*Well it will speed up the buses and get more cars off the road if people know that they have a speedy service that gets them to town as quick, if not quicker, than taking their car.*

### **Most supportive of the Basin Reserve flyover**

*Anything that improves flow around the Basin.*

*Anything, don't really care what it is as long as it eases traffic around the Basin Reserve especially at peak times and especially now that there will be a supermarket in the area.*

*Basin Reserve is currently a bottleneck, long delays at times. The existing lane markings are confusing, especially when coming off Adelaide Rd. From 3pm on, congestion is increased with the release of students from the three schools in the area. A flyover is probably the only sensible way to alleviate the problem if we want to keep the Basin Reserve, and I do.*

*Because this is a major bottleneck and I can't see things ever improving without a flyover.*

*Because traffic can build up there, also trolley buses have to travel through the roundabout slowly negotiating the overhead wire system.*

*Believe it is essential to improving the bottleneck at the Basin and to improving traffic flow from the Eastern Suburbs to Central Wellington.*

*Better traffic flow.*

*Convenience when crossing from city to Eastern Suburbs.*

*Currently the Basin Reserve is too congested with several schools around it, plus if there is any event held at the venue. Most of the Eastern Suburbs traffic would use this route and the delays are just becoming too long. Having the flyover would eliminate the need to pass by the actual Reserve when this is not required for your journey plan.*

*Ease the traffic congestion around the Basin Reserve, which is evident at all times during the day when travelling from the airport to the city. It is a bottle neck with too tight of corners for trucks and buses and is very confusing for out of town users.*

*Heavy airport user, seen the peak hour traffic lanes in Mana and think they are a complete joke. The airport to motorway congestion is some of the worst in Wellington.*

*Heavy flow traffic has to go overhead or underground. It has to work the same way as sewers.*

*I believe this will make a major contribution to easing traffic congestion in this area at peak times.*

*I travel regularly to and from the airport and I am often held up entering the Mt Vic tunnel coming into the city and then going around the Basin Reserve. I am assuming the flyover will alleviate these problems.*

*It should be incorporated in a total city bypass instead of the halfhearted version we got. Let traffic that wants to get through town get across without stopping. Whether it be over or under a bypass [they] should do just that.*

*It sounds as if it will improve traffic flow and stop gridlock in this area.*

*It will hopefully improve traffic flow round the city and free up congestion at peak times. Will also make the trip through town a lot faster.*

*It's a choke point that I drive often and it is easy to see how it would streamline flows. Of course you also need to build bridges or tunnels to go under or over Taranaki Street, Cuba Street, Victoria and Willis, but I guess that's a big ask.*

*It's a real traffic bottleneck, affecting travel times and creating a bad impression for visitors to the city.*

*Relieve traffic congestion.*

*Speed of access to the airport.*

*The Basin Reserve area is very busy, a flyover may relieve some congestion.*

*The Basin Reserve is a nightmare any time between 7-9am and 4-6pm. A flyover would avoid much of the near gridlock in the city.*

*The construction of the existing bypass did nothing to stem the congestion at peak times in Wellington, just seemed to shift the problem elsewhere. Any pro-active step to fix the mess has to be good, hopefully.*

*The time delays for traffic wanting to go in two different directions, splitting them will be good.*

*There is a considerable bottleneck at the Basin area, separation of East-West and North-South traffic is essential if this is to be improved.*

*This flyover would save traffic having to negotiate extra traffic signals etc. It would not eradicate the problem of congestion on its own as the choke point would only move as far as the Victoria Tunnel. Used in conjunction with an extra tunnel and other improvements it would disperse the choke point out of the city centre.*

*This is a major bottleneck that I travel regularly. I already felt that the bypass should have continued with a flyover as above.*

*This spot is a major source of traffic congestion. This impacts on both personal and business travel with the latter imposing a financial cost. However, it is clear that putting in a flyover needs to be supported by other measures at congestion spots to ensure improved flow across the route (rather than simply shifting the congestion issue to other junctions). Population growth and actions to encourage greater tourism into Wellington (much of which will utilise the Wellington Airport) needs to be supported through investment that improves the movement of vehicles (particularly public transport) from Eastern Suburbs out to the Hutt Valley and Kapiti Coast.*

*This will remove a large amount of the traffic, which continuously flows through the southern reaches of the city. It is already quite dangerous to pedestrians. With the difficulty of the terrain of the Wellington area it is important to maintain an efficient and safe traffic system. Wellington is the capital and it is important that it be seen as such.*

*To avoid mid city traffic when travelling from Northern Suburbs (Hutt Valley, Porirua, Johnsonville, etc.) to Wellington Hospital [and] Airport, thereby shortening travel time.*

*To ease peak hour traffic flow, an extra Mt Victoria tunnel by itself would make little difference.*

*To ease traffic congestion through the CBD.*

*To ease travel through that area to the airport. Also the sketch looks great with the Basin not being so cut off from the city.*

*To get the traffic through Wellington from the motorway to the airport. Most of this traffic has no interest in getting mixed in with the Wellington City suburban traffic.*

*Traffic congestion bad now, will only get worse East-West vs. North-South.*

*Traffic flow in this area tends to be a nightmare. This should alleviate this problem and help traffic flows.*

*Will improve travel times to the airport. For Kapiti residents, avoiding city traffic is the priority. This proposal will bypass a traffic bottleneck for travel to the airport.*

*Will increase lane space and improve traffic flow in the area.*

*Will reduce travelling time and cost (reduced fuel, taxi cost) in travelling from the airport to and from the motorway.*

### **Most supportive of peak period traffic lanes on the motorway**

*A few years ago I saw movable peak traffic lanes over the Auckland bridge. It seemed like a good idea as the main flow is mainly into the city in the morning and vice versa in the afternoon. I often walk down the Bridle Path and note a considerable traffic flow on one side of the motorway and rather empty on the other side so by constructing peak period traffic lanes on the motorway this may be alleviated.*

*Because the lanes can be varied, depending on direction and intensity of traffic flow at any particular period of time.*

*Continual long queues with no option for public transport or multi occupancy vehicles.*

*Ease traffic congestion around the interchange.*

*Get people to and from home quicker.*

*Growth in traffic volumes will only exacerbate current delays. The T2 lanes are rubbish though, too confusing for drivers who do not use the road much.*

*Having lived in the UK and experienced peak lane traffic flows on the motorway, (Birmingham and London) some definitely work, some sound good in principle and some just fail dismally as it hasn't been thought through. The issues I face as a commuter driving into town are congestion at key points between Tawa and the off ramp to Aotea and then again from Thorndon into town. What works well on a motorway? I've experienced the traffic light type system on the slip roads on a motorway, which controls the flow of traffic. Seems to work well in the Birmingham area and has solved a number of problems. Similarly, the bus lane along the M4 near London has created more stress [and] traffic problems as there are only a finite number of buses that use the slip road versus the masses of cars that are not allowed to use it at peak times causing angry scenes, ie. road rage etc. Incidentally I can't use public transport from where I live, as I can't get to the railway station.*

*I drive during peak hour.*

*I hope this will relieve some of the congestion that occurs at peak times.*

*I like the efficiency of multi person cars and buses getting priority into the city.*

*Morning delays at Mana roundabout have been remedied but have been relocated along the motorway to create traffic at walking pace from Tawa into town.*

*My worst experience on coming into Wellington is the backlog up to Tawa in the mornings, this backlog also effects getting to the Hutt Valley business district. This project has the objective of relieving this delay.*

*Need better traffic flow on [the] motorway at peak times.*

*Peak period traffic lanes on the motorway enables the flow of traffic to move a lot quicker and eliminate traffic jams.*

*Seems efficient. Why have three lanes each way when at certain periods not all are being used.*

*So as to assist traffic from in and out of the city and CBD.*

*Speeds up travel in peak times.*

*Speedy bus service, encourage car-pooling.*

*Think this should speed up the traffic and ease the flow through the city.*

*This will facilitate faster movement at peak times. This is a particular issue at the Terrace Tunnel at the moment where traffic is unable to move efficiently at peak times.*

*This will move the traffic out of the city and reduce long delays in the CBD.*

*To accommodate the increasing amount of traffic on the motorway at peak times.*

*To decrease travel times.*

*To enable lanes to be changed to cope with peak traffic flows.*

*Too much traffic, too few lanes. Merging four lanes into three doesn't go. A modern city needs modern roading.*

### **Most supportive of improved intersections at Cobham Drive roundabout**

*An extra lane on the inside of the roundabout at the Troy Street intersection will cost effectively eliminate present queues.*

*As someone who lives in the Eastern Suburbs and values the airport I believe such an important resource needs good access for the rest of the Wellington region. Current driving to and from the airport and Eastern Suburbs is very congested and wastes fuel sitting in slow moving traffic.*

*Because they are [xxx] at the moment, very difficult to negotiate during peak flow, difficult to change lane. Easy to get stuck in traffic and go round and round and round again.*

*Better access to [the] airport and Eastern Suburbs.*

*Current intersections are busy and dangerous.*

*Currently I find that the roundabout closer to airport a bit unnerving, if you need to go to the airport you cross over to the lane on your left while traffic coming from Miramar is crossing to the right to go around the roundabout and on to town. I definitely support making this a no-brainer on lane selection so there is less hesitation.*

*Does not cost much.*

*Due to the volume of traffic coming from the city going to Miramar [and the] airport, they are held up giving way to traffic coming from Kilbirnie [and] Lyall Bay. At peak times [it] causes a back log of traffic.*

*Each time I travel to Wellington Airport there seems to be more and more traffic hold-ups! I find travelling stressful enough without worrying about traffic delays! There always seems to be a bottleneck in this area!*

*Easier access to airport with less 'safety margin' required for timely airport arrival, especially for future international flights. Traffic uncertainty creates need for greater time allowance which may mean excessive waiting at the airport if traffic is smoother than expected.*

*Economical and easy fix that will improve traffic flow for airport, sports centre and local traffic.*

*Find existing roundabouts dangerous in terms of visibility, lane changing and general layout.*

*Intersection improvements always help traffic flow.*

*The roundabout closet to the airport is bit odd, especially when coming from Wellington in left lane and going to airport. Improvement are less that one million.*

*These are generally inefficient roundabouts and favour Kilbirnie and Miramar traffic at [the] expense of airport traffic.*

*This area is currently very congested and is on route to the airport. It is imperative that traffic flow to and from the airport is improved.*

*Traffic flow from the Eastern Suburbs [and] airport into the city at peak times is very congested. Indeed at non-peak times the traffic flow can still be very slow. The major Cobham Drive intersections do prove something of a bottleneck for traffic.*

*Use everyday, sometimes very dangerous due to speeding. It is a very busy intersection most times of the day, including very early hours of the morning.*

### **Most supportive of improvements to the walking network**

*As it is a beautiful city and walking is a good way of enjoying and seeing it.*

*Benefits health and well being of people as well as a positive impact on the environment.*

*Boost in economy and tourism potential.*

*Encourage people to leave cars at home and use public transport to enter city. Get the fat ones walking!*

*Encouraging people to walk is; good for the environment, good for health, easy in Wellington which is ideally suited to walking, builds [a] community and improves safety as more people are out and about walking.*

*Everybody should be encouraged to walk as much as possible. It is much better than using cars and buses, and even better than cycling.*

*For the safety of the people who love to walk and to make their walking more pleasurable.*

*Getting more people walking would not only ease traffic problems, they would feel better. The walkways need to be very safe so people feel confident using them.*

*I commute into the city by rail and thus the Wellington railway station is my starting point for travel in the area of interest. Wellington railway station is like an island isolated from the rest of the city, it is surrounded by traffic arteries and access is by streets that are exposed to Wellington's weather (which is great on a good day, but extremely uncomfortable on a poor day). Sure, there is a covered subway to [and] from the buses, but if one works in the CBD (on the Quay or The Terrace), there is still a reasonable distance to walk from the station to the nearest covered footpath. There are several key intersections to cross: Bunny Street, Featherston/Whitmore or Stout/Whitmore, before reaching sheltered footpaths. Sure, one could catch a bus, but why queue up, pay a dollar then travel a couple of hundred yards to the Quay when I could walk it just about as quick?*

*I do a lot of walking around the city and would like to see improvements.*

*I enjoy walking, and anything to improve the walking environment (access, safety, etc) would be very welcomed. It would be great to see a walking track completed between Ngauranga and Petone, as at present the track ends 700 metres south of Petone!*

*I walk everywhere and rarely drive. Walking is very easy [in] Wellington City, but near impossible to walk safely out to the Hutt Valley.*

*I walk into and around town as much as possible. Wellington is not pedestrian friendly and needs to do more to encourage people to walk in the CBD. Cars have too much priority in our city! Wellington should look at a pedestrian-only zone from say 8am - 8pm from Lambton Quay, Willis St, Manners St and Courtenay Place. Public transport routes and modes of transport would change. No buses (or cars and trucks) through pedestrian zone. Business deliveries completed outside of these times. Maybe a sky train or light rail system linking CBD with suburbs. Introduce ticket-*

*validating machines (an option I believe we're close to achieving) on public transport and travel through multi zones (with two hour or 12 hour travel options transferable from buses, to trains, to light rail and vice versa). Model CBD options on good (European) overseas models.*

*Improvements to the walking network are important because it would enable more people to use these facilities rather than their own means of transport, which then in turn, over a period of time, lessens the amount of traffic.*

*It needs cohesiveness and [it] might encourage people to walk.*

*Many of my staff, including myself, walk to work. Also Wellington is unique in NZ for its walkability, ie. very much tied to the character of the city and something that makes it a wonderful place to live and work.*

*Need to make city more walker friendly to discourage car use.*

*People need to be encouraged to get off their lazy backsides and enjoy the city for the good of the environment and to improve health. If Wellington is promoted as a good walking city it will encourage tourists to stay longer and enjoy the fantastic scenery and benefit the city. It can also be hard to avoid the polluted main roads and enjoy the walk to work, so some walkway and/or shared cycle ways routes which are also shortcuts would encourage people to actually use them. For example Adelaide Rd is pretty disgusting to walk at peak commute hour but a walkway parallel and extending from Hanson Street would make all the difference.*

*People need to be encouraged to leave vehicles behind, and providing a safe and well-maintained walkway will go a long way towards achieving that.*

*Safer, nicer walking networks would encourage more walking, increase physical exercise (and improve mental health) and reduce traffic congestion.*

*Supporting alternative methods of travel (other than private car) is becoming more and more important. What are we going to do when petrol is \$3 a litre, then \$4, then \$10, etc.*

*The city has scenic attractions and a layout that would warrant and benefit this type of development. City dwellers and visitors to the city would utilise and gain much pleasure from these walkways. Would offer Wellington an advantage over other NZ cities and position it globally as a city looking forward to counteract rising transportation costs and promoting good health.*

*The easier and safer it is to walk around the city and environs, the more likely it is that more people will choose to walk, both during the working week, and at weekends.*

*To make it safer to walk from Newtown to the city. It is currently very dangerous, poorly lit and lots of boy racers hang out on the streets after dark.*

*Walking is a great way to get around, for recreation, health and fitness, and as a mode of transport. Wellington City is compact enough to be able to walk many places without necessarily having to take a bus or taxi etc.*

*Walking is a healthy and cost effective form of moving around what is a compact city. Any form of non polluting 'transport' should be encouraged.*

*Walking is an eminently practical transport, commuting solution given Wellington's size and compact nature. The environmental and health benefits are proven. Any number of improvements to roading can be made and they will make absolutely no improvement to congestion and pollution unless they are primarily done to support a better public transport network. Encouraging more people to walk [or] cycle is critical to achieving meaningful, long-term transportation improvements.*

*Walking is good for the environment, good for your health. However when mixed with traffic, the health benefits are not so good.*

*Walking is important for health, for social integration, and for safe communities. Wellington is a beautiful city that lends itself to healthy walking and we should make it easier for people to walk, or to combine walking with other forms of transport.*

*We have a beautiful city that is lost to many who drive, encourage a healthy living for all.*

*Wellington City as a compact city requires to have an efficient, effective and safe walking network that meets tomorrows requirements.*

*Wellington City is a great place to walk, this should be encouraged.*

*Wellington City should be more pedestrian friendly. A more walkable city is a more sustainable city.*

