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Summary Report

LET'S GET WELLINGTON MOVING

This report presents summary findings of the Let's Get Wellington Moving (LGWM) November and December 2017 public engagement.

February 2018

Report prepared by Global Research Ltd

Foreword by Let's Get Wellington Moving

Let's Get Wellington Moving (LGWM) is a joint initiative between Wellington City Council, Greater Wellington Regional Council, and the New Zealand Transport Agency.

We're working with the people of Wellington to develop a transport system that improves how the city looks, feels, and functions. Our focus is the area from Ngauranga to the airport, including the Wellington Urban Motorway and connections to the central city, port, hospital, and the eastern and southern suburbs.

OUR WORK SO FAR

In 2016 we talked with people around the region to learn what people like and dislike about Wellington and how they get around the city. Using feedback from more than 10,000 people, we developed a set of urban design and transport principles to guide our work.

We then collected extensive transport data, and used the principles and ideas from the public to develop scenarios to improve Wellington's transport and support the city's growth.

THIS REPORT

In November and December 2017, we released four scenarios for Wellington's transport future and promoted these in a region-wide public engagement programme. The scenarios were presented in the document Have Your Say...on Let's Get Wellington Moving and on the website yourvoice.getwellymoving.co.nz.

As a result, LGWM received 1,994 online and hardcopy-form responses, 147 letter/report style responses (including 55 from stakeholder groups), and 35 Facebook posts.

We commissioned Global Research to analyse, collate, and summarise the responses in this report.

To learn more about the scenarios and the public engagement programme, or to join our mailing list, please visit www.getwellymoving.co.nz.

OUR NEXT STEPS

LGWM will use the feedback from the public engagement to help direct our work and develop a recommended programme of investment. This will lay out LGWM's preferred approach to Wellington's transport in the future.

We plan to publish our recommended programme of investment and seek the public's views later this year.

Best wishes

The Let's Get Wellington Moving team



Introduction by Global Research

This report presents summary findings of the Let's Get Wellington Moving (LGWM) engagement process, which is focused on the future of Wellington's transport network.

Each of the 2,176 community and stakeholder contributions has been read and categorised into appropriate topics to prepare findings in this report. Similar ideas contained in different comments were organised into common topics. Most comments contained many points. In total, over 49,000 individual points were made by respondents.

Note that there was variability in the number of comments provided by respondents, and points made do not evenly represent the number of participants who contributed to the initiative. For example, the points made by those who commented on multiple topics were included many times within the analysis. Whereas, those who made a small number of comments – possibly because they predominantly agreed with the Scenarios – informed the findings with only a small number of points.

ANALYSIS APPROACH

Global Research analysts grouped each comment by topic or topics to inform thorough analysis of the four LGWM scenarios. This has enabled a complete and objective presentation of the ideas, points and opinions expressed regarding the proposals presented in each scenario, and the collective aspirations that Wellingtonians have for their future transport network, city and region.

This report summarises the findings contained in the Full Analysis of Public Comments report, presenting the results in six sections: Key themes; The type of city that people want; How people want to move; How it should get done; Scenario preferences, and Key places. This was considered the most succinct and informative way to present the findings to inform the LGWM initiative.

Direct quotes are included from participants to illustrate specific points; they are italicised and indented from the margins.

The more detailed report – Full Analysis of Public Comments – analyses responses to the individual questions that respondents were asked in the engagement form; what respondents liked/disliked/would change about each of the four scenarios, and how far they would go (indicating priority preference) and “why?”. It also analyses the comments received from stakeholders and members of the public, which were provided in their own formats.

Note that wherever possible the report reflects the language of respondents. This includes some transport-specific terms, such as “mass transit” and “active transport”. There are discussions of these terms contained in LGWM material, found on the LGWM website.

Note that respondents self-selected to participate in this primarily qualitative-based (written response) public engagement process, as opposed to an alternative, representative random sample quantitative (closed survey question) research-based approach that could have been used to investigate Wellington's transport future. Because of this, it is not known to what degree the participants reflected the broader Wellington community in their demographic, socio-economic or ethnicity characteristics, or opinions. A more research-based approach, may have identified different opinions, held on specific topics, within the broader Wellington community.