*Wellington is a great city but is hard to walk safely due to the poor mix of pedestrians and traffic, try getting from Queens Wharf to the CBD.*

*Wellington is great city to walk around so improvements in this area will increase inclination to walk.*

*Wellington is promoted as a compact, walkable city. In response to environmental concerns, and to take advantage of this strength, Wellington needs to support and improve the city's walking network to encourage walking as a preferred mode of transport.*

*Wellington is small enough to walk to most central places and inner suburbs. This should be encouraged to reduce congestion and pollution.*

*Will encourage people to use walking network for short, local trips. Has benefits for individual's health, as well as reducing road congestion.*

*With the price of petrol and increased traffic, people are more likely to walk to and from work and around the city. This should be encouraged by making walking as easy and pleasant as possible.*

### **Most supportive of improvements to the cycling network**

*[A] number of cyclists have been killed or injured recently. If [the] cycle network is improved, then cyclists will use the cycle lanes instead of getting in the way of traffic. Know cyclists who don't currently use specified cycle lanes as they are full of broken glass and other [xxx] that it is safer to use the road.*

*[I] use a bike for recreation purposes and prefer not to share [the] busy road with traffic.*

*Any improvements to the cycling network has to be a good thing for the environment.*

*As a cyclist I know how dangerous it can be cycling in this city, this puts a lot of people off cycling as an alternative. The roads are narrow, car doors are flung open and pedestrians step out without warning. The 'traffic calming' traffic islands force cyclists out into the pathway of vehicles coming up from behind, particularly Brooklyn hill. When going up the hill you are slow, tired and wobbly. If these are being looked at in other areas, could you please leave a bigger space on the kerb side of these so that the cyclists can safely go through on the gutter side?*

*At the moment I only cycle for pleasure and rarely use the bike as a method of getting to work, if there was a cycle route from Newtown to the city I would definitely use it. The prospect of cycling home via the Basin Reserve and Adelaide Road is so daunting that I prefer to cycle around Oriental Bay to get home to Berhampore to avoid the traffic and buses.*

*Because cycling is good for all the obvious reasons.*

*Because it's so unsafe to cycle in this city. I'm not an avid cyclist, but I can see the difficulties they face. I would be loath to do it myself unless there is better separation between cyclists and motor vehicles.*

*Because of the cost of driving, cycles are becoming more and more popular and there needs to be safer passages for them.*

*Commute from Churton Park to the city as often as possible. Some areas are unsafe.*

*Currently cyclists share the road with cars, which is dangerous.*

*Cycling could rapidly increase if small improvements to safety and convenience were made, eg. a cycle track running alongside the railway line between Ngauranga and Wellington. This would be free from crossing traffic, and could be a smooth and rubbish free route. Sadly it is clear that very little thought has been put into an option which I think could generate a large consumer response, with commensurately large environmental benefits.*

*Cycling in the CBD is dangerous (or considered dangerous) due to the size of the roads and the volume of traffic. Effects of air pollution and risk of collision. More dedicated cycle ways separate from main vehicle thoroughfare would encourage greater cycle commuting.*

*Cycling in Wellington can be very hazardous with many areas providing no shoulder or safety areas for cyclists. I would anticipate many more people cycling if the network around Wellington was improved.*

*Cycling is a great initiative that requires all the support it can get. Unless it becomes commonplace to ride bikes in the city, it will be difficult for it to become used to the extent it can be. Cycling is clean, green and achieves a multitude of objectives in relation to modern city transport. The cycling network is currently pretty limited. In fact, it makes you wonder whether there is any plan at all! I note that there is no detail with respect to what is required for the cycling network. [It] leads me to believe that it's not really getting a lot of thought.*

*Cycling is a serious alternative to many commuters and currently Wellington roads are not particularly safe or user friendly for cyclists.*

*Cycling is environmentally good and promotes exercise and healthy lifestyles. Cycle ways have to be safe for them to be effective.*

*Cycling is inherently dangerous in Wellington, which doesn't need to be the case. A well structured cycling network of dedicated cycle lanes and well-maintained paths will help encourage cycling while keeping cyclists safe. Cyclists are forced to travel on the road amongst the cars and all too often cyclists are not given the respect they deserve. The cycle path between Petone and Wellington is of significant concern, although not in the proposed area of development, it needs to be upgraded all the same. The state of the path maintenance is so poor that a puncture is almost guaranteed due to all the broken glass. This forces cyclists to use the motorway when travelling both north and south along this stretch of road. In summary better cycling facilities will help reduce car usage and congestion by making cycling safer and more convenient. It will help motorists realise that cyclists have the same rights to be using the streets.*

*Cycling needs to be made more safe for more people to want to cycle to and from work.*

*Cyclists are very vulnerable on our roads and I would like improvements made so that their safety is protected.*

*Encourage more people to cycle, at the moment it is unsafe.*

*Encourage people to bike knowing that they are safe from cars, etc.*

*Encourage people to step out of their cars.*

*Having cycled around Wellington a bit, I find the city to be quite bicycle-unfriendly. Getting to the city from the suburbs is alright, but it's more difficult to get around the city itself. Bicycle lanes for "commuters" into the CBD might be feasible if car use was discouraged, thereby freeing up space.*

*I am a cyclist and like to ride to work, not only is this healthy but [it] also reduces traffic on the ride. I have been hit by a car in the last 12 months and I would like to see the safety improved.*

*I am a recreational road cyclist doing long rides around city. I am aware of [the] limitations [of] existing cycle lanes and generally I find the city unsafe. [I] am aware of growth in interest to cycle and commute to work on cycle but also [the] concerns regarding safety. I would not cycle to work at present due to safety issues. Cycling is taking off as a means of commuting and sport and council should support in every way possible a great solution to traffic congestion. Cycle lanes need to suit road cyclists with narrow road tyre. [This is] not so, Hutt road cycle lane.*

*I am cyclist and I do admire the Regional Council's aspirational integrated cycling pathway. This has recently received increased importance by the dual awareness of its great health benefits and the extraordinary unremitting rise in petrol prices. As a 67 year old I am acutely aware of the safety imperative, especially on the day that has seen two untimely cycling fatalities within the region.*

*I believe that many more people in Wellington would cycle to work if it were safer to do so in the inner city or from the outlying suburbs. With the aim of Wellington to be 'greener,' this would be a good start, encouraging people to also get fit!*

*I consider this to be an excellent measure that would encourage more people to bike around the city, this being a great means of transport around the city.*

*I cycle to work each day from the Southern Suburbs and would like to see an improvement in facilities. Currently there are some facilities but these are poorly designed with little connection. The number of cyclists has increased in recent times and is likely to increase further with high fuel prices. Investment in planned facilities and routes is critical to increase safety and encouraging more people to cycle. Wellington's cycling facilities are poorly designed and poorly maintained compared with other cities.*

*I do not cycle, but I would be supportive of leaving adequate space for bicycles and motor vehicles.*

*I have been a cycle commuter for over 20 years. It just requires a new routine but is very easy to do. The benefits for individuals make it a no-brainer. Little cost, guaranteed commute times, promotes health and fitness, reduces pollution, one car less to cause fatal accidents (unless with a cyclist), easy parking. Every school holidays cycle commuters notice a dramatic reduction in traffic. These kids should probably be cycling to school, if the roads weren't so car orientated, with unfit and often angry and impatient drivers.*

*I know a number of people who cycle both for pleasure and occasionally to get to work. I'm keen to see this option made as safe and accessible as possible.*

*I support improvements to the cycling network for two main reasons: 1. Reduction of vehicle emissions; 2. Cycles and cyclists present less of a hazard to pedestrians, compared with motor vehicles.*

*I think that currently it is quite dangerous to cycle around inner Wellington, as the streets are very narrow. Cycling needs to be encouraged as an alternative means of transport.*

*I think that physical activity should be encouraged for health and to reduce traffic.*

*I want to cycle, but it is too dangerous at present.*

*Improve safety for current cyclists to encourage more people to cycle, if there is a safe [path] dedicated [to] cyclist then more people are likely to use it. Increasing cycle use has other spin-offs other than reduced motor vehicle use; broader health and social benefits also follow.*

*Looking at the future of transportation a cycle lane or a motorcycle lane will be required. This will also encourage people to start using cycles more often.*

*More people will cycle if they feel it is safer, currently sharing the walkway is not great. It is dangerous and annoys walkers who then in turn are more aggressive on the road to cyclist (ask people it about it). A cyclist can easily speed to 40km/hr; they should be on the road. Many cyclists, during rush hour, will complete their journey faster than cars. However, cars do hold the cyclist up, as the good cycle lanes (sealed, without broken bottles and with power poles and walkers) are very few, possibly only the shared bus lanes. It makes sense to give people a safer option to move out of their cars. By improving car roads you increase the amount of traffic, which then in turn requires more road improvements.*

*Motorists in this country have little time or respect for cyclists, most cyclists are motorists anyway and can see the problems from both sides. Every main route or highway in this country should have dedicated cycle ways to keep cyclists safely off the road. There is no reason why cycle ways cannot be shared with pedestrians. Wellington only has [to] look at the main road to Island Bay and see cyclists risking their lives on the narrow busy roads which are almost impossible for cyclists to negotiate when buses are passing.*

*Need separate walking and cycling spaces, am aware of too many cycle and vehicle accidents.*

*Need to get cars off the road. Need to provide safe cycle lanes to encourage cyclists to cycle.*

*On a visit to Copenhagen, I have seen how bicycles can be the main family transport vehicle. This removes the need for major infrastructure to support motorised vehicles. Though good infrastructure does need to be committed to bicycle roads and cycle parking areas, it is currently unsafe to cycle in Wellington and to be a cyclist commuter from the suburbs, Hutt Valley and Porirua regions. Cycling is low cost, environmentally super friendly and excellent for fitness for all ages.*

*One of the major reasons I believe many people do not consider cycling as an option, apart from the hills and the weather of course, is the traffic that a cyclist has to negotiate, which is not only hazardous via potentially being run-over, but also hazardous via inhalation of petrol [and] diesel fumes from motor vehicles. Another factor is what to do with your bike once you've arrived at, for instance work. Somewhere secure and dry to park it would encourage more [people] to bicycle to and from work.*

*Safer for cyclists (e.g. along Hutt motorway). Also has benefit of being healthy and saving fuel.*

*Since most people from Wellington and near places are into using bicycle. [It's] good for the environment too.*

*The plan should encourage cycling and walking because this is an environmentally responsible option and will help to reduce congestion by reducing the use of cars and public transport.*

*The recent deaths of two cyclists have highlighted the need for dedicated cycle lanes. With the increasing cost of fuel there will be an increase in the number of cyclists. They need to be catered for as well.*

*There are a growing number of cyclists despite the conditions, not because of them. A huge number of people would start cycling if they thought it was safe. Whilst a separate cycling path away from the road is not always necessary, imagine the appeal for would-be cyclists from the Hutt Valley as well as the SH1 catchments if they could cycle along the waterfront from Ngauranga to the CBD. It is a shame that this plan does not contain the cycling portion to comment on, apart from some 'claims' that cycling will be improved. Does this reflect the real commitment of our planners to make cycling a strategic part of the transport solution?*

*There are a number of cyclists using HW2, which causes a big concern to me mainly for the safety of cyclists. On the other hand, it's frustration for the drivers too.*

*To encourage the substitution of bike transport for car transport which would have multiple benefits to the city, the environment and the public.*

*To keep off the roads where there is currently little room [and] to keep cyclists safer. To encourage greater use by them being safer.*

*Wellington commuters are hardy and with greater road facilities more of us will be able to cycle to and from the city to work. Good exercise, good for the environment, time to 'be' with yourself without the frustration of being held up in a vehicle in traffic. More and more of [us] need to be cycling, let's provide the facilities to do so.*

*While I do not cycle, I am aware that cyclists have a hard time competing with traffic, especially at peak time. Residents within reasonable distance to their place of work would benefit knowing that their specific needs are being addressed.*

*While Wellington is not an easy city to cycle around (say compared to Christchurch) I fully support the increased use of this mode of transport. To be safe, efficient and enjoyable, dedicated cycle lanes are an important feature of the overall plan.*

*Whilst Wellington is a hilly city and therefore not attractive for cycling to a large number of residents, there is a need for safer routes to encourage cyclists. Many overseas cities have dedicated pathways for cyclists but where vehicles and cycles need to share road space, bike lanes are provided.*

*Wider lanes and clear marking of cycle lanes will increase safety to the cyclist. This will increase the ability for people to take more direct cycle routes to work and reduce the [energy] involved to cycle. Time is an influencing factor for many people in my age bracket and exercise is a key focus for a healthy lifestyle. If the two can be combined, time saving and safer exercise, I would consider using my bike as a means of regular transport to and from work.*

*With all due respect it is about time the council put its money where its mouth is with respect to cycling. The council says that it promotes cycling but does not back up these claims with action. Cycling is inconvenient and dangerous and not just because of all the hills! As an example, I cycle 2-3 times a week to work from Khandallah to Linden. The only possible route is via Middleton Rd. This road is dangerous to cyclists; one was killed a few years back, and poorly maintained. Four or so years ago, the road was 'done up,' quite a bit of work was done in straightening the road etc. No consideration was given to cyclists at all, not at all. When I approached the council to ask if they would be putting cycle lanes in, they said 'there was no money for these.' That's just an example. The council has to make cycling safe and convenient as a priority!*

*With the cost of petrol rising it is important to make allowances for alternative forms of transport. Cycling is both a healthy and safe alternative if the network is properly built and maintained.*

*Would encourage more cyclists. At the moment, don't feel that it is safe for cyclists.*

## Appendix C2: Reasons for not supporting short-term project

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### Least supportive of Dedicated bus lanes from the railway station to Newtown

*At peak times, bus only lanes cause traffic congestion in times where traffic needs to be flowing with the Basin [and] Newtown area a main point.*

*Buses manage to force their way into the traffic without any help.*

*Don't really use bus transport and not convinced it wouldn't slow other traffic flow.*

*Don't use that route very often. Transmission gully a bigger priority, interesting this is outside this survey.*

*I fail to see why buses should have priority over motorists and taxis. Wellington bus drivers are generally not considerate road-users and why as a taxpayer (funder), [do] I have to give priority to those in buses? [It] annoys me greatly.*

*I have seen no evidence that buses cause any particular disruption to traffic flows. I see no reason why buses should have any particular priority to other traffic and providing dedicated lanes seems inefficient use of corridor space which could be used by a wider range of traffic.*

*I would never use them.*

*Isn't this already in place for peak times with the bus lanes.*

*It's not the number of lanes that hold up the traffic through the CBD, it is the traffic lights, and the time taken by buses through town is also slowed down by loading passengers (their reason for being). What would speed up traffic more would be if all the traffic lights in the city could recognise when there is no traffic waiting for a particular phase and skip it. A lot of traffic is held up unnecessarily in this way.*

*Live in Johnsonville and never go to Newtown. Used to live in Berhampore and the bus service out that way is fantastic compared with the dog we suffer with in Johnsonville. Since Johnsonville is considered to be a growth area, why is there no focus on improving the greatly lacking public transport. We drive as it is so much more convenient and works out cheaper than catching a bus then a train to get into town.*

*May slow traffic down.*

*Never use the buses. Don't mind if they're in the same lane as me on the way out to Newtown or the airport.*

*Not effected by this.*

*Not sure why Newtown in particular should be a focus destination. There are a number of other parts of the city that people want to get to and I [am] not sure that I see the connection between this and the objective which is the Ngauranga to Wellington Airport corridor.*

*The bus lanes on the M4 motorway in London just didn't work as the volume of traffic versus the number of cars using the motorway at the same time didn't compute. What you got was angry motorists using the lanes, being caught on camera as the system was a good idea in principle but badly executed.*

*Space better used for all types of traffic.*

*The flip side is that it is [a] further restriction on car access in the city. I believe that car access is very important to getting around Wellington.*

*The streets are cramped enough without further curtailing its use for car users.*

*Will clog up the road for little benefit. Better to put the money into light rail, as light rail will be much faster. Plus there is not much fun in standing in the rain at bus stops. This option only works with all the others where as light rail would work if the others did not go ahead.*