That said, these findings present the depth of opinions held on a broad range of transport-related issues, and the mood for change within the community. Achieving this breadth and depth of opinion on Wellington's transport issues would not have been achieved if a research-based approach was followed.



Summary Of Respondents

SUMMARY OF ALL 2,176 RESPONDENTS

- 1,914 online LGWM form submissions
- 80 hard copy LGWM form submissions
- 55 letter/report style submissions from stakeholders
- 92 letter/report style submissions from members of the public
- 35 Facebook comments

1,785 ONLINE AND PAPER FORM WELLINGTON RESPONDENTS STATED THEIR PLACE OF RESIDENCE:

Central Wellington (391 respondents): Aro Valley, Kelburn, Te Aro, Thorndon, Mt Victoria, Mount Victoria, Oriental Bay, Mt Cook, Wellington Central, Wellington

Wellington City outside Central Wellington (1,035 respondents): Brooklyn, Owhiro Bay, Island Bay, Berhampore, Newtown, Melrose / Houghton Bay, Southgate, Vogeltown, Mornington, Kingston, Karori, Northland, Wilton, Wadestown, Highbury, Highland Park, Hataitai, Kilbirnie, Lyall Bay, Rongotai, Airport, Miramar Peninsula, Seatoun, Roseneath, Karaka Bays, Strathmore Park, Strathmore, Maupuia, Moa Point, Crofton Downs, Ngaio, Khandallah, Johnsonville, Churton Park, Glenside, Tawa (inside WCC boundary), Newlands, Paparangi, Broadmeadows, Grenada Village, Grenada North, Kaiwharawhara, Woodridge, Aotea, Ngauranga

Wellington region beyond Wellington City (359 respondents): Porirua, Plimmerton, Whitby, Titahi Bay, Lower Hutt, Upper Hutt, Petone, Eastbourne, Naenae, Belmont, Heretaunga, Tirohanga, Wainuiomata, Wallaceville, Kapiti, Levin, Paraparamu, Waikanae, Wairarapa, Carterton, Featherston, Masterton

STAKEHOLDERS WHO PROVIDED COMMENTS

Architectural Centre	Light Rail Transit Association	Te Rūnanga O Toa Rangātira
Argosy Property Ltd.	Living Streets Aotearoa	Incorporated (Ngati Toa)
Basin Reserve Trust	Mana Coach Services	The Wellington Company Ltd.
Wellington Cable Car Ltd.	Motor Trade Association	Trams-Action
Capital and Coast District Health Board	Mt Cook Mobilised	Transport Future Ltd.
Carterton District Council	Mt Victoria Historical Society	Upper Hutt City Council
Centre Port Wellington Ltd.	Mt Victoria Residents' Association Inc.	Wellington City Council Environmental Reference Group
Cycle Aware Wellington (CAW)	New Zealand Institute of Architects (NZIA)	Wellington City Youth Council
East By West	New Zealand Nurses Organisation (NZNO)	Wellington Civic Trust
First Retail Group	NZ Centre for Sustainable Cities	Wellington Combined Taxis
FIT Wellington (A+)	OraTaiao: The New Zealand Climate and Health Climate Council	Wellington District Council of the New Zealand Automobile Association (AA)
Generation Zero	Porirua City Council	Wellington International Airport Ltd.
Green Party Rongotai Branch	Port Nicholson Block Settlement Trust	Wellington Region Chambers of Commerce
Green Party Wellington Province	Property Council NZ	Wellington Tenth's Trust
Greens Wellington Branch	Retail NZ	Wellington Water
Greens Wellington Central Branch	Road Transport Forum	Wellington Regional Economic Development Agency (WREDA)
Hack Miramar	Save the Basin Campaign Inc.	
Hospitality NZ	SkyCabs International Ltd.	
Infrastructure NZ	St Marks Church School	
Johnsonville Community Association		
Kiwi Rail		

Key Themes

These key themes emerged from all the comments received on Let's Get Wellington Moving.