### **Least supportive of Basin Reserve flyover**

*Again, it increases the reliance on private transport. Working and living around the Basin I still cannot rely on public transport to get to the airport for my weekly flights. Currently people have to use taxis, just have a look at the numbers in before 7:30. \$30m plus tunnels \$175m would provide a lot more benefit than a rail system. People will then have real alternatives and traffic numbers will not grow as quickly. Look at our car to people numbers and compare with the rest of the world.*

*All major road construction should be completely off the radar. The golden era of private transport is well and truly gone. The rationale described in "Car ownership and use" page 6, is the wrong way around. The planning should not be led by the public's inclination to drive, but rather it should control the public's inclination to drive, downward. Every dollar spent on road construction is a dollar lost for public transport. Fuel prices and pollution are not the only imperatives: there simply is not enough room for all the would-be drivers any more. Moreover, the suggestion that electric cars are sustainable is very misleading. How are we going to generate this electricity? Even clean renewable energy comes at an environment cost: destroyed rivers for hydro and destroyed landscapes for wind. So that people can drive electric cars because the public transport option was built?*

*Cost.*

*Detracts attention from improving public transport, walking and cycling, which are the more sustainable option, particularly with increasing petrol costs and changing global circumstances. We*

*need to recognise that we need to change the way we live as the current over-reliance on cars is not sustainable, not good for the environment and not good for communities.*

*Difficult to make a flyover "blend-in" with environment.*

*Essentially, as I don't live or hardly ever travel beyond Courtenay Place, I'm not affected by this project. Additionally the idea of a flyover at the iconic Basin Reserve, I think is unattractive.*

*Expense higher than the benefits achieved.*

*Hugely expensive and likely to be a bone of contention that, seeing how the Wellington local political system works would take forever, if ever, to be approved and put into action.*

*I don't go there*

*I don't like the fact that by doing this you are not going to look at a duplication of the tunnel at Hataitai (and I am very supportive of that).*

*I feel concerned that by pumping more and more money into roads, we are encouraging motorists and their cars. I would much rather see us spending the money on public transport, cycling, walking, etc.*

*I really don't see how this would add benefit but rather will incur a large cost and huge inconvenience. A cost that would be better put to other public transport initiatives.*

*I'm not convinced that this is the best possible option to improve traffic flows in the vicinity of the Basin Reserve. I haven't seen any discussions about any other possible options. What impact on Basin Reserve traffic is expected, if the proposed dedicated bus lanes to and from Newtown are implemented?*

*Improvements should focus on public transport, walking and cycling. This is an expensive option primarily to accommodate more cars on the roads.*

*It has to be another ugly, concrete edifice to the car. There was an opportunity to put the new bypass in a trench. A no-brainer with regards to traffic flow, but money was the issue then. But now there is more money? There is too much emphasis on the car, with cycleways almost an after-thought.*

*It would be an ugly monstrosity.*

*It would be very unsightly and compared to the Mt Victoria Tunnel bottle neck it is not such a problem.*

*May look ugly like some of the overseas places I have visited.*

*More flyovers encourage more traffic or simply transfer the problem by creating bottlenecks elsewhere.*

*Not enough information about impact of route. At first sight looks ugly, areas underneath flyovers tend to become ugly wastelands.*

*Overkill for a roundabout. We could do without the traffic lights too.*

*Roads are not going to save the day, they just destroy more of the city. Get electric, get people on buses and put in an electric train [or] tram from the rail station to the airport. Or go underground.*

*Sounds very expensive and doesn't address the public transport issue.*

*The fly over at the Basin Reserve would not affect me as much as I mainly use the other end of town. You need to talk to more people at the other end of town.*

*The flyover looks ugly and intrusive.*

*This part of Wellington is currently aesthetically pleasing and has heritage value with the Basin Reserve and the parallel terraces, Kent and Cambridge. I am concerned that to construct a flyover would detract from this.*

*This proposal is incredibly intrusive. Surely there must be other options available such as tunnels?*

*Too expensive (way too expensive), and unlikely to be totally effective, like Karo Drive, which was not totally effective. Let's not throw good money after bad. Buses, cyclists and walkers should have priority in this part of town, particularly in peak periods.*

*Too expensive, won't work. Already spent a fortune on motorway extension [and it] hasn't improved things.*

*Ugly. [It] will encourage more traffic through the Basin region, [is] very expensive [and a] heritage area, leave it alone. If you need to improve, go underneath. Barcelona is now knocking down flyovers built 10-20 years ago in favour of tunnels.*

*What will it achieve? The Basin flows relatively ok, but why the council gave the go ahead to build a supermarket at the busiest intersection in Wellington is beyond me, and now they want to build more roads to accommodate the supermarket shoppers, [it] doesn't make sense. When schools are closed for holidays, the basin moves freely. They should do something about the pick up area for parents instead. Solve the issues we have, not create more roads.*

*While a flyover might improve traffic congestion at the Basin, we are still left with the Mt Victoria Tunnel which is only one lane in each direction. So the flyover on its own is unlikely to change traffic flow greatly and there will be a significant aesthetic cost to this area. An "underpass" might be*

*a more suitable option, but if it is going to offer any significant advantages then improved access through Mt Victoria must be implemented.*

*Would mean more roads dominating the inner city.*

### **Least supportive of peak period traffic lanes on the motorway**

*Basically we don't need more things to encourage more people to bring their cars into the city!*

*Because this would not discourage people from using public transport.*

*Because we already have enough problems with our roading system without replacing some of the existing roading for bus lanes which will then in turn just make more problems for the current road users. The \$30 million cannot be justified when our public transport systems are so underfunded and of such a poor quality.*

*Currently Hutt Road gets very congested in peak morning traffic. If existing car lanes are reduced in favour of bus lanes, it will make this congestion much worse.*

*Don't entirely see the point. Won't do justice for the cost.*

*Don't see the point in doing this for a period of two hours in the morning and evening.*

*Encourages people to use their car to commute to work and back. People should be encouraged to park and ride.*

*Future policy should not be focused around improving access for motor vehicles (congestion, emissions, etc). Additional lanes will only exacerbate congestion in the city.*

*Given the problems at Paremata, I think this is one of the least promising options.*

*High cost for relatively small overall time and environmental savings, indeed it may simply promote further vehicle use.*

*I don't go on the motorway at this time.*

*I don't see this as a necessary solution.*

*I don't support anything that supports more cars.*

*I don't think this works for Kiwis. From what I see of the plans, it would be a case of taking away from an already limited resource, ie. a two lane highway. If we had wider roads, and those roads went right through the high traffic areas, then perhaps I could support this proposal. We need to be thinking right outside the box on all of this, long, not short term. Maybe better to encourage inner*

*city living through great public transport systems and inner city rating incentives thereby reducing the need to support high traffic volumes in peak periods through the end to end network.*

*I don't think this works. The T2 lane in Plimmerton is confusing and as most people travel in pairs and I don't think it makes any difference to travel times. I think it would be better to encourage people to use the train [or] bus rather than cars.*

*I don't think you should dedicate lanes just for peak traffic.*

*I don't use the motorway very often and so do not understand the issue. If peak period lanes are created, they should be for public transport, not private cars.*

*I live in the Central City and have no view about the advantages or disadvantages of this option.*

*I really don't see how this can help during peak times as more people may bring cars in as there's an extra lane for getting home in, or to work in. Want to reduce the amount of people travelling by car; support public transport. The bus lane to the Hutt may be good but as I never travel that way I would not know.*

*I think that public transport is what we need to focus on and by spending so much money on creating more room for drivers is a waste.*

*I'm worried this may interfere with the traffic flow, slowing it down, unless they are going to construct extra lanes next to the existing ones.*

*In peak times if there is no shoulder and [if] an accident occurs it will be chaos. It is bad enough anyway. At what point will the lanes merge? The merge is generally a major constriction point and from what I have seen, often slows traffic considerably.*

*It defeats the purpose of having an efficient transport system. If people get to work quicker they won't take public transport.*

*It's not clear to me how emergency vehicle access would be accommodated without the shoulder during peak times, nor is it clear how cycle traffic would be accommodated. In my view it would be preferable to encourage other modes of transport into the city.*

*It's only a temporary fix to the problem and needs to be maintained over peak traffic times.*

*Linked to above. Believe we should be developing the public transport system to encourage users to use this which will have a positive impact on the environment as well.*

*Make public transport [and] cycling convenient and cheap and there won't be any need for these or the flyover or any other major roading expansion project.*

*May add to more confusion, must be better options available to reduce peak traffic.*

*Need to reduce car usage, not encourage it.*

*Not convinced this is a priority yet, given other projects.*

*Not sure why they wouldn't be used all the time if they are there. Why would they only be used in 'peak periods'.*

*People should be encouraged to move to public transport and peak period traffic lanes does not do this.*

*People who want to drive into town won't abandon their cars and take a bus. Once the walkability (covered walkways right up through the city) is improved, people may be prepared to leave cars outside the centre. Public transport will have to be a lot cheaper and user friendly before people will really use it.*

*The existing "throttle" should not be widened just to get more cars at peak times (and occupied predominantly by single driver) into the CBD. [This will] cause even more congestion and need for road based investment.*

*There is heavy traffic both ways on the motorway. More work should be done by government and business to try to alter working hours to suit individuals and smooth out peak traffic flows.*

*There is not enough room for normal vehicles now without closing off lanes for public transport.*

*These will only bottleneck somewhere else.*

*These would only be good if cars with more than two passengers, motorbikes and public transport were the only vehicles allowed to use this. We need to encourage more people not to use their cars and get into public transport.*

*Traffic at this time moves relatively freely along the motorway, the major problem appears to be the intersection at Ngauranga Gorge and the inadequate roading through the motorway tunnel along with the NZ penchant for lane changing to gain but one car length advantage, which comes down to education.*

*Traffic needs to be lessened on motorways not be given incentives to use cars more. The cost of such an initiative is prohibitive to warrant even consideration.*

*We do not need more reasons for people to bring their cars into the city. I do support the inclusion of more bus routes and lanes for people who are car pooling, but not more lanes on the motorway.*

*Will reduce private vehicle access on a small two lane (each way) road, i.e. Hutt Road. If a bus lane is made, it should be additional to existing lanes on both the Hutt Road and the motorway, and also include separate walk [and] cycleways along the Hutt Road.*

### **Least supportive of improved intersections at Cobham Drive roundabout**

*Adding extra lanes to these roundabouts may in fact only cause more confusion, potentially leading to accidents. Alternatively, widen current pedestrian tunnel between Coutts and Miro Streets, (the tunnel runs beneath the airport runway and Calabar Street). This would potentially split East-West traffic into two streams. One stream for commuters destined for Kilbirnie or Newtown, and a second stream destined for Hataitai, or the City. This could potentially take some of the pressure off Wellington Road also, as all Newtown bound traffic would be more likely to enter Crawford Road via alternative means.*

*As Linfox has minimal delivery points past this intersection this would impact less on us. However upgrading this intersection may have a down stream effect in the Kilbirnie area.*

*Doesn't affect me.*

*Don't know anything about it.*

*Don't know Wellington traffic problems well enough to know how well this improvement would benefit citizens.*

*Don't see it as a major problem unless future studies indicate major traffic increases in that area. Don't have any problems with the traffic at the moment.*

*I am unaware of problems at these intersections at peak times but believe other options probably take precedence.*

*I do not use that intersection very often.*

*I don't believe that this is a critical bottleneck for vehicular traffic and I travel through them every day. They seem to run smoothly with the exception of bus breakdowns, roadworks or sporting events.*

*I don't know where Cobham Drive roundabout is!*

*I don't travel this way, so have no idea what needs to be improved there.*

*I have not seen much congestion there but I have not been there at peak times.*

*I use them quite often to visit family in Seatoun and travel to the airport (mainly during off-peak periods). I think they work well at present.*

*In light of the other proposed plans this is low on the priority list. If anything in this area needs to be addressed it would be the bottle neck that develops at Mt Victoria Tunnel.*

*It is an area that little residential development seems likely. Other things the money should be spent on first.*

*My experience at these roundabouts has been good, I don't see how any improvements made would add particular benefit.*

*Not a problem.*

*The only way you'll improve those intersections is with the installation of 20 foot high and five foot thick concrete reinforced walls at each give way point. Either that or remove the roundabouts entirely and install lights and possibly motion-sensor activated machine guns. Most drivers couldn't indicate correctly on a roundabout if their lives depended on it (when they actually bother) and, in combination with the fact that the road markings for said roundabouts are diabolical (especially at the Calabar Rd end), and the fact that the roundabouts are just big enough for petrol fuelled idiots to get enough momentum on to slingshot out of them and you've got a recipe for disaster. Thus I guess it depends on what you mean by improve: 24-hour armed guards and road spikes, or get rid of the roundabouts. I consider anything else an exercise in futility and a waste of ratepayer money.*

*These improvements seem like a relatively low priority to me. They're at one end of the transport system, improvements should focus on the core of the system. Having said that, the improvements are also relatively low cost, as long as they don't delay more important improvements [they] should still happen.*

*These roundabouts are very efficient and there appears to little congestion at that point.*

*These roundabouts seem to work OK. I travel through them most days. It's the lights on Cobham Drive that seem to be the traffic holdup.*

*They are already sufficient for the volume of traffic*

*To be honest, it has never been a problem when I have been round there. Maybe I don't use it enough. To me, there are more important issues than this with our transport.*

### **Least supportive of improvements to the walking network**

*Already got footpaths.*

*As a walker I don't see any problems with the existing network.*

*Footpaths are generally satisfactory given number of people using footpaths. Suspect not a lot of traffic removed if walkways were improved. Exception would be if there were improved crossing points.*

*How difficult is it to walk somewhere? I find it pretty easy though would support pedestrianised streets to encourage markets and al fresco dining.*

*I feel that there are already adequate walkways available.*

*I walk a lot and can get about ok as it is. Not much improvement is needed.*

*No costs determined yet, nor any specifics relating to what form this option will take.*

*Not a priority that I see as being as important as other aspects of the proposal.*

*There are plenty of well constructed footpaths around Wellington already.*

*There is nothing wrong with the footpaths we have already. Making the walking network better does not help anyone travel a big distance.*

*They seem to be ok as far as I am aware. I know many people who now walk to work and none have mentioned any problems.*

*Traffic congestion is by far greater than walking congestion.*

*Walking network is already excellent.*

*Wellington is well supported with walking networks and the weather is not really conducive to walking to work.*

*Who wants to walk in the [xxx] Wellington weather.*

### **Least supportive of improvements to the cycling network**

*Bicyclists are a minority.*

*Currently throughout the Wellington region there are designated bicycle lanes. Even though these are utilised by a good number of cyclists, there [is] still a hell of a lot that do not use the lanes. I'm not in favour of spending more.*

*Cycling in Wellington is only a recreation and not a transport alternative.*

*Cycling is something I would never encourage my family to do in a major city.*

*Cyclists are a pain now, we don't need more of them. They slow traffic, don't obey the road rules and cycle lanes are a waste of road space. Better to improve public transport, they can cycle on the weekends.*

*Cyclists are currently creating more of a nuisance on the road, as the roads are not wide enough to provide the recommended meter of clearance to the right, incorporated with the meter that cyclist tend to take on their left. If there is going to be a cycle lane, it must be separate from road traffic.*

*Don't bike in Wellington and anyway with bus lanes, don't trust the buses.*

*Don't cycle.*

*Don't think inner city is good for both cyclists and motor vehicles.*

*Everyday I see cyclists not using the existing network, designed specifically for their use and they have the audacity to complain that the network is not good enough. No need to pander to them.*

*For the cost of this I believe the amount of people getting out of their cars and using bikes will be very small. Big cost for little benefit.*

*I can see no reason for providing road space or funding for a group of the community that does not pay any road user charges and often quite openly does not comply with the current road regulations.*

*I don't cycle and it doesn't affect me directly. Cyclists are becoming as big a nuisance as private vehicles. I have been clipped a number of times by inconsiderate cyclists when I have been walking on footpaths.*

*I don't cycle.*

*I have found cyclists in general to be inconsiderate road users, and who do not obey rules at intersections. Special treatment is therefore undeserved.*

*Improvements to the cycling network will impact on vehicle networks. Cyclists do not follow road rules anyway.*