1. SUPPORT FOR BETTER PUBLIC TRANSPORT - NOW AND LONG-TERM

Public transport was LGWM's most discussed topic, with nearly 6,000 points made. Public transport that delivers network improvements through greater reliability; shorter travel time; reduced fares; better routes and timetables; dedicated lanes; and integration of different transport modes, including payment systems, were sought. Often walking, cycling and public transport were grouped together as a collective future solution.

A large number of respondents suggested changes to improve the existing bus network, including: encouraging increased passenger use, possibly through reduced fares; better connectivity between the bus service and the wider public transport network (buses and trains); more and better routes, particularly to the North and East; improved passenger and pedestrian comfort and safety, and; improved reliability and efficiency.

For many, mass transit is a congestion-reducing solution that will contribute to modernising Wellington. Note that the majority of respondents selected a Scenario (B, C or D) which included planning for Mass Transit, and a significant number, through advocating for Scenario A+, sought light rail to be added to Scenario A. Many respondents want planning started immediately to meet the predicted demand in 10 years' time. Light rail was the most commonly discussed solution, generally preferred over bus mass transit. Many respondents referred to light rail generally, while multiple stakeholders presented its merits in detailed submissions – reduced congestion and environmental impacts were the most commonly identified benefits. Light rail is also considered a modern solution; it is used in successful cities such as Melbourne and would therefore be a symbol of progress for Wellington. Some dismissed mass transit, and/or light rail, as they think that Wellington is too small and lacks population density for it to be economically viable; others believed that future technology (such as autonomous electric buses) will make current mass transit solutions obsolete.

FIT Wellington (A+) outlined this aim for public transport:

“ A core element of such a service is “rapid transit”—frequent enough and fast enough to compete with private car travel and hence increase public transport mode share.

Mass transit and light rail were highly debated, with a broad range of opinions expressed. Based on the range and varied depth of opinions, dissemination of Wellington-specific mass transit options assessment may be a good way to stimulate further public education and conversation, prior to any long-term decisions being made.

2. UNIVERSAL SUPPORT FOR LESS CONGESTION

One of the key discussion points across the whole project was opposition to the prioritisation (current and future) of private vehicles, as they were considered the main contributor to Wellington's traffic congestion and harmful to the environment. Faster, cheaper, and more reliable transport alternatives were sought. The congestion (and associated negative outcomes), require a networked solution, with coordinated multi-mode interventions.

The use of private vehicles was a contentious topic. The balance of opinion fell overwhelmingly in favour of reducing the number of cars in the city, through reducing the dependency of people on their vehicles. Although, the issue was raised, particularly by those travelling from the north of the city, that direct access is required to the airport and hospital by vehicle.

A lot of what was liked about the scenarios (in relation to cars) was the reduction of traffic volumes. Whether through more people using other modes, through creating a whole network solution, or the interventions the scenarios proposed to restrict access by car, people liked the idea of less cars and traffic in the city. Infrastructure New Zealand summarised the impacts of congestion like this.

“ Private vehicles provide the “backstop” for movement around cities. They absorb all travel which cannot be undertaken by active or public transport and are responsible for the majority of movement in and around Wellington.

“ Heavily congested roads disproportionately impact users who have no option but to drive, including not only freight and commercial vehicles, but the very young, very old and others.

“ Heavily congested roads reduce productivity, employment, social opportunities and the attractiveness of Wellington as a place to live, work and visit.

This networked solution would include: a safer cycling and walking network, to encourage more people to make city trips by active modes; and a public transport system – particularly buses and trains, which are faster, more efficient and cheaper than private vehicles – becoming the preferred transport option and reducing the number of cars entering the city.

There was disagreement over the social and economic impacts of reducing car use; some proposed that changes will improve human experiences and attract people to retail areas, however some held an opposing view, stating that they would not go into the central city if vehicle access was reduced. For some, personal circumstance will mean a private vehicle will remain their only practical or favoured option. So, the transition to less car use poses many practical challenges, in particular getting the balance right with regards to the improvement of transport alternatives to private vehicles and enabling an acceptable level of continued car use for those who find it significantly more convenient or have no other choice but to continue to use a car.

3. WIDESPREAD SUPPORT FOR WALKING AND CYCLING IMPROVEMENTS AND PRIORITY

The prioritisation of walking and cycling is overwhelmingly supported, with many claiming that this will develop vibrant, safer and people-friendly spaces; promote healthier lifestyles; reduce carbon emissions; and relieve congestion throughout Wellington. It is felt that emphasis should be placed on these modes (walking and cycling) because the investment is relatively low and their uptake benefits all. Prioritising active transport through safer, easier road crossings; wider foot paths; and implementation of fluid transport routes that are not bisected by roads were all highly sought. Separated transport modes are considered safer, healthier, and superior to combining multiple modes in the same space, particularly buses and cyclists, and pedestrians and cyclists. In particular, the proposed merging of cycling and buses in one lane was opposed because of health and safety concerns.

4. OPPOSITION TO NEW INFRASTRUCTURE THAT ENCOURAGES CAR USE

The facilitation of private vehicles through additional roading infrastructure is considered an ineffective, long-term congestion solution by a large number of respondents.

The majority of people believe that Wellington cannot add to private vehicle infrastructure provision and expect reduced congestion – that more roads will result in more cars. Alternative approaches are sought. If, however, roading infrastructure is developed to alleviate specific road infrastructure challenges, then tunnels are preferred over flyovers. This is because tunnels have fewer visual impacts and provide public space opportunities (if land above can be accessed), are considered less detrimental to surrounding amenities and heritage (land and buildings), and will not segment the city or create derelict spaces underneath (city) bridges.

Some people approved of more roading infrastructure, but only if it enhances public transport routes and efficiency, and improves urban aesthetics and liveability for all Wellington residents, not just road users.

Some felt costs need to be imposed on central city car use, either monetarily, in the form of congestion charges, or inconvenience, through reduced on-street parking and road widths. Congestion charge revenue would ideally be reinvested in public transport infrastructure. Some felt that even park and ride solutions will only move congestion issues to the edge of the city, rather than solving it.

5. A REGIONAL, INTEGRATED APPROACH IS REQUIRED

Transport demand is regional, so the issues and solutions need to be focused more broadly than solely on Wellington's CBD. This calls for 'whole journey' solutions, from home to work and wherever else people want to travel to, not a segmented individual mode-based approach. Greater consideration is required for those commuting from regional areas, such as Upper and Lower Hutt or central Wellington suburbs, and to key locations such as the airport and hospital. To improve regional access to central Wellington, mode integration is sought, with a networked perspective required so as to better understand the implications of changes to one mode on every other mode.

6. IT IS TIME TO ACT, WHILE BEING MINDFUL OF COST

Overall, people wanted a time- and cost-effective solution that will solve Wellington's current and future transport challenges. Many were frustrated with what they perceived as procrastination and wanted immediate action to improve the city's transport network. Some suggested starting with Scenario A and then seeing what is required once the impacts of those interventions become evident. While conversely, some expressed a view that Scenario A and even Scenario D don't go far enough in improving Wellington's transport network.

Some believe that the cost is too great for some of the projected benefits, whereas others believe investment will be justified and should start now. Regarding cost, Scenario A was liked most because it will cost the least, whereas Scenarios C and D were least positively appraised, for cost because they are more expensive.

7. FUTURE-PROOFED SOLUTIONS ARE REQUIRED

Many people predicted that population growth, environmental change and technology-based advancements will impact Wellington's transport network and they seek future-focused planning, based on tomorrow's settings, to overcome these challenges.

Many believed that the four scenarios are too short-sighted, and lack the ability to adapt to future growth and predicted change, including: climate change and increased natural hazard risks, population growth and demographic changes, lifestyle/workforce changes and behavioural shifts (working from home). A large number of respondents also criticised the four scenarios for not seriously considering technology-based transport advancements, predicted to offer many new options in the coming decade. This is one respondents comment

“ *This doesn't go far enough. We need a bold plan for a city that is set to be receiving 50 000 more residents in the next 30 years (according to the WCC itself). We don't need any cars in the CBD. Catering for cars is like catering for steam trains.* ”

Across all scenarios, respondents were concerned with the lack of planning for the inevitable deployment of autonomous electric vehicles, with some describing them as a panacea for congestion. A popular example was autonomous buses that will self-deploy when and where they are needed, rather than following set routes. Infrastructure, such as charging stations and autonomous vehicle pick-up points that will be required for successful implementation were suggested as things that need to be planned for.