*Lack of separation from vehicles and cycles. I endorse more cycle lanes, they have to be separated from vehicles. Recent deaths identifying that even a car door can contribute to a cyclist being knocked into on-coming traffic. Also cyclists lack visibility at night.*

*No interest in cycling.*

*One exists on the Hutt motorway already and very few, if any cyclists choose to use it, preferring to ride on the road. Ideal place, money spent on that, yet not used by those who it was for.*

*Overall, not that many people will take to cycling given the hilly nature of Wellington. A cycle network is more relevant in a flat city like Christchurch.*

*The roads are busy enough and dangerous enough and I would rather see fewer bikes on the road area than more.*

*There are more important things to fund than cycle ways.*

*Wellington is not a very cycle friendly city for many reasons, but mostly it is not flat enough to get large numbers of people from suburbs like Karori, Brooklyn, Wadestown etc. Generally speaking cycling is more prevalent in flatter cities (basically where it is easy), so why waste money on something that, although seems good, will only ever be used by a few.*

*While there are a few hardy individuals, you have got to say that Wellington is not an ideal cycling environment or terrain. Any cycling improvement that can be made without undue expense [is] ok but not specific, high cost expenditure.*

## Appendix C3: Reasons for supporting long-term projects

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### Most supportive of widening Wellington Road and Ruahine Street

*Better flow of traffic to airport and Eastern Suburbs.*

*Better flow of traffic to the airport and Eastern Suburbs. Also, room needs to [be] made for a dedicated cycleway to take commuter cyclists off the waterfront promenade. Improving the public transport route to Newtown should also allow cycles to use the bus lanes, but these lanes need to be 4.2 metres wide to allow leapfrogging by cycles as the buses pull into stops and vice versa. The public transport route to the Southern Suburbs needs to be freed up in order increase the speed of the bus commute. Widening Wellington Rd and Ruahine St to allow faster travel times for buses is spot on, but again the extra lanes need to be dedicated to buses and if we can't have a separate cycle track then we should be able to use the bus lanes.*

*Better overall traffic flow.*

*Clearly a current bottleneck.*

*I would support this only if it is done in a smart way that takes traffic almost all the way to the airport, preferably by way of tunnels. The bypass is an example of an opportunity lost with cross traffic held up with lights, etc. a completely wasted chance. Flyovers and underpasses and separate pedestrian walkways are what is needed to keep traffic flowing. The most urgent improvements are the turnoff to Hataitai Park, (the netball courts, etc), coming out it is very unsafe to turn right across Ruahine St and difficult to even turn left or go straight ahead, and the funny corner at the top of Wellington Rd, Ruahine St and Constable St. Living in Hataitai, Saturdays take longer than rush hour mornings to get into town through the tunnel and around the Basin. Also, you haven't asked, but traffic from the proposed sports stadium in Kilbirnie will create a traffic nightmare and I do not support this being built in the Eastern Suburbs.*

*If we had more lanes it would make the traffic flow, especially through Hataitai courts area.*

*If Wellington Rd and Ruahine St were to be widened and able to take more traffic, it would all be a wasted effort if all the traffic still had to use the current Mt Victoria Tunnel, (traffic would really bottleneck very quickly).*

*If your wanting to widen Ruahine St to allow a better flow of traffic from the city to Eastern Suburbs and vice versa, then you need to take reasonable steps to allow this to happen. This may include another Mt Vic tunnel.*

*Lengthy traffic delays in this area especially on the weekend with sport at Hataitai Park.*

*Merging into one lane at Kilbirnie Park causes long delays. Would be no point in doing this unless there was a second tunnel as it would just shift the merging point further along the line if there is still only one lane going into the tunnel.*

*Seems like a cost effective solution to speeding up commuting.*

*That is an area that gets very congested.*

*The layout is poor, particularly where traffic from Newtown has to merge in. Widening and improving this road and that intersection will help traffic flow and safety.*

*The present two-lane road is inadequate to deal with existing and predicted volumes of traffic between the city and the airport. Four lanes will help reduce congestion and improve public transport access.*

*The two go together, if you are widening these roads you need to also increase the Mt Vic tunnel. Seems to be lots of bottleneck here at peak times including after school.*

*This is a heavily used route to and from the Eastern Suburbs and would allow additional effectiveness for public transport along this route.*

*This is the main route that I would currently use at peak time. I would see the benefit of additional lanes increasing the flow of traffic. Those making left or right turns will not delay those heading straight through due to back up from turn offs.*

*To ease peak hour traffic flow. Second Mt Victoria [tunnel] by itself will not help.*

*Traffic is always heavy on this road and if it was flowing better, [it] would reduce the amount of traffic going over the hill via Newtown.*

*Traffic volumes are increasing and widening will accommodate this more effectively.*

*We have congestion in these areas already. If you intend improving traffic flow it is important to widen the access roads.*

*Wellington has a poor reputation for being a city with narrow roads, so any chance to make them bigger would enhance the look of Wellington as well as providing a better flow of traffic.*

*Wellington streets are too narrow and have never been designed to move so much traffic.*

### **Most supportive of building a second Mt. Victoria tunnel**

*A great idea, the traffic and the road are always congested in the weekend, which has flow on effects around the entire Basin and into Kilbirnie (especially on a Saturday when there is sport on). By building a second tunnel it would streamline the traffic and hopefully make for a quicker journey.*

*A two-lane bottleneck. Other changes won't be worth it without fixing this.*

*A two-lane tunnel feeding in from two parts of Hataitai and into the very busy Basin Reserve is simply going to go nowhere during peak hour times and on Saturdays.*

*A vital link to our airport and Eastern Suburbs that is always delayed due to congestion. A dedicated one way tunnel for both directions will alleviate the congestion.*

*Again, this is a known congestion point. It is the main access to the airport and needs to provide for free flowing of traffic.*

*Again, this is the major route to the airport and is currently very congested.*

*All traffic is now funnelled into the existing tunnel, a second tunnel would improve traffic flow.*

*Any changes to the transportation network need to be based around a considered integrated strategy and competition for resources. Hence my support for the additional Mt Vic tunnel is consistent with my support for the Basin flyover. I believe the SH1, Terrace, Basin Reserve, Mt Vic tunnel route has greater merit than the waterfront route because it serves to improve access to the Southern Suburbs from Hutt Valley [and] Kapiti Coast as well as simply access to the Eastern Suburbs [and] airport.*

*As a regular commuter from the airport to the Hutt Valley during peak hour traffic, any improvement to the traffic flow would be welcomed.*

*As discussed prior.*

*At peak times the current Mt Vic tunnel: 1. Cannot handle the overflow from Ruahine St and Hataitai (and in some cases) Newtown combined, 2. Poorly serves, at peak times, Northern Hataitai and Roseneath especially as the access to those areas, especially Roseneath through Grafton Rd, is little better than a diabolical goat track.*

*Currently a bottleneck for traffic to/from airport.*

*Currently there is far too much traffic relying on this narrow tunnel, should there be an accident/incident the bottleneck would be huge. Should this project be approved and carried out, then widening Wellington Rd and Ruahine St would be the next logical step, especially as there is expected population growth in the Kilbirnie area, plus a new sports facility.*

*Due to the amount of traffic that travels in and out of the Eastern Suburbs and will increase in coming years.*

*Essential if we are going to widen Ruahine St, should have been done years ago.*

*I believe it will improve the traffic flow. However, I would prefer to see more being done to encourage people out of their cars.*

*I cannot answer the tunnel question without also commenting on the flyover. They are related. The artist's impression on page 12 of the proposed flyover to the north of the Basin Reserve depicts an East-West only, flyover. Given that the stated intention of the flyover is to mitigate the interference between East-West flowing traffic and North-South traffic along Kent and Cambridge Terraces, surely it is equally important that there be a flyover for traffic coming into the city off the motorway and on to Vivian Street. That is, why go to the effort of building a East-West flyover with the intention of mitigating the interference with North-South traffic along Kent and Cambridge Terraces, only then to allow interference 200 meters further north, at the intersection of Vivian Street and Cambridge Terrace? Okay, I see that East-West traffic heading directly for the motorway would benefit from the flyover, effectively halving the interference with North-South traffic.*

*I commute from Seatoun to the city and often get held up at peak times at the Mt Victoria tunnel. A second tunnel would ease the congestion. I have taken to using the waterfront route into the city, as are many others, and this is creating another choke point along Oriental Parade.*

*I don't support building the second Mt Victoria tunnel. I support completing the pilot tunnel which was built in the 1970's, after which successive city councils have lost track of where this city is heading.*

*I live in the Eastern suburbs and commuting to work is a nightmare. Again thinking needs to be long term. We will have more and more cars on the road, especially with plans to build more apartments in the Eastern Suburbs. The congestion around the Mt Vic tunnel is terrible now and will only continue to get worse over the next 10 years. Long term planning is definitely needed here.*

*If the Mt Vic tunnel does not go ahead State Highway 1 will be via Newtown. This area is heavily clogged. We run a plumbing business and it's impossible to economically travel or go to a job after 4.30pm until 5.45pm as it takes up to an hour to travel 10km.*

*Improve traffic flow to Wellington Airport.*

*Improve traffic flow to/from airport.*

*Improving the road network without a second tunnel would be a wasted effort. The single tunnel is a major choke point.*

*In the interest of speeding up traffic flows and reducing current bottlenecks.*

*Increasingly traffic builds up in this area even at non-peak times. If the second tunnel is built it will be essential.*

*It is crazy to build the new indoor sports centre at Cobham Drive, it creates unnecessary traffic problems. Widening Ruahine and Wellington Roads will be disruptive and unfair on those communities. Also there is enough housing density in Newtown already, there should be a focus on other suburbs.*

*It is currently a widely used tunnel and with more people and transport in the future it would need to be looked at.*

*It is currently too narrow and is a choke point. The delays caused by two lanes merging in to one create anxiety that is not necessary.*

*It pretty much mirrors the need for the flyover option as well. Now that there will be a supermarket in the area and congestion anyway from/to [the] airport and Southern Suburbs as well as the North, I feel a second tunnel as well as the flyover might be enough to ease the congestion.*

*It seems logical to build a second tunnel in conjunction with the other roading projects planned.*

*It's a "no-brainer". Another bottleneck to smooth flow of traffic, especially considering it's on the main route that international visitors "flow" into Wellington. Like a step back into the 1920's.*

*Major bottleneck both ways, that will only get worse with time due to intensification of Eastern Suburbs urban areas.*

*Mt Vic tunnel and its entries [and] exits are blockages, which impact not only on the flow to the airport but also surrounding traffic flows, e.g. to Newtown, Hataitai.*

*Mt Vic tunnel is currently a massive bottleneck. A second tunnel should help relieve that, as long as it's built with future needs in mind and not skimped on like the motorway tunnel was.*

*Mt Victoria tunnel is a bottleneck.*

*Need to be at least two lane like the rest of the route.*

*On the way to the airport, hold-ups in this tunnel can be really frustrating.*

*One lane is obviously inadequate for future needs. Barely adequate now.*

*Only to ease congestion on weekends.*

*Please explain why this hasn't been done already? Why oh why would you have all these other costly improvements only to have people converge on a little two way tunnel?*

*Speed of access to the airport.*

*Speeds up travel to the Eastern Suburbs.*

*Support the development of the tunnel concept as opposed to flyovers.*

*The big bottleneck as I see it. Most people want to drive their cars, regardless of what you planners say. Jap imports are cheap and everybody can buy one. (I usually drive in the weekend).*

*The bottleneck of traffic from the single lane at the Mt Victoria tunnel reaches right back into Kent Terrace and can hold up traffic (including buses) for half an hour or more in the evening. I live in Roseneath and always avoid the tunnel route (ie. go to Newtown via Alexandra Road), if I have to go that way during a weekday. It's ok in the weekend, I hardly use that route except weekends and it seems to be better with the new motorway bypass.*

*The congestion from the airport along Wellington Rd and Ruahine Street is bottlenecked at the Victoria Tunnel and the Basin Reserve. It would seem pointless to increase the lanes of these two arterial streets and still have the tunnel bottleneck, ie. we don't need a two-lane parking lot instead of a single lane parking lot. However at least an extra lane in the direction of the principal traffic flow would have to be built in conjunction with the additional tunnel.*

*The current one is constantly slowing weekend and rush hour traffic.*

*The current tunnel is narrow, busy and dangerous.*

*The current tunnel is not adequate for the traffic and is nothing but a pain especially going to the airport and surrounding suburbs. But get the interconnectivity right and don't just push the bottlenecks to a different place a la Otaki which is a disgrace.*

*The existing one is pretty old now.*

*The existing tunnel is too narrow, one lane each way, for the traffic that uses it at present. A second tunnel would provide more access for traffic especially to and from the airport.*

*The Mt Vic tunnel is an obvious physical bottleneck. If a second tunnel is not added, it doesn't matter how much other elements of the transport system are improved, there will still be hold ups.*

*The present one you would not call state of the art and a quicker route is required to go to the airport.*

*The present tunnel is not adequate for the traffic volume.*

*The traffic volumes are too heavy for a two-lane tunnel now. It causes bottlenecks at peak times.*

*There is too much traffic at the moment through the tunnel. It creates bottlenecks at the bottom of the tunnel on the Basin Reserve side. This traffic problem then continues down to Kent Terrace.*

*This is a congested traffic corridor, which will only get worse in the future, especially if Wellington aims to become better connected to the rest of the world. Building a second tunnel would allow for greater traffic flows into the city and suburbs. This is a must.*

*This is a major bottleneck in trying to get to the Eastern Suburbs.*

*This is the largest bottleneck in Wellington and the main problem between Ngauranga and the airport. It is also horrible to walk or cycle through so a second tunnel may bear this element in mind better.*

*This seems to be one of the consistent bottlenecks around our city and seems vital in servicing the city's airport and surrounding suburbs.*

*This should have happened at the start. [The] present arrangement is an inefficient bottleneck; two lanes into one then back to two again. Please do a.s.a.p.*

*This tunnel was built when Model T Fords were on the road and it has never been improved. Meanwhile there has been major population growth in the Eastern Suburbs over the last 80 years, a major airport constructed, and the car population of all New Zealanders has increased several fold and yet the tunnel is designed for traffic/population etc over 80 years ago. There was a time when there were peak traffic times in say the 1960's, but now there are traffic jams every day at all times (except late at night). It is not a good look either, for any overseas people coming to Wellington to determine if this is a suitable city to invest and do business with such antiquated and traffic jammed infrastructure!*

*This will stop the bottlenecks at the Mt Vic tunnel in both directions and at both peak times of the day.*

*To avoid bottle jams. It seems that if you are to have an effective corridor you would need to avoid congestion at the current Vic Tunnel.*

*To ease congestion on the current one, need a second access to Wellington East.*

*To improve travel flow through the tunnel in peak hours. The Hataitai tunnels are quite old. Hopefully they are earthquake proof. Should people really be walking through there with the traffic fumes, especially in the middle? The intersection on the Hataitai side of the tunnel could be improved. It must be a bit of a shock to negotiate for newcomers who have to suddenly decide which way they will go.*

*To reduce the gridlock from going [from] four lanes to two lanes through the tunnel.*

*Traffic congestion at peak hours is a major problem, especially as this is the main access to Wellington City from the airport. The airport must be far more accessible than it currently is.*

*Traffic gets congested during peak times at the entrances of the tunnel including Saturdays due to the netball in Hataitai. It holds [up] traffic along Kent Terrace and there is only one lane for Newtown on Kent.*

*Traffic volumes will grow. Existing tunnel is decrepit. Time we spent money on roading upgrades in general.*

*Whenever I travel to Wellington I always get held up with traffic in this area so a second tunnel would alleviate and address this problem.*

*Will alleviate the choke point getting through the tunnel. However encouraging more traffic round the bays could also be an option.*

*Will reduce travel time and cost to and from airport.*

*Would be great to have one going west, and one going east, therefore making both two lanes. This would improve the process of travelling to the airport [and] across town. The existing tunnel is a bottleneck.*

#### **Most supportive of improving the public transport route to Newtown**

*Adelaide Rd is a wide road with potential to move more people on public transport including light rail.*

*Again, I think it is important to encourage people to use public transport to reduce congestion and pollution. Hopefully these improvements will make public transport fast, cheap and efficient, encouraging it's use.*