Future environmental impacts were a primary concern for many and there was a strong focus on developing options that reduce emissions, such as promoting active transport and public and private electric vehicles.



8. BASIN TRAFFIC FLOW ISSUES NEED TO BE SOLVED, BUT DIVERSE VIEWS ARE HELD

The Basin is considered a key ‘pinch point’ or ‘bottleneck’ of Wellington’s road network, and participants identified that solutions are needed soon. A very large number of comments identified that congestion issues at the Basin Reserve need to be solved. The issues raised, and solutions proposed and opposed, were a microcosm of the whole project. Over 1,800 individual points informed the discussion covering many different issues. The Wellington District AA outlined the importance of the Basin in the broader Wellington context.

“ *The key issue remains the Basin Reserve and requires an agreed consentable solution even though it may take a decade to implement. Once agreement is reached and design approved, improvements to the North/South route to the Airport and the East/West link to the Hospital will follow.* ”

A majority of participants supported maintaining the Basin Reserve, or protecting the character of the area, and only making road improvements that do not impact the aesthetic or heritage values. A number of groups provided submissions outlining detailed support for protecting the Basin. Some that were in favour of low-impact solutions favoured tunnels over flyovers – tunnels were considered to have low visual impact – although a substantial number opposed either intervention. We note that the majority of respondents selected Scenarios B, C or D as their preferred options. All of these scenarios include a Basin solution involving tunnels or bridges, so objections from many to these interventions weren’t strong enough for them to totally reject scenarios including these types of roading interventions.

While fewer in total number, there was still a very large number of respondents who were in favour of interventions to solve Basin issues. Suggestions included: grade separation; remove or move the Basin; flyovers or bridges. There was specific discussion on how various modes could better traverse around the Basin from mass transit to walking.

Many acknowledged the Basin as a congestion issue but didn’t know the best way to fix it.

9. WELLINGTON-SPECIFIC SOLUTIONS REQUIRED

Wellington has been dealt a unique set of transport issues, due to its hilly topography, narrow streets, unique road layout (such as at the Basin) and the historic placement of infrastructure that many people travel to and from daily (airport and hospital). Infrastructure New Zealand outlined the challenge.

“ *Wellington suffers from a particularly restrictive geography, but this level of performance needs to be significantly improved to enable a prosperous future for New Zealand’s second largest city and national capital.* ”

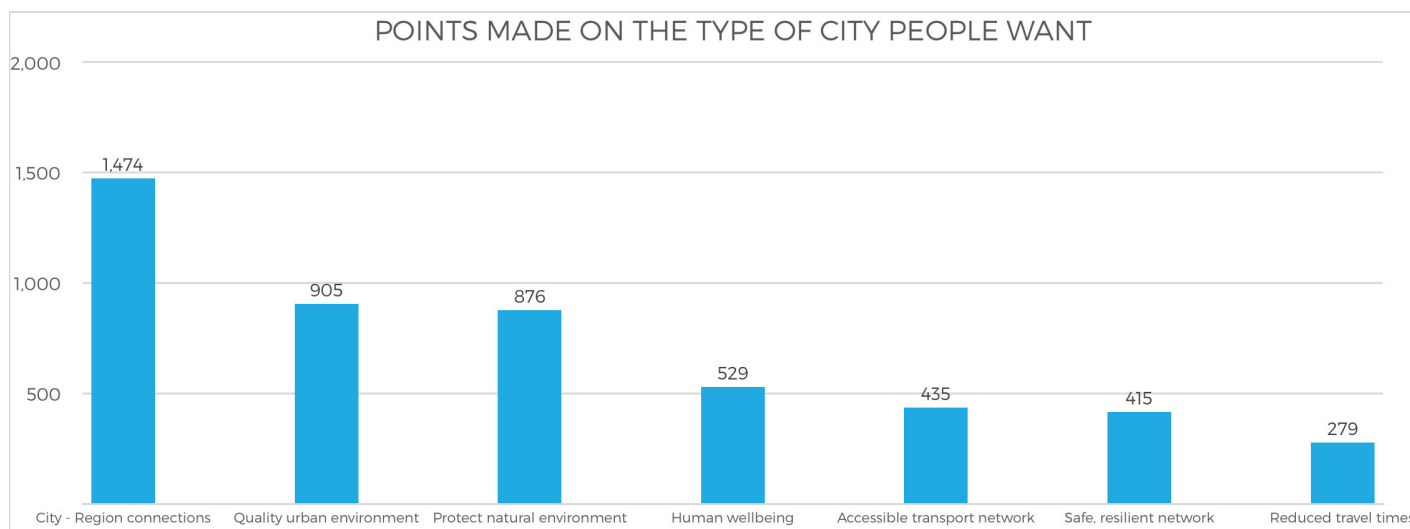
Respondents acknowledged these challenges in many comments, which discussed unique challenges and proposed highly detailed Wellington-specific solutions. While overseas solutions were commonly suggested, the grounding of many comments in detailed descriptions of specific issues is an indication that solutions need to be tailored to overcoming Wellington’s unique transport challenges.



The Type Of City People Want

PEOPLE PROVIDED SIGNIFICANT COMMENT ON THE CITY THEY WANT

The chart below represents the number of ideas provided on key topics in the following discussion.



A CENTRAL CITY THAT IS CONNECTED TO THE SURROUNDING REGION

People want better connections between the city, its outer areas and the wider region.

Regional commuters, particularly from the north (Hutt, Porirua, Tawa), wish for improved transport services. City congestion is believed to be significantly contributed to by commuter vehicles, and better regional public transport will reduce impacts. Greenfield growth in residential areas is contributing to the escalation of this issue and needs to be considered.

QUALITY URBAN ENVIRONMENT

Across all scenarios, participants wanted proposals to contribute to Wellington's urban amenity. In particular, people desire quality green spaces to facilitate positive social experiences. Respondents also stressed the need to protect and prevent damage to heritage buildings and spaces such as the Basin Reserve. Some Respondents who commented on Wellington's urban environment, suggested Scenario A will contribute the most to improving the attractiveness and liveability of the city.

PROTECTING THE NATURAL ENVIRONMENTAL

Climate change was identified as an important aspect to consider in Wellington's transport future. The majority of environmentally focused comments favoured Scenario A, because it will contribute the most to carbon emission reductions. The overall sentiment, however, was that no scenario goes far enough to alleviate climate change and protect the environment. Many respondents argued there should be greater focus on implementing a green transport system, focused on sustainable public transport, along with innovative street designs and reduced private vehicle dependence.

WHAT ABOUT SPEED REDUCTIONS?

Respondents who commented on speed were overwhelmingly in favour of reducing traffic speed in the inner city, most frequently to 30km/h. The rationale was that this speed is safer, and in a few cases that this could act as a deterrent to vehicles coming into the centre, resulting in less traffic overall, which was viewed positively.

HUMAN WELLBEING

A sizeable number of comments discussed human wellbeing related to health and liveability. The health benefits of reducing emissions and prioritising active and public transport were identified, with more improvements wanted. Most of these commenters also supported mass transit over existing diesel buses. Health stakeholders described the direct link between promoting active transport and physical activity and a reduction in preventable lifestyle-influenced diseases.

Respondents favoured aspects of each scenario that improve quality of life through promoting increased city vibrancy and liveability through connected social spaces and improved accessibility for all. It was often noted that increased roading infrastructure would likely be detrimental to these aspirations and LGWM provides Wellington with the opportunity to reinvent itself and become a more vibrant and appealing place.

“ *My definition of a liveable city is one in which you can live comfortably car free. This plan does not achieve that goal but it certainly improves it.* ”

AN ACCESSIBLE TRANSPORT NETWORK FOR ALL

Better access to the city for everyone and for those with special circumstances was the underlying desire in many of the comments discussing accessibility.

Commuter access to suburbs (particularly to/from the north), the airport and the hospital were destinations identified particularly as requiring better access. Several people discussed the need to access the outer suburbs, and also the need for residents coming into the city to have practical routes that do not make trips more challenging. Some of these comments cited the need to improve public transport routes, as some of them do not adequately service some areas of Wellington. People who can't use active transport wanted to ensure that public transport and taxi services will not be restricted from entering the CBD.