*An improved transport system, which is efficient and provides a timely service would have to impact on having the public support this activity and reduce the current private usage of roads. From a business perspective this would allow commercial vehicles greater use of the roads.*

*Any improvement to public transport is [a] good investment.*

*Any improvement to the public transport system, especially increased frequency of the service and speed of the service, will make the service more appealing to more people. A frequent, efficient and comfortable service that takes people out of their cars will offer the easiest solutions to Wellington's transport problems.*

*Any improvements to the public transport route are a good thing. Given the amount of either important infrastructure in Newtown (i.e. regional hospital) or interesting infrastructure (i.e. zoo) access to them should be effective and efficient.*

*Any moves to improve public transport I would support.*

*As before, more efficient. Reduce carbon footprint.*

*As previously stated if people are to be encouraged to use buses they must be more frequent and faster which is one of the reasons I disagree with trolley buses, they are too slow.*

*As the world changes in terms of carbon fuels availability, it is important to consider the role of public transportation. Any improvements in this area will hopefully allow people to have more choice on how they get about and if public transport is convenient and efficient, more people would use it.*

*At present it is very congested and slow trip across the city to Newtown and anything to improve this will be beneficial.*

*Because it would mean more bus routes that would speed public transport to the airport.*

*Because this route is also another route to the airport/Miramar/Seatoun/Kilbirnie.*

*Believe that this shouldn't be done just for Newtown but across the system. Again, as noted previously I believe the public transport system needs to be encouraged so that users will use this instead of using private motor vehicles.*

*Buses are now carrying more and more commuters as [the] oil price escalates.*

*By improving the public transport system everyone would use it more and this would reduce the number of cars on the roads. If the public system worked well everyone would benefit.*

*By improving the public transport system in this sector with something that takes cars/buses off the road, there will be less need to have major changes to the existing roads.*

*Could reduce the amount of congestion in the city if passengers can use an efficient public transport network from the railway station out to Newtown and beyond.*

*Current carriage ways appear to [be] wide enough to support [this].*

*Driving through Newtown is a nightmare. Light rail might solve the congestion [problem].*

*Due to the population base in that area and the number of activities available in Newtown and south.*

*Ease of hospital access is equally important compared with commercial or recreational facilities and amenities.*

*Efficient route to hospital area.*

*Encourages the use of public transport.*

*Every full bus takes about 30 cars off the road. Light rail is even better, allowing non-stop passenger transport from Kapiti and Masterton all the way to the airport. I've used Melbourne's light rail and it's fantastic.*

*Give options at peak time congestion.*

*Heading south it's a nightmare for buses to get across just before the Basin at peak commute hour. Heading north there needs to be more buses that cut off the Courtney Place part of the route, as a lot of commuters get off on Willis and further on but are slowed down on Courtney Place when it's busy. The buses are at times sporadic and then turn up in groups. Public transport needs to be made a priority to get buses moving faster and therefore encouraging the people who do drive to get on a bus and get home faster.*

*High occupancy vehicles should be accorded priority over low occupancy cars.*

*I am a doctor at Wellington Hospital and do my private practice from Southern Cross Hospital, both of which are in Newtown. Every morning I go to Newtown after dropping my daughter at her school, QMC in Thorndon, so I will always support any project that will make the route to Newtown fast and easy.*

*I am in favour of extending the core public transport route to Newton and also the airport. It has seemed to me for some time that there is a gap in the public service infrastructure on the Eastern side of the city, particularly in terms of getting to the airport. The option I favour most is light rail. I believe the benefits of near seamless rail transport from the Western to the Eastern Suburbs are potentially considerable in terms of efficiency and speed. I am very impressed with the operations of the rail network in Wellington and the region, whereas I am generally less satisfied with the bus service.*

*I often need to catch public transport south through the city. At peak hour in the evening there are always buses too full and they need to move them quicker through the city and beyond.*

*I support all public transport initiatives.*

*I use buses regularly and find that (especially at peak times) they can be seriously delayed by traffic congestion.*

*I'm generally in support for improving public transport to help reduce the use of private vehicles. However, if the public transport were improved out to the airport especially, then business domestic travellers to the city would utilise this facility more and reduce taxis, etc. The transport has to be efficient, fast, clean and regular otherwise it will not be supported.*

*Important that there is great public transport to the hospital.*

*Improved public transport seems to [be the] best option to improve the movement of traffic throughout the city.*

*Improvement of public transport is desirable, particularly if at lower cost of a bus way.*

*Improving public transport routes in the city and suburbs is obviously a good policy, especially in a period where petrol is getting more expensive. Improving public transport is also an environmentally sensible option.*

*It is a relatively low-impact improvement for road traffic flows.*

*It would enable quicker access to the main hospital and Southern Suburbs.*

*Light rail is a good idea for improving public transport and moving more people in less cars.*

*Light rail is, in my experience, an extremely efficient way to travel around a city. Even one or two lines that intersect, but which are supported by bus at each end and stops along the way, could have a positive effect on the amount of car traffic through the CBD which I think ought to be discouraged.*

*Moving to the regional hospital by public transport will reduce traffic snarlups.*

*My experience is that bus/train loads of people would walk to and from a station at Newtown and near the Basin (currently the 1 zone mark from the Railway Station). I love the light rail idea. If it were truly fast and not horribly expensive (per trip) I would walk to the rail as my daily exercise, knowing I could get to work quickly. I think we need a couple more interchange stations with smaller shuttles, to the hospital for example.*

*Newtown is the route [to] the hospital as well as the gateway to the airport and the south coast. Currently there is a reasonable public transport route through there but the problems are mainly due to narrow streets, with buses competing with cars and pedestrians. The route needs improving for public safety, reliability of timetables, and reasonable sharing of the route.*

*Newtown will see an increased population within the WCC plan. The Basin Reserve will also see redevelopment with increased commercial, educational demand, not to mention the importance of a higher profile Vice Regal residence as a differentiation point in the nation's capital that needs to be highlighted further a la say, the Berlin Bundstag and its environs.*

*Once again, public transport should be improved to get cars off the road, not just building more roads for cars to use, doesn't make sense when fuel costs are rising. Get people out of their cars and into public transport!*

*Only option that looks at improving public transport.*

*Our public transport is of a poor quality and does not in my eyes have the money spent on it to convince people of using it rather than their own means of transport, so the \$140 million dollars would go a long way to updating buses and or light rail making it more of a reliable means of transport rather than a hindrance on people.*

*Public transport (and cycling) needs to be the major focus of a transport strategy. Large investments in roading and delaying boosting public transport so it is a valued, pleasant and accepted way of life will be costly in the short and long term.*

*Public transport improvements will in the long term have a better impact on living in Wellington across a range of measures (cost, health, environment etc) than changes which are based on private vehicles.*

*Public transport in Wellington needs a lot of improvement. People will use it only if it works well.*

*Public transport is the only sustainable solution.*

*Public transport needs to be improved everywhere. The route should go as straight through the Basin Reserve from the waterfront to Newtown past the Hospital and then to the Airport.*

*Public transportation is the ideal means of transportation around the city as it is beneficial to everyone.*

*Reduces the current reliance on the private transport which will therefore reduce the need for new roading.*

*Same answer as before. A large number of people use this route to get in and out of the city, and to use the hospital, so improving public transport along this route would be of general benefit.*

*See my earlier answers, better public transport is the key.*

*See previous answer. This is a real bottleneck, [the] less cars the better.*

*See previous response.*

*Strongly support dedicated light rail network to the airport. Public transport needs to be fast, efficient and reliable to encourage use. All major cities need [a] fast route from the airport to the city and light rail is the best answer to this.*

*Supportive of more public transport infrastructure.*

*The better the public transport system the more people will use it and that will be good for all the obvious reasons.*

*The bus service is pretty good for Newtown at the moment and well supported, though at peak times it is stretched to and beyond capacity. Improving the route will make the service more reliable and pleasant to use and will reduce the number of cars used instead of the bus.*

*The hospital and the airport are the two major destinations for traffic coming into Wellington. Both should be served by an alternative (off road) system such as light rail. Despite the cost of petrol, traffic will steadily increase over the years and require more and more road space (lanes). If an attractive efficient alternative was available more people would use it rather than a slow trip by car.*

*The more cars we can keep off the roads, the better. More and more people will use public transport if it is fast and efficient, especially as petrol becomes more and more expensive.*

*The traffic route to Newtown covers most of the Central City and ends at the hospital. As the main hospital for the Wellington City area this route is very heavily used by both regular commuters and one-off users (hospital patients and visitors). Parking is always an issue at hospitals and rather than use valuable land for larger parking facilities, a combined parking building/improved public transport system, would be a better long term solution.*

*The waterfront route is the jewel in the crown. It doesn't have to be fast, or all that efficient (relative to the bypass). The bypass to the airport is the fast, efficient route. That said, the waterfront route should be optimised for walking, cycling, public transport and cars not necessarily going to the airport (that is, cars going into the city).*

*This area of town is lower socio-economic and therefore any improvement to the public transport is encouraged.*

*This is a main route through the city, and the high traffic density would be better served by a reliable public transport system, rather than large numbers of motor vehicles.*

*This is a major thoroughfare, where public transport is highest however travel time is very slow here due to the bottleneck occurring at the Basin Reserve. Improving travel time as well as improving reliability of service with respects to timeliness will enhance the public transport network and encourage people to use it.*

*This is a popular route and if it was improved, fewer people would use their cars.*

*This is logical as currently public transport seems focused on the railway station.*

*This is vital for making public transport a preferred choice over cars. In addition, public transport needs to support people carrying their bicycles.*

*This is where the hospital is located and access via public transport is important.*

*This seems to be the main route for the travelling public.*

*To allow for better space for public transport.*

*To ease traffic flow to Southern Suburbs.*

*To improve flow of traffic and help people select public transport as an alternative.*

*To stop clogging the traffic around the basin, this is a nightmare and has been forever. When the new hospital is finished this will be even worse.*

*Very busy, congested, heavy traffic flows in and out of Newtown. Hospital is sited in Newtown so needs easy good access for ambulances, etc. Don't think Newtown is accessible enough.*

*We have a growing population in Newtown and beyond, but most importantly we have our main hospital and an important hospice there and there is very limited parking. The more ideal solution is to improve the channels for people to access the Newtown area and so diminish the need to always take private motorised transport. I am concerned though that we are not taking a good look at improving the corridor link from the current south end of the motorway out to the airport via a properly constructed motorway system that goes through Newtown, over Mt Vic and on to the airport.*

*We need electric transport and a light rail system will be awesome!*

*Wellington must improve its public transport facilities if it is going to continue to be a world-class city. Only if there are quick, efficient ways of moving through town on public transport will people use it.*

*Would provide environmental benefits as well as improve travel times for those using public transport.*

### **Most supportive of changes to the waterfront route and Terrace tunnel**

*Access to the waterfront is too hard with so many lanes of traffic to cross.*

*Another Terrace tunnel won't be too obtrusive, I think, while making access to the waterfront easier. The more traffic that's drawn away from the city the better.*

*Believe it is important to improve access to the waterfront.*

*Better access through the city. Improving the use of the waterfront area.*

*Both main road access points to CBD.*

*By removing two lanes from the Quays this will improve access to the waterfront so that it is more accessible and utilised as an asset to the city. By replacing with a duplicate Terrace tunnel it will improve the traffic flow into the CBD of Wellington.*

*Development of waterfront area a positive (although needs more green areas, ie. grassed parks).*

*Drive to work as Johnsonville public transport crap. Anything that improves drive to work and home again is greatly supported.*

*Getting traffic off Aotea Quay so that the waterfront is better connected to the city has huge benefits in terms of the overall quality of Wellington as a city and a place to live. Increasing the capacity of the Terrace tunnel route is essential for this, and the present tunnel is a major bottleneck which will need to be addressed.*

*I dislike the merge onto the motorway from Tinakori. If you need to go through tunnel it is a hazardous merge to get onto the tunnel lanes, surely this can be improved.*

*I love how the waterfront has been opened up during the last twenty years. It is an area that needs to be preserved. The Terrace tunnel is not adequate to deal with the new bypass traffic and in fact makes the new bypass a bit of a joke.*

*I use these a lot.*

*I would support routing traffic around the city rather than through it.*

*Improved access to the waterfront must be good.*

*Improved connection between the waterfront and the city. The current four-lane motorway makes it very difficult to cross. Wait times at pedestrian crossing points are too long and many of the crossings are dangerous due to vehicles running red lights and the speed that is tolerated on this road. Getting traffic off this road would make our city safer and make access to facilities such as Te Papa easier.*

*My support for this one derives from my belief that pedestrian access to the Waterfront, and along the waterfront route, needs to be improved. I don't have a firm view about duplication of the Terrace tunnel. The plan says (effectively) if we remove two lanes from the waterfront we will have to build a second Terrace tunnel. It is very difficult for a layperson to assess the validity of such statements. The cynic in me says maybe it's the idea, "blind 'em with statements that 'this is a given' and they won't argue."*

*Quieter traffic along the waterfront will improve the look of the city.*

*Reducing through traffic along the waterfront has obvious benefits in terms of less congestion and lighter traffic flows in an area that should be a showcase for Wellington and is a key access area into parts of the CBD.*

*The four lane Quay has always been a problem for the city/waterfront connection. A four lane 'below ground' Te Aro bypass was a great opportunity to allow a reduction in the number of lanes*

*on the Quay but this opportunity was lost with the reduced scheme built. The Terrace and Mt Victoria tunnels are now a bottleneck but here is the opportunity to resolve this.*

*The Terrace Tunnel appears to get very clogged currently. The area beyond this side of the city is continuing to grow north and therefore it is probably the better way (combined with the proposed flyover at the Basin Reserve) to deal with the current influx (let alone any growth). On the other hand, there is not such a strong argument for duplicating the Mt Victoria tunnel because although there may be some growth in Kilbirnie with the sports centre, this is unlikely to increase traffic at peak times and the land mass is small. This means the incremental growth on that side should be smaller than that to the north, but I am sure you will have done all your projections much more carefully than I am able!*

*The Terrace tunnel heading south is always a bottleneck and access to the Eastern and Southern Suburbs has been constrained by this. Once this tunnel has been constructed there will be less traffic on the waterfront and therefore pedestrians [and] cyclists access can be improved by reducing the lanes.*

*The Terrace tunnel is a joke, especially the southbound route where a single lane is ridiculous and causes a traffic snarl-up every day of the week, including weekends.*

*The terrace tunnel is a major bottleneck for traffic in the morning commute.*

*The waterfront is horrendous on weekends! Needs to be fixed!*

*The waterfront route is an old road and not pleasing to the eye, especially for tourists and visitors to city. The road out of the tunnel is a bottleneck and too narrow.*

*There is excessive traffic on the waterfront route, which detracts from the appeal of the waterfront as a public space. It would be a much nicer area if the traffic here could be diverted to SH1.*

*These will require improvements going ahead. A lot of commuters are already using the Aotea Quay exit to get to Eastern Suburbs.*

*This would reduce the through-city traffic levels and make it easier to improve the walking network within the city.*

*To ease motorway congestion.*

*To take traffic away from the waterfront and to prevent bottlenecks currently occurring as traffic travels into the Terrace tunnel.*

*Tourism is becoming an important part of our economy. Apart from wanting to minimise traffic gridlock we have an iconic waterfront, which with careful planning will be an asset to the city in*

*years to come. Making the waterfront as accessible and user friendly as possible whilst managing traffic flows well is a win win.*

*Want to be able to get into and out of Wellington quickly.*

*Wellington's key asset and point of difference is its compactness and proximity to its harbour. Ongoing developments to rejuvenate the waterfront will attract more people to it, however the existence of a six-lane highway between CBD and the waterfront is a considerable detractor. I believe it would be possible to reduce the number of lanes from six to four now between Bunny St and Taranaki St but current thinking is to relieve the pressure by duplicating the Terrace Tunnel, which appears to be a logical step. The one lane entering the city is bizarre anyway, given the approach and all roading afterwards are two lanes.*

## Appendix C4: Reasons for not supporting long-term

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### Least supportive of widening Wellington Road and Ruahine Street

*Actually, don't know where they are so suspect I don't use [or] need them!*

*Because it makes no sense to me to widen Wellington Road and Ruahine Street if the tunnel is not widened.*