Better accessibility was also sought for active modes (walking, cycling) and public transport, however some also called for the retention of vehicle access to the city. Supporting reasons were: some car users will always need access to the CBD, e.g., elderly/frail, people with disabilities, those with young children and those who need to access the airport and hospital.

In comments on all of the scenarios it was evident that people supported service vehicles/freight/deliveries accessing the central city, and their importance to the economy was recognised. It was stated that some people require a vehicle whether for work or personal needs and that this needs to be catered for.

SAFE, RESILIENT TRANSPORT NETWORK

Public safety comments focused on cyclist and pedestrian safety within the road network.

Regarding cycling, the overall sentiment was that the current cycling safety provisions are poor, with many claiming that they feel too unsafe to bike at peak times and in certain parts of the city. These respondents would like to see improved cycling infrastructure with clearly separated cycle lanes. A few expressed concerns about cyclists sharing lanes with buses.

Those who discussed pedestrians often wanted safer busy-street crossings, such as SH1, and generally better prioritisation for pedestrians and cyclists. Health and safety through air quality and pollution, safety and surveillance while using public transport, and Community severance were also sought.

Earthquakes were the primary concern regarding network resilience, with suitable disaster plans considered absent from the scenarios. The resilience of light rail in Wellington conditions was also questioned.

REDUCED TRAVEL TIMES

Reducing travel times, or time spent in traffic, was a common aspiration.

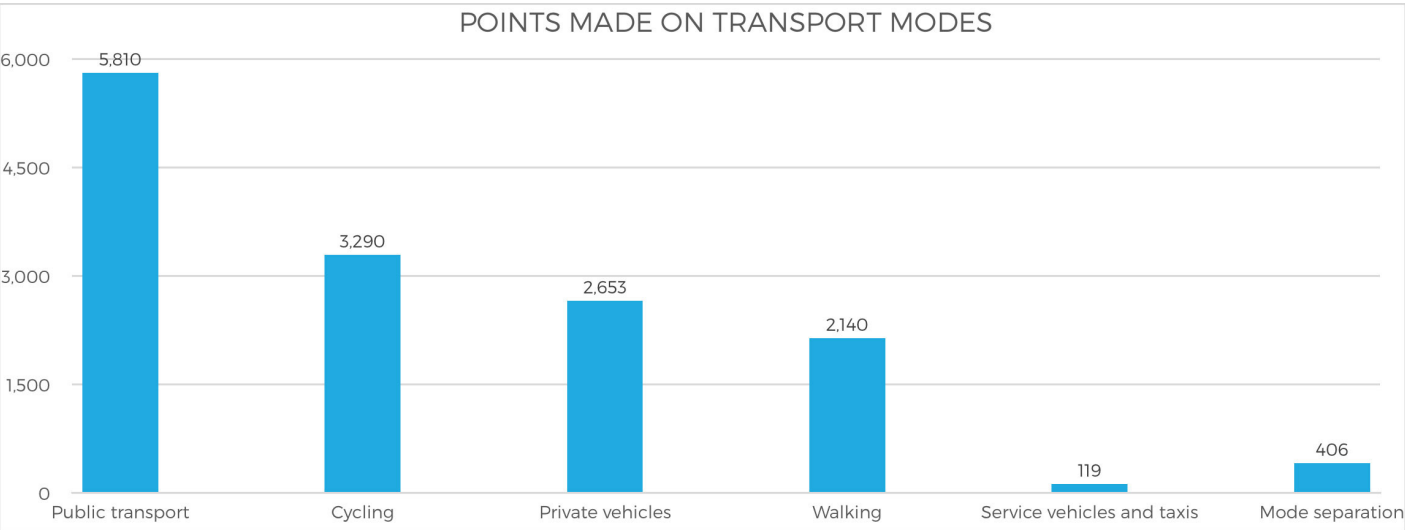
People stated that public transport, a potential time-saving solution, was either too slow or too inconvenient to use as a private vehicle alternative. Long travel times are considered detrimental to economic prosperity, health, efficiency and lifestyles. Development of infrastructure in all scenarios is considered likely to reduce travel times.