*Don't know where those roads are.*

*I am concerned about the bottlenecks at either end. If you can keep it to four lanes all the way to the airport and add two lanes to the tunnel and have a flyover at the Basin it might work very well, otherwise the benefit may be lost.*

*I am neutral about this. I feel that encouraging public transport would be better, however there are a lot of weekend sports activities in this area therefore widening the road would probably be beneficial.*

*I don't know enough about this project at this stage to comment.*

*I don't know where this is sorry.*

*I don't use these roads often so no reason to support.*

*I give a lesser priority to the widening of Wellington Road and Ruahine Street because: 1. There are other routes giving access to the Mount Victoria tunnel, and 2. I do not wish to see existing residential areas adversely affected.*

*I think it will create a bottleneck further down the road.*

*I'm not fully conversant with the issues around this area.*

*In my opinion this would only move the gridlock from the tunnel area to the CBD.*

*Not familiar with the area and don't understand the need.*

*Not on my radar.*

*Not required with only one Mt Victoria tunnel.*

*Not sure where these streets are.*

*Not sure where this is.*

*Our home backs into Ruahine Street. Increased traffic noise will reduce our quality of life. We will hear more traffic noise and increased traffic fumes. It will also impact on our sale value when we come to sell. Transit does not currently provide any noise reduction planting or barriers on the street. Traffic accidents occur on an average of one a month as cars turn into Badminton Hall and or up into Hataitai netball courts. Lack of control at the intersection with Ruahine Street and turn off to netball courts and Babington Hall. Trees in the area are also dying, possibly from traffic fumes. Transit has no interest in checking these trees. Overall Transit does not try to build relationships with neighbours of their current property.*

*The road widening is a waste of money. If it is going to be two lanes the traffic will just bottleneck again when heading into the Mt Vic tunnel. More attention needs to be paid to the Wellington, Ruahine Rd intersection, as this is what causes traffic build up and accidents, as it is very dangerous. Drivers take risks to get across.*

*Vehicle drivers should travel at the current speed limit but a few don't thus causing jams.*

*Where are these streets?*

*Where is this?*

*Why take up more land by widening roads. We should be working to reduce the traffic volumes or at least stop the increase by offering a better alternative, e.g. light rail.*

*Widening any road normally involves a second lane in the same direction. This just creates bottlenecks in other areas.*

*Widening roads is a relatively short term solution as volumes of traffic are likely to grow, so in years to come we will have similar issues.*

*Widening roads seems to have a limited advantage as at a point two lanes become one.*

*Wider roads would increase vehicle speeds and make it more difficult to cross. I am also concerned about losing footpaths along this route.*

### **Least supportive of building a second Mt. Victoria tunnel**

*A costly waste, spend the money on public transport and the tunnel will not be needed. Looking at ways to improve the number of people on and efficiency [of] public transport would prove a far better long term solution to short term problem. Private cars have a limited future, with the chance of fuel reaching \$3.00 per litre just as likely as reducing to \$1.50 per litre. Why not look at real long-term solutions. You could look at: 1. The 2:30 St Marks problem, which causes hold ups to the Terrace tunnel, get them to park at the church which funds the school 2. Get some public transport that will not be held up by congestion (rail) 3. Fix the intersection around the Chaffers New*

*World. By increasing the traffic flow into the city you are only going to create pressure on Te Aro streets and parking. By giving the commuters an option they won't need to use their cars, they don't really want to pay the fuel and parking costs. It [is] just the current bus only system is not desirable.*

*Adding another tunnel alone would not improve traffic.*

*All you do is move the bottleneck to the other end of the tunnel, Hataitai or Kilbirnie.*

*Another tunnel through Mt Victoria might be quite disruptive or an eyesore and I'm not convinced that 20 years in the future (with perhaps significant changes in transport between now and then) that it would be seen to be the right decision.*

*Because I do not support the building of a second Mt Victoria tunnel.*

*Because the better provision of transport to Newtown can negate the reason for a second tunnel.*

*Does not in anyway help the traffic problems that the area already has, and pumping more traffic into that area via a second tunnel is only going to make the problem a larger one. Use the \$175 million that has been estimated to correct the roading problems in the area which should in turn then free up traffic resulting in less congestion.*

*Huge cost.*

*I believe that those needing to take this route are more likely to on a relatively short journey (to the airport, Hataitai or Kilbirnie) and hence the existing minor wait would not be considered to be a major inconvenience. Better, more pressing priorities exist.*

*I think a bridge should be built all the way from Ngauranga to the airport.*

*I think with better approaches to the tunnel it is ok as is.*

*Is there another alternative instead of [a] second tunnel?*

*It does not address the primary need to get people out of their cars. Improving the existing tunnel for cyclists and foot traffic is a much better spend, or creating alternative, safe, walking routes over Mt Vic.*

*Large roading projects in Wellington are unnecessary; by far the most pressing issue is public transport. This is where the investment should be.*

*My 'non-support' is not very strong, and I guess is derived mostly from [the fact that] I don't live in the Eastern Suburbs. When I need to [go to] or from the Eastern Suburbs, 99% of the time I travel either around the south coast, or around Oriental and Evans Bays. That's my strategy for dealing with the Basin Reserve [and] Mt Vic tunnel traffic.*

*My personal opinion is a monorail which incorporates both the regional hospital and airport which will reduce all other type of construction, however I acknowledge the wind will be a challenge that has to be resolved.*

*Presumably this is to encourage more cars on to the roads, the limited savings gained is not worth the cost. This can only be done if significant changes are made to the Basin Reserve and surrounding areas. It is difficult to imagine that this could possibly receive resource consent, given the difficulties encountered by the "bypass" and even then, that was a compromise due to public opinion [and] lobbying.*

*Price, earthquakes.*

*The expense of this tunnel to cater for private transport is not justifiable. The travellers through this second tunnel should be on public transport.*

*The impact on homes and local community shopping areas will be impacted with additional roading and the removal of existing character homes and buildings effected by construction; the possibility of impacts on the town [and] green belt. The construction of an additional tunnel could encourage the usage of private transport taken to and from the city daily reducing the desired effect.*

*The more tunnels in a city built on an earthquake fault, the greater the potential disconnection and subsequent fatalities.*

*The tunnel itself is not a problematic choke point, it's the Basin and the intersections that follow between the Basin and the Terrace tunnel that need to be addressed.*

*There are other ways into town from Kilbirnie, via Newtown.*

*Things should be done to reduce the need for having a second tunnel. A second tunnel will just encourage more car use, cause a bottleneck somewhere else, and then something to clear that and then more cars. We shouldn't be increasing the traffic flow to the Eastern Suburbs.*

*This may be a good idea, but I can't see the benefits. I don't believe the tunnel itself is a problem. Jams appear to be caused by the roading network outside the tunnel. Also cannot see any benefit in reducing the traffic capacity of the Quays.*

*Too expensive, I don't believe it will ever get approved, very similar to the Highway 1 Paremata bypass.*

*Too expensive. I have no problems with the way it's run now.*

*Widen existing?*

*Would encourage more use of cars.*

### **Least supportive of improving the public transport route to Newtown**

*Again the focus on Newtown/Kilbirnie. Where are Johnsonville plans?*

*Do not see how Newtown fits into this plan. It is not on the route to the airport.*

*Don't live in Newtown. Don't care.*

*Don't use it.*

*Don't use, and have no reason to use public transport to Newtown.*

*From the Hutt Valley much easier to drive in, plus as the main thing is the hospital in Newtown, better parking at the hospital would be better for families.*

*I didn't say that I didn't support it fully. I believe transport routes should be improved for all vehicles not just public transport.*

*I don't go that way, would rather spend the money on upgrading the Hutt Valley rail line.*

*I don't live there.*

*I have stated a quicker route for that area and then upgrade if and when more people use it.*

*I live in the Central City and have no view about the advantages or disadvantages of this option.*

*I see this as a lower priority as it's collective benefits are less (i.e. it benefits a smaller group of people) and provides reduced benefits on an individual basis (i.e. the individuals save less time on a shorter trip than those travelling across the city on longer trips).*

*I think the public transport to Newtown works well at the moment. Most buses go through that area and provide a good service.*

*Lets improve the flow of private cars and delivery trucks first.*

*Never travel to Newtown, so not aware of any current issues.*

*Newtown already has a good public transport system particularly as it also has the advantage of being able to use the buses on the Kilbirnie, Miramar, Seatoun, Lyall Bay runs.*

*No interest in going to Newtown.*

*No to light rail, trams always were a pain on narrow roads, and still are in Melbourne.*

*Not applicable.*

*Not used by me.*

*This is a large amount of money, which will cater to only a relatively small number of the population and deliver benefit to only one category of transport for commuters. Fundamental roading related improvements cater for public transport, private transport and commercial transport.*

### **Least supportive of changes to the waterfront route and Terrace tunnel**

*Access to the waterfront is already suitable, whether you are accessing it by foot or car. There is no need to change it. Finally, it would seem that an additional Terrace tunnel is only being considered because the much vaunted "bypass" was well and truly screwed up and hasn't resulted in a quicker transit time.*

*Cannot see the reason for reducing traffic flow in one area over another.*

*Changes to the Terrace tunnel (widening) would be advantageous, however I believe that the waterfront route already works well and would only benefit from an increase in signage (lack of signage appears to be a problem throughout NZ).*

*Costs too much. Money better spent on health, i.e. Wellington Hospital.*

*Don't know enough about it and it doesn't affect me so much.*

*Don't really see these as points of traffic frustration, contention at present. Money better spent on other projects [with a] bigger payback.*

*Feel that by providing alternatives as mentioned to get through the city, eg. bypasses, this is not a priority for me.*

*Given the location of Wellington on a major fault-line it is important that we retain at least two major arterial routes through the city. While the waterfront route does separate the city from the harbour to a degree, the use of pedestrian overbridges to get around this problem while maintaining this route as a major arterial route through the city. Access to the airport and the hospital is critical.*

*I feel the Terrace tunnel is working quite well, the only thing causing a problem here is that you have to queue to get through the lights at the end of the tunnel when you are heading towards the airport, improving the tunnel is going to make no difference to the wait at the traffic lights.*

*I feel this is adequate enough at the moment and as changes have already been made to the flow of the Terrace tunnel, the journey is significantly shorter.*

*I only just don't support it. Don't really care one way or the other.*

*I rarely travel in these areas at peak times so would prefer my money to be spent elsewhere.*

*I support the Terrace tunnel but not the waterfront as the waterfront is the alternative route when State Highway 1 is clogged.*

*I think if you improve the flow through the tunnel and Miramar end it won't be necessary.*

*I think the engineering and logistics will be tricky and costs will rise.*

*I use the waterfront route regularly on my way to Newtown and it functions really well for traffic. The Terrace tunnel seems to be operating really well and it is easy to get around the way it already is planned.*

*If I understand the question correctly, the current Quays have six lanes, three in each direction and I believe that a reduction of lanes would add to congestion.*

*If the improvements to the Basin roundabout and a second tunnel are completed, the waterfront will not need to change. The Terrace tunnel has few hold-ups now.*

*I'm not convinced that the objectives stated (i.e. improved traffic flows) would be achieved by reducing two lanes. The waterfront is nice now and needs to be left alone from further tinkering, so that it can be enjoyed.*

*I'm not exactly sure about how this works.*

*I'm not sure what year the Terrace tunnel was completed, but already it shows lack of forethought [and] planning in that now there is a need to expand it, but not then. Or were funds cut back again then, just like the new bypass. Get it right, do it once.*

*It is good to have alternative routes through the city, and the waterfront route is a favourite to take visitors along so they can appreciate our city.*

*It is not a good option regarding the expense.*

*It is ok as it is.*

*Leave the waterfront as it is. The current plans are stuffing up the waterfront as it is and it should be left as a major attraction and easy access for the public. Too many high-rise developments are interrupting the views across the harbour and blocking out the sun. Any activity to the waterfront should take heed of what is happening overseas. Keep it for the people, not the cars.*

*Like having two entirely different route options. Flows well.*

*More use of the round the bays route to the airport and Eastern Suburbs.*

*My objection is not a strong one, but I would want to know more information about how the concentration of the traffic around the Terrace would be handled in this scenario. I use the waterfront route quite a bit and would not be pleased to have the flexibility of such a straightforward and easily navigable route restricted or taken away.*

*Not a good use of money. Build Transmission Gully with this money instead.*

*Not sure that reducing the cars on the waterfront can be absorbed just by one more tunnel. The road system in and out of the tunnel is already stretched (from my observation).*

*Our current waterfront is attractive, do we really want lots of lanes of highway on it?*

*Reduce cars and it will not be a problem. Get people on electric buses and trains [or] trams.*

*Reducing the waterfront lane from six to four lanes would do little for pedestrians but would remove badly needed capacity. A high-capacity route is needed along the waterfront.*

*Risky in not having an alternative route. A change in scenery.*

*See my earlier answers. Building new, bigger roads should not be the focus and will not improve Wellington's congestion problems in a meaningful, sustainable, long-term way.*

*Still limited by motorway coming into Terrace tunnel, if were going to do anything why not have movable median barriers during peak times, so in the morning there are two lanes in and at night there are two lanes out.*

*Terrace tunnel improvements are a great idea and would fix a bottleneck on the current road system. The waterfront road is a key route from the Courtenay Place precinct to Thorndon and the Western Suburbs. This route is congested during rush hour so taking out any lanes would make it far worse, and try getting out onto the route from city side roads during rush hour [is] very hard.*

*The cost is horrendous. It also doesn't seem to be a good idea to deliver more cars directly into the city centre via an expanded Terrace tunnel.*

*The reasons for closing two lanes on the waterfront don't add up. There is already adequate access to the waterfront.*

*The Terrace tunnel is adequate for people wanting a direct route to the airport. Why throw money away? The Quays generate flow into our shopping districts, which is just as important. Why discourage this?*

*The waterfront route is the one route that takes me, when driving, through town quickly. I would hate it to lose a lane having the three lanes each way is what makes that route work. I walk to work in the city every day via the waterfront, and it's no problem to cross the road.*

*The waterfront route is used by residents of Ngaio and Khandallah. The plan restricts their route to get home as they do not use the motorway.*

*The waterfront route needs to be kept as an alternate route for access through the city.*

*There is enough access to the waterfront already. Just build another pedestrian overbridge.*

*These two routes take people to different parts of the city and should stay that way. Public access to the waterfront is ok as it stands.*

*Think that the waterfront route needs to still be an option for reasonable volumes of traffic to keep things moving on the edge of the CBD, to keep the city alive. I support having a wider Terrace tunnel to take the increases in future years.*

*This appears to be working ok from my experience. The cost of a Terrace tunnel does not seem worth it as the gains seem minimal.*

*This is the only part of the proposal that I can see no benefit in whatsoever. The number of lanes on the Quays is a major asset to Wellington as I see it, and access to the waterfront is only impeded by a lack of 'city to the sea bridges' over the Quays, not the number of lanes. There could be numerous city to the sea bridges along Jervois, Customhouse and Waterloo Quays. The most obvious place of need for the next one is between Post Office Square and Queens Wharf. Given that the proposal states that duplication of the Terrace tunnel would only be needed if two lanes were removed from the Quays, and I believe removing two lanes from the Quays is shortsighted, it follows I do not support duplication of the Terrace tunnel. There is another reason also, however, and that is that if the rail network is improved (and remains affordable to use) over the next five years or so, in addition to public transport improvements included in the plan with regard to accessing Newtown and the airport then these other changes will not be needed.*

*Waste of money to reduce the number of lanes along the Quays. Access across them is fine, with lots of traffic lights and bridges at the moment. Better to widen the Terrace tunnel to four lanes from the existing three.*

*Waterfront route is terrific and needs to stay a "scenic" route for those that want to enjoy our wonderful city, shrinking lanes is not necessary. Terrace tunnel is separate to waterfront route and I would support extending.*

*We need to keep the traffic flowing, the waterfront provides an alternative route from the Terrace tunnel, why reduce it to two lanes, it works perfectly now. Instead of reducing the lanes build another walkway bridge across.*

*Wellington's waterfront Quays have already been severely impacted by pedestrian 'improvements'. These routes are still major inner-city access routes and need to be maintained, not reduced!*

## Appendix C5: Other comments

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1. The idea of building low-rise, 'city' apartments along Adelaide Road is excellent. I think this should be reconsidered in line with improvements to traffic flow. I would like to see careful planning for sustainable housing and green space included in any development so small families can live in such developments. 2. We have been asked to cycle to work. I like cycling and only stopped when I was very pregnant. I feel I would be taking too greater risk to attempt cycling in Wellington. If there were safe cycle ways I would cycle to the city from my place in Kilbirnie. 3. Anything the city can do to reduce vehicle traffic (including commercial traffic) should be prioritised. Encourage businesses to use scooters and public transport to move around the city with rewards, dedicated parking, and voucher systems. Introduce disincentives for peak hour deliveries etc.

A good plan with some useful suggestions, although not sure about making all-day parking in the CBD more difficult/expensive. With petrol prices the way they are it would be better to promote/improve public transport from suburbs (especially Hutt Valley) to the CBD as well as encourage more efficient forms of transport like motorcycling and providing additional CBD parking for these.

A lot of things in the corridor plan seem to be related to the "growth nodes". Depending on exactly what the building rules will be and exactly where, Newtown and Kilbirnie might not be appropriate growth areas. There is nothing in the corridor plan information that explains why there is such a problem with East-West traffic flow at the Basin Reserve.

A smoother access from the Terrace tunnel to the Mt Victoria tunnel, i.e. looking at a best option, a fly over from the Terrace tunnel to the Victoria tunnel to make the movement from Ngauranga to the Airport, and visa versa, more smooth. The drive through the city is too interrupted with narrow streets, lights, cross traffic, etc.

Airport check-in facilities in the city, possibly the railway station or stadium area where there is parking, with regular free dedicated buses to and from the airport.

An essential component of any 'improvement to public transport networks,' is the training of drivers in customer service. Like many other people, I despair of those bus drivers who: do not pull close enough to the kerb to allow easy access (even when perfectly possible, especially at suburban stops); pull away from the kerb without allowing passengers a chance to seat themselves safely; accelerate roughly, including running red lights on a regular basis; depart early from terminuses if they feel like it; exceed speed limits (all over the CBD and Southern Suburbs areas of the network, from my experience); fail to 'drive to the conditions,' i.e. take account of passenger comfort, given the terrain of the bus route. This latter is a particular gripe for me, when coming down Brooklyn Hill. Many existing buses are uncomfortable when travelling on the flat, within the speed limit. Coming down Brooklyn Hill, even at 50kph, has me and many other passengers hanging on for dear life.

*As a newbie to New Zealand, having been here three years, I think the people, culture and place is great. That's why we came. Also I have experience of the UK where to be honest some of the projects that were developed were simply poor. Great in concept but poor in execution. Happy to help in any way, share info if needed. If so, please don't hesitate to contact me. Cheers.*

*Basin Reserve must be protected. This is a major international & NZ iconic sporting venue. It is in real danger of being blighted by a concrete, noisy monstrosity with no lessons learnt from UK, USA, etc, flyovers where underneath becomes a haven for crime and the homeless. Visually too, a design can look wonderful but in reality its build must be seriously considered.*

*Buckle Street from at least Tory St to Taranaki St needs to go underground to create an appropriate green space in front of the National War Memorial. The rerouting of Buckle street to the north will not get rid of the noise and visual traffic pollution. That needs to be abandoned in favour of a tunnel for this portion of the route.*

*Cars should be given less consideration for being included in transport plans. We need to move away from the car culture as it is going to be too costly for average kiwi's in the future to run a car. Wellington is by far the best city in NZ serviced by public transport but it lags well behind the good world cities. Places that have less cars, more public transport, walking and cycling, make for a much healthier city, both socially and environmentally.*

*Central City traffic system is a disaster. I avoid it if at all possible. My main routes are: from Karori to Miramar, when I go via Brooklyn and the south coast; and Karori north when I go via Churchill Drive and join the motorway at Johnsonville. The city bypass should have been completed properly with the original trench/tunnel plan, not to the mickey-mouse "put together by a committee" approach implemented currently.*

*Congratulations to those who have instigated these proposals. Don't allow anyone to hold up the process.*

*Convincing motorists to leave their cars at home and use public transport can only be achieved by ridiculously high petrol prices or a competent, reliable public transport system. The joke that is passenger trains around the Wellington region is not the way. I've been bussing now for six months because the bus is modern and runs on time. Should it ever start turning up late or not at all, I'm back into my car and I can afford petrol so I'd probably never return to public transport.*

*Council decisions to build the bypass should have been more thought out for the longer term. Build a bypass that went over [or] under the Central City to get that traffic totally away from the Central City traffic.*

*Create an extra lane for motorway traffic coming off the Aotea off ramp and heading north so that vehicles heading up SH1 have two designated lanes and are not held up by traffic heading to Hutt Valley (during peak hours).*

*Credibility is lost when the bypass is not trenched. Credibility is lost when the Terrace tunnel is designed and built, but is not wide enough. All this at a time when we reach peak oil, and we need cars off the road, when they pollute and kill people. Flyovers and tunnel widening are all about cars and people's obsession with needing more and more of them. Think inefficient 4x4s and drink driving as well. Larger cities around the world should be all about pedestrians and public transport, but that public transport needs to be really good. There shouldn't be a need for parking outside the cigarette shop or the pub. If we can't have an underground, perhaps we can have a monorail?*

*Cutting back on commuter parking is a good way to drive people from Wellington region. Sometimes driving is more cost efficient than the train, which I might note is having a cost increase. Plus the carriages are full. What happened to choice? Yes, trains are electric, but that's generated somehow and NZ does have coal/gas power plants, which must produce carbon to generate the power.*

*Cycling lanes, walking routes and buses that run on time and in sufficient numbers to pick people up (as opposed to late and overfull buses leaving people waiting at bus-stops) are important. If roads are built, we need to do it properly without crossroads and intersection delays (that have meant the bypass is simply unsuccessful). Bus lanes through Mt Vic and Hataitai are not necessary as the traffic delays are not in the suburban streets, but they are important in places like Courtenay Place, Adelaide Rd, Kent Terrace etc. Another priority will be a pedestrian over bridge or underpass to the new Centreport/Harbour Quays area. With more buildings going in there, people need a safe and sheltered way to cross the busy and wide roads, [which are] effectively SH1.*

*Do not let the traffic planners responsible for the Mana to Paekakariki debacle anywhere near this project.*

*Don't block the city to cars, or take road lanes away, or stick inflexible "trams" back through town.*

*Don't forget to save some budget allocation for Transmission Gully!*

*Don't forget to upgrade the Johnsonville line, this is very important to us. There is a problem with the current bus lane down Ngaio Gorge; it should finish much earlier before Kaiwharawhara Road, as it is a hazard for traffic turning left at the lights. You are forced to go into the bus lane if you need to.*

*Don't impose further costs on car commuters via increased parking fees. Many of us don't have truly viable public transport alternatives (from Wainuiomata, for example). Until there's a door-to-door public transport option that's at least as fast, cost-effective (for 2 passengers) and convenient as private car, it's trying to put the cart before the horse.*

*Extension of the existing rail service through the city, or a light rail extension of the existing service to Newtown and eventually the airport, are barely mentioned in the proposals. These should be given a much stronger focus. The lack of detailed consideration of these options seriously weakens the draft plan.*

*Favour light rail above ground to preserve Wellington's narrow roads if possible. Bring the tunnels forward as they will take a long time to build. Force commuters to use rail by taxing long term car parks. Pity the Buckle Street road could not be an underpass. I don't believe removing roads or allowing bus only will force cars to use public transport.*

*Forget about light rail as construction cost would escalate out of sight and the operational cost would be prohibitive. Synchronise the traffic lights on the bypass so that you can travel from one green light to the next. Do not limit commuter parking in the CBD. We need people to come to the CBD to keep our city alive and vibrant.*

*Frankly, the time it takes to improve the roading infrastructure is simply far too long. They should get on with it now. Furthermore, the main highway north is a disgrace with the trip to the Kapiti Coast taking far too long. This route should have four lanes all the way to Palmerston North and now.*

*Get on with the Transmission Gully access to Wellington. Extend the airport so 747 freight planes can land and depart fully loaded.*

*Has any thought been given to a monorail from the railway station to the hospital and then on to the airport, either single track or a ringmain.*

*Has anyone considered closing Lambton Quay to traffic? Would make it a 'cafe' haven and/or heaven, would lessen the potential for pedestrians to be hit by buses or other vehicles, and could potentially be linked to the train station by covered footpaths that 'bridge' the gap between the station and the beginning of the Quay.*

*Hurry up and build a safe separate walking/cycle lane from the Petone foreshore to where the Hutt Road walking/cycle lane starts. Currently this is lethal, with cars at your back.*

*I am most impressed that public transport is awarded such a high priority. It can only be a matter of time before only the rich and famous will be able to afford to transport themselves and I don't see why the rest of us should help them. I think a light rail system would be brilliant but unfortunately cost could well be prohibitive. Certainly the longer we delay such a system, the more expensive it will become. The total cost for the long-term projects make them very hard to instigate (\$525m now, more likely to be about \$1b by the time they are being built, judging by how things inflate financially.) I have always been perplexed as to why the Terrace tunnel was ever built using a total of three lanes. (I wonder whether the original planner was sacked for such incompetence?) Has anyone thought of using a moveable barrier to allow two lanes south in the morning and two north in the evening?*

*I commend the Greater Wellington Regional Council, Wellington City Council and Transit New Zealand for undertaking this study and for the consultation process you are engaging in.*

*I did not get an opportunity to specifically say so in the survey, but I would support the overhead rail system to Newtown.*

*I do not know why the price of oil is high. Nobody (who knows) is saying in public. But perhaps the price will not stay high, and driving will become more popular. The overwhelming public preference is to have more road on which to drive their cars.*

*I don't think there is any point building the Basin Reserve flyover, or widening Wellington Road without also widening the Mt Victoria tunnel. This is a critical bottleneck on SH1. The immediate priority should be to improve cycle ways and walkways. This is the cheapest option and will reduce congestion by encouraging people to get out of their cars.*

*I feel sometimes in the past that projects being discussed have little to do with where traffic is bottlenecked. The Terrace tunnel is great, the only problem is when you come out of the tunnel you have to wait on a dozen sets of traffic lights, why haven't pedestrian bridges been put up instead of holding all the traffic up with traffic lights?*

*I feel that the plan should have incorporated the Ngauranga Gorge highway from Johnsonville and Newlands and also should have incorporated some very short-term urgent issues like the lack of pedestrian [and] cycle crossings at the bottom of the gorge. The commitment to walking and cycling in the plan is just greenwash to make the council look green. If there were really a commitment to cycling and walking there would have been a series of improvements for both these modes and a budget figure associated with these. Commuter cycling is growing in numbers and the council really needs to get their head around the issue that Wellington is not set up for this, hence the reason why it is so dangerous and is now causing problems for pedestrians, motorists and retailers. The WCC and GWRC politicians and council Rooding Engineers just don't understand what a cycle commute is like, and their actions are now making the cycle commute more dangerous by the week as they create road changes that are dangerous.*

*I feel that there is too much focus on providing priority for public transport. While there is nothing wrong with public transport it does not really address fundamental issues of basic roading infrastructure. In a number of cases there is a suggested upgrade to the roading but this seems to be negated with the creation of dedicated bus lanes. Effectively the roading upgrade is the creation of a dedicated bus lane in disguise. Creating a cycling network doesn't seem to make much sense in Wellington. In a relatively flat environment like Christchurch this works well, but the topography of Wellington would limit uptake. Only the keen will cycle, but they will probably cycle whether there is an upgrade or not.*

*I found the proposed changes to be quite pragmatic and appreciate receiving it and the opportunity to respond to the survey.*

*I have used the Airport Flyer bus and would like to see this service continue and upgraded as time goes on.*

*I support all planning which makes the city user friendly, environmentally and physically. Yes there will be a cost but it is never going to be cheaper than it is today. If the capital city becomes gridlocked with traffic and causes the economic losses as experienced in Auckland it will be a reflection of our lack of vision and forward planning. We have a chance now to get it right for future generations. Let's do it.*

*I think the proposal to build a grand entrance for the Basin Reserve and a flyover is extremely good and will benefit both traffic flows and provide a lift for the Basin, which is a prized asset for the city. Also, [I am] strongly in favour of [a] light rail option, shows forward thinking just needs leadership to push project through.*

*I think these actions are great and will hugely improve Wellington as a place to live and work in.*

*I wonder why in Wellington City the Newtown bus lanes are given priority over other bus routes such as Karori or Wilton/Wadestown or Miramar/Kilbirnie? Light rail/sky train options from Johnsonville and Petone through CBD and out to Airport? Any chance of underground or above-ground public transport options? My concern at the moment is that most of the proposed options are encouraging motorists to bring their cars into the city. Surely we need to make improvements to our public transport infrastructure to get people out of the habit of using their cars and giving people faith in a public transport system that is reliable and efficient.*

*I would be concerned about how all this will be funded, especially as a WCC ratepayer.*

*I would encourage the council to be a leader in New Zealand and make Wellington a city with a strong public transport network that is efficient, comfortable and user-friendly. This would boost morale and be in keeping with moves for the city to be an innovative, bright, forward-thinking city. Spending more on large roading projects would be a very costly, short-sighted [and an] unfortunate path to take.*

*I would like to see Central Wellington made less accessible by car and more pedestrian and public transport friendly.*

*I would like to see our current railway connections to be improved. If you create efficient subsidised railway people will use it. The trains currently are overcrowded at peak time and the departure and arrival times can vary by up to 30 minutes. Railway can be a very powerful solution to transporting large amounts of people.*

*I would like to see Wellington City Council work closely with Greater Wellington Council and Hutt City to improve cycling and walking. Just today there has been a cycle death near Petone. This man worked in Wellington City. He has given a lot to this city. We must ensure an integrated and safe cycling network. Commuter cyclists should be the first to have their needs met. I used to be involved in local government road safety and the cycle meetings were paralysed by the diverse interests and 'wants' of the various cycling lobby groups. The city and regional council needs to decide on priorities, (e.g. commuters) and start making our roads safer for those who are reducing congestion on the road and developing fitness and health at the same time. Another example is the*

*most popular route from Johnsonville and Khandallah for cyclists, down the Bridal Track from Nicholson Road, a great route but these cyclists have a difficult road crossing to make once they get down the Hutt Road, we should be fixing [this].*

*I would like to see Wellington with fuel-cell buses on the road as a part of the CUTE, ECTOS and STEP projects, underway in participating cities such as Amsterdam, Barcelona, Hamburg, London, Luxembourg, Madrid, Perth, Porto, Reykjavik, Stockholm and Stuttgart. See: [https://www.hfpeurope.org/uploads/700/829/CUTE\\_DC\\_Rau\\_180305.pdf](https://www.hfpeurope.org/uploads/700/829/CUTE_DC_Rau_180305.pdf). It is my argument that widening Ruahine Street is a red herring. Ruahine Street may appear to need widening because it lies between two bottlenecks: Wellington Road to the south, and the Mt Victoria tunnel to the north. Duplicating the tunnel through to Paterson Street would fix the northern bottleneck, but even widening the current pedestrian tunnel between Coutts and Miro Streets, to allow two lanes of traffic, would not be enough to alleviate the Wellington Road problem. And what a problem it is. There are only really two plausible options: 1. Knock-over the houses on the north side of Wellington Road to allow for widening; or 2. Build a flyover star.*

*I would love to see a fast, reasonable cost light rail either on top or under ground from the railway station to the airport with stops in between at major areas.*

*If light railway is a good solution then this should be progressed sooner rather than later, alongside road widening and peak traffic lane improvements.*

*If there was to be a second Terrace tunnel, consideration may have to be given to facilitating better entry on to the motorway at Hawkestone St, as there would be considerably more traffic going along Tinakori Rd to get on to the motorway. The end of Tinakori Rd, just before it merges into Thorndon Quay, is very narrow and there are often long delays there with people trying to get on to Thorndon Quay.*

*If we are going to support dedicated bus lanes etc we need to have the buses to use them. At peak times the buses are jam packed full, they have to drive past people waiting at the bus stops. Can we have an increase in the number of buses on the necessary routes at peak times? Additionally some of the bus routes may have to be looked at. Lambton Quay and Willis streets are full, if you add more buses we are potentially going to have bus jams.*

*If we could possibly afford light rail from the railway station to the airport, that would be my preference, otherwise improve public transport services to the airport.*

*In every instance where improvements are made to facilitate the flow of vehicular traffic, pedestrian and cycle traffic ought not be adversely affected.*

*In general I'm supportive of the plan, but I think that it might be too accommodating to private traffic. By international standards, Wellington's public transport system is poor and I'd welcome any investment in a network that discourages the use of private motor vehicles by offering a reliable and attractive alternative. One which, unfortunately, does not currently exist.*

*In the consultation document [there is] talk about the scoping projects for such things as the Mt Victoria/Terrace tunnel duplications [that] should start after the first review period in 2013. I think that the investigations could be started now and assessed for their merit. At least the geotechnical investigations and likely cost should be assessed. I do not see why we should have to wait until 2013 to start investigating options.*

*It is crazy to build the new indoor sports centre at Cobham Drive. It creates unnecessary traffic problems. Widening Ruahine and Wellington Roads will be disruptive and unfair on those communities. Also there is enough housing density in Newtown already, there should be a focus on other suburbs. There seems [to be] insufficient consideration of the effect on the Wellington Central and South/East communities.*

*It is disappointing that the cycling network improvements studies have not been completed. This implies that WCC see this as a lower priority. Wellington has great potential for cycling to be an important part of the transport network, as is evidenced by the number of people who cycle despite the difficulties and hazards. It is really important that when the proposed short-term changes are designed and implemented that proper consideration is given to cycling needs, ie. when bus lanes are put in through to Newtown, cycling lanes should be included. It is far easier to do this at this stage than trying to add them in later. Similarly improving the cycle route from Ngauranga Gorge to Aotea should be part of the bus lane/high occupancy vehicle proposal.*

*It is high time to advance Wellington as a proactive city. What better way than to show we can move people too and from the city with ease? A light rail option would bring Wellington into the next century and show that the decision makers do not always have their heads buried in the sand.*

*It would be good for the bus services in the Northern Suburbs to be increased in frequency, especially at weekends. Particularly with regard to the bus services from Johnsonville to other areas at weekends (e.g. route 53). It would be lovely to speed up and improve the aesthetics of the Johnsonville train line (and its reliability). It would be nice to have more cable car services, maybe from Wellington to Khandallah or Ngaio or part walking/part other transport routes. Expansion of the commuter car parks and introduction of park and ride schemes like they have in the UK (e.g. \$20 to park in town for the day or, \$5 to park outside town and take the bus to/from).*

*It's hard to assess the merit of the individual projects proposed in the plan. I don't know enough about it. But I'm very pleased that such a strategic approach is being taken. One concern that I have is that the individual projects are implemented in a harmonious way, so that there are genuine improvements rather than problems just being moved around. For example, the Wellington/Ruahine Road improvements without a second Mt Vic tunnel might just move congestion to the single tunnel. There must be sophisticated computer traffic modelling programs available. I hope that Greater Wellington Regional Council (or someone) is using such a program to model how the improvements, and other factors like population growth, will affect each other. It would be cool to see a model that showed how adding a dedicated bus lane changes traffic flow and then how a bus broken down in that lane changes the flow again!*

*Just do the work and quit conducting the useless surveys.*

*Mail out was too close to the closing date of the survey and I wasn't phoned (or your phone people assume people are at home during the day, they didn't leave a message). The previous section should not have been asked as a bulk question. I walk to work but like to have an option of having somewhere to park on the days I need to have access to the car after work to attend meetings or when I come home late (when there is no bus service). I am not impressed with the receding amount of parking space on the edge of the city. I do think we should connect the railway station to the airport with light rail round the waterfront, with stop offs at the wharf shopping area, Te Papa, Herd street, Rongotai. I think the best idea of the lot is to have electronic information about where buses are, at the city bus stops (at the Palliser Rd end of the number 20 route there aren't even timetables, so I don't hold out for electronic info).*

*Many of the projects have only sketchy coverage in the accompanying booklet, making it difficult to respond to some of the questions.*

*Many of the proposals seem to me to provide short-term change with limited impact returns. We need to think about a growing population that isn't just feeding traffic into the city transport network, but working on strategies that deliver people through reliable, frequent and clean public transport to their places of work and play. We assume that our airport will continue to remain at Rongotai. Is that the case? We need motorway access to our main hospital entrance as well as public transport delivering people in a safe, reliable and frequent manner.*

*Must we really cater for a supermarket at the Basin? As a justification for more roading it is a bit grim. Any pedestrian-only 'living space' the city develops will be most welcome.*

*My comments indicate where I think our money and resources should best be spent. In my view, the bypass shows that simply building more roads or configuring routes is not a long-term solution to the city's congestion. It simply moves the problem elsewhere. Nor to the big challenges of resource depletion and environmental degradation. If Wellington is serious about addressing all these challenges (short-term/long-term; local/global) there needs to be more than lip service paid to the idea of better, faster, more reliable public transport and a better deal for pedestrians/cyclists. These need to be the priorities.*

*Nothing, aside from good luck with it all!*

*One of the most important things is making public transport effective and convenient. The most important form of public transport is train. Improvements to the rail network, especially north of Pukerua Bay, are important but part of the reason that rail is not used as much as it could be is that it does not take people to where they want to go; it only takes them as far as the railway station. The train lines should be extended, say, in a loop (up the Quays, around the Basin and back down Willis/Lambton Quay and also on to the airport/Miramar.) Then commuters could get on the train and get off close to their destination. Now they have to take a train and then a bus and that makes the time and the cost too much.*

*Overall I would describe myself as being very supportive of the draft corridor plan but a truly informed response to this survey would need to be based on consideration of more detailed information on many of the proposals.*

*Parking, think about whether the infrastructure can support the population growth that you expect, I think not. The most important priority has to be more/better trains. It's a major risk buying an apartment to live in the city. We got burnt and lost our view [and] won't be coming back.*

*Please get on with it. Also, Petone interchange is hopeless if coming from Seaview along Petone Esplanade.*

*Please! Please! Do something fast to reduce peak traffic hour congestion and to make travel around Wellington safe and quick!*

*Public transport at the moment still cost too much, and different modes of transport are not aligned/integrated enough. It's all about convenience and price. At the moment it [is] cheaper and easier [to] drive than to catch bus and train. Also for some people this could be train then train (eg. Hutt to Porirua).*

*Public transport is laudable but will never have the flexibility of private modes.*

*Put resources into Transmission Gully!*

*Question 16 is simplistic. I'm not convinced that the waterfront route narrowing should be connected to the widening of the Terrace tunnel. The Kilbirnie growth node seems illogical as it will contribute to the need for the Wellington/Ruahine/Victoria tunnel capacity increases which is excessively expensive.*

*Reducing the Te Aro bypass from a 'below ground' four lane, two-way bypass to a ground level two-lane option was incredibly short sighted. The effects on the Te Aro area were more damaging. Vivian Street continues to be a main highway, it compromises any proposed improvements to the tunnels and does not provide enough of an alternative to the Quay, which makes it difficult to achieve the reduction of the Quay route to two lanes.*

*Some of the options in this survey look like they were designed in another era, when petrol was about \$1.00 a litre and most people thought it would stay that way forever. I would not like to see any commitments being made to major roading projects at this time.*

*Survey form would be easier to fill [in] if options and their explanations remain in view when selecting answers. Accompanying map views would also be most helpful. Also, related projects, eg. those that would say enhance the trip from Northern Suburbs or from the city itself to the airport or hospital should be "linked". It is hard to be consistent in responding if preference for one may preclude another or if preference for one does not make sense as the implication should also be preference for a related link.*

*Thanks for asking.*

*Thanks for asking. Highest priority should be given to improvements to the walking/cycle lane, SH2 Ngauranga to Petone.*

*The approval of the supermarket in Rugby Street by the Basin Reserve was stupid.*

*The Basin Reserve is a huge problem for congestion. I also feel it needs to be made safer, as there are many school children around this area. Some thought needs to go into the safety of these children, and make it easier to pick up and drop off these children. Contact should be made with the schools.*

*The focus is far too short term; the roads are not the problem, more is not need. The bypass is great, and improvements are needed to the corridor. If we can move the commuters on public systems (rail), we can reduce the congestion [and] also, reduce the city's carbon emissions and reliance on offshore fuel. Make the hard choice, the right choice. The age of the car, as we know it, is coming to an end!*

*The light rail is something that needs to be considered and/or an extension of the rail link to Courtenay Place as a short-term project as a matter of priority, over all others in my opinion. Instead of messing about putting more traffic lanes on the waterfront, run a free rail loop that is continuous from the railway station to Courtenay Place running on the city side (as distinct from the waterfront side) on Customhouse Quay stopping at Queens Wharf (Intercontinental Hotel); Town Hall; terminating at Te Papa. The return loop to run parallel but one block over and rejoining the line at the Town Hall. Be creative and bold and stop messing about and do something radical. You are elected to run the region, just get on with it; otherwise we will have another Transmission Gully debacle. The problem with Wellington (and it has been for the past 50 years) is that all Wellington does is consult, talk, discuss and just turn issues into a talkfest. Other cities just do it.*

*The light rail option makes two key statements (in my view). One is that the bus lanes would form a route way for light rail in the future. I support this, but the plans do not indicate that this may in fact be reality with some of the sharp turns on bus ways that may negate the use of existing routes for light rail. Secondly the statement is made that the viability of the rail network would be tested over time, dependent on the increase of public transport. I would suggest that public transport becomes more viable if it is frequent and comfortable. If a modern light rail system were invested in, then this would change behaviours and increase the use of public transport much faster than if the proposed strategy was accepted. The medium term planning for this option in my view ought to be part of the plan, and part of the consultation process.*

*The longer you take, the more it will cost. Get on with it. Start and then work your way through them. Don't waste any more time.*

*The only comment I would make is that the plan appears to be totally directed at improving public transport at the expense of the ordinary motorist and road user. The plan should be for the betterment of all road users.*

*The problems and delays at the Terrace tunnel do not seem to be addressed. This should be two lanes north to south.*

*The removal of parking for intermittent vehicles having to come into Wellington for business reasons is of concern. The provision of adequate and easy access to parking buildings along the central route and the alternate waterfront route should be an integral part of the plan. As part of the wider transport plan, the provision for parking at train stations and main bus feeder stops is also being neglected and is preventing a greater use of the public transport which could relieve pressure on this central transport corridor.*

*There obviously needs to be a trade off and the options provided in this plan can only be that, options from which priorities must be made. I question whether we will ever have a high enough population to support efficient light rail and would prefer instead that we support the buses and trains for which Wellington is well known.*

*There should be more tunnelling with a second tunnel being built from Willis St to the airport. The first twin tunnel was built about 1890 to carry sewerage from Dixon St. The old tram tunnel to Hataitai should become a one-way tunnel for all traffic into town mornings and out in the afternoon. Tunnels are the only real option as every other major improvement causes too much disruption and takes away valuable land.*

*Transmission Gully should be included in the options as I'm sure they will all come from the available resources and I see this as number one.*

*We are a terrible country for talking about these things instead of actually doing it and it only gets dearer by the day. One thing I would like to see is light rail continue to the airport around the waterfront which would be a beautiful view to overseas visitors on their first visit to the capital and it is in most big cities around the world a quick rail service from the airport to the city.*

*We have a new regional hospital coming on stream. There needs to be good access and egress here. The corridor from Ngauranga to the airport makes sense and needs urgent attention. Having a stunning walkway will add to Wellington as a great city.*

*We must have affordable, abundant public transport to get people out of their cars. With the rising costs of energy, even people who love their cars will be searching for viable cost effective alternatives. By minimising the number of private vehicles on the road, we clear the roads for commercial users who have no choice but to use the road network. Wellington can be the walking, cycling and public transport Mecca of NZ!*

*We need more buses that travel more frequently to service South Wellington. Currently the number 23 only goes every hour after 6pm. This isn't frequent enough. There is only one way to most areas in Wellington via the Basin Reserve (or long way round using the bays) and these get congested very quickly. If you improve the public transport system there will be a reason for people to leave cars at home. Look at Melbourne, Brisbane, Sydney, so easy to get around those cities, don't have to wait long for buses/trains. A light rail to Newtown, airport, Kilbirnie, Brooklyn, Karori would be*

*advantageous. I would promote public transport in the city centre. Need to look at a way to make the trip from city to the North more of a smooth ride. It is currently a nightmare!*

*Wellington is a wonderful city to live and work in. It is appealing for a number of reasons. The ability to walk to most city-located facilities from our home in Roseneath has been a valuable positive reason to live here. Having lived on the Kapiti Coast, Porirua area and various city suburbs over 20 years I would say that the public transport system has been adequate and often exemplary, resulting in a lower need for a private car than in Auckland (where I lived for over 20 years also). As an older resident I will treasure the ability to continue to travel around the Wellington region by foot, cycle and public transport with the car as a backup vehicle only. Please continue with the environmentally sound plans you have laid out in this document.*

*Wellington is on a fault line; we need urgently an alternative route out of the city. Money should be spent on this instead of building more "bypasses" that don't achieve anything but destroy our cities heritage. Wellington's traffic flow is moving: why spend millions of dollars fixing something that's not broken? My sister lives in Strathmore and travels everyday into the city centre, this takes her family 20 minutes maximum. How much faster does the council and transit want them to get to work! 20 minutes is quite acceptable. But leaving Wellington to head north can take up to four hours, is this not more of a concern? Stop building apartments in the city and then have to build roads to accommodate these people.*

*Wellington needs to stop pandering to the motorists. They filthy up our beautiful city. Get people using sustainable and clean public transport.*

*While funding is always an issue there is often too much concern with short-term thinking and avoiding spending today's dollars. Many times it can be proven that spending the money now (even through debt funding) is ultimately cheaper and more efficient.*

*While I support the plan generally, I think that it does not give adequate priority to pedestrians and/or cyclists. It also does not adequately address the shortcomings of those who travel into the city by rail. Access to the railway station in inclement weather and conditions of poor light is actually quite hazardous because of the competition between traffic and pedestrians at key traffic intersections and arteries. Bunny Street should be closed to traffic completely between Featherstone Street and Aotea Quay, then covered footbridges built across Whitmore Street, eliminating the competing interests of traffic and pedestrians in crossing. Footways need better protection from the weather from the railway station into the city areas and these improvements could be made easily and relatively cheaply (compared to the cost of building a fly over at the north end of the Basin). As fuel costs rise, the numbers of people travelling by rail will increase.*

*While not specifically addressed in the plan, the key is to optimise [or] maximise the existing public transport infrastructure. With fuel costs rising, people will naturally look to lower cost options. Comfortable, reliable train and/or bus options are vital. In terms of the environment [and] sustainability, the time is right to invest in public transport and fast, efficient bypass options.*

*Whilst Karo Dr is more affective then what we currently had, I don't understand why they did not proceed with a flyover system [or] route from the Terrace tunnel right out to potentially Kilbirnie/Cobham Dr. Airport traffic need not go through the CBD, having this flyover would improve flow throughout Wellington. It needn't be an eyesore but more an engineering feat.*

*Whilst the projects highlighted in the plans do not impact on me greatly, I am interested in other infrastructure projects. How does the Gully project fit into the overall plan? Why does this major project not feature in this research? The debate got to fever pitch about 18 months ago but all has gone quiet.*

*With Johnsonville part of the growth spine, why are there no projects for improving its roading system? Newtown and Kilbirnie already have fantastic services, why look to fix things that aren't broken and instead fix things that are broken such as Johnsonville public transport. Why not look at quick light rail for Johnsonville. If it took only 15/20 minutes to Johnsonville, and there was a shuttle from the train up to other areas such as Johnsonville West included in the cost that went all hours other than just "peak" then we would certainly use public transport. Until then we will continue with our car, even at \$3 per litre in petrol.*

*Would like to see the option of extending rail along Customhouse Quay (using the extra lanes removed round to Oriental Bay). Could also continue this through to the airport, which would mean that Kilbirnie and Miramar would be serviced too. This would mean that car usage could be reduced and congestion problems aided too.*