One consistent argument across all scenarios was that the provision of additional roads won't reduce travel times and will only move problems to different locations.

How People Want To Move

THERE WAS A LARGE AMOUNT OF DISCUSSION ON HOW PEOPLE WANT TO MOVE

The chart below represents the number of points made on key topics in the following discussion.



PUBLIC TRANSPORT

There was a strong desire for better public transport provision in Wellington, through immediate improvements and future strategic development. The most commonly discussed public transport modes were mass transit, buses and trains. An overriding desire was for public transport to be faster, cheaper and more reliable than private vehicles. This is considered necessary to shift people out of their cars and reduce congestion.

The decision to develop mass transit, or not, and then the form it should take was a contentious issue, with a broad range of well-considered arguments presented. Many people sought mass transit development to reduce environmental impacts and congestion and reduce central city journey times, particularly through ‘the spine’. Light rail was considered a modern forward-thinking solution for Wellington, while others proposed alternative mass transit options, such as bus mass transit. A significant number opposed any form of mass transit, stating it would be uneconomic because population density is too low and that it will be made redundant by the superior future technology soon to be available.

“ *It would be great to extend our commuter rail network to the south and airport as this would provide excellent mass transit options and a first class passenger experience.* ”

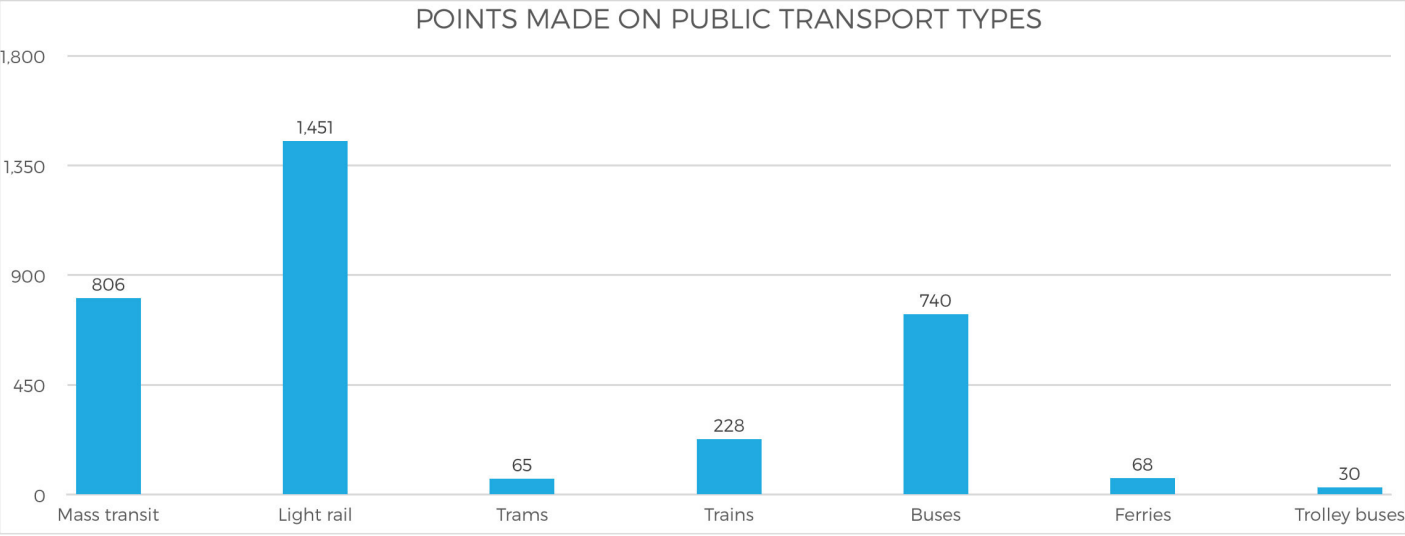
Buses were frequently discussed, with many in favour of the provisions outlined to improve services, in particularly dedicated bus lanes, increased frequency, more routes and improved reliability. The key concerns with buses was the proposal for them to share a lane with cyclists because of health (diesel fumes) and safety concerns for cyclists.

Participants were supportive of developing the train network, to reduce private vehicle use and congestion, copy functional international cities (particularly Melbourne), better utilise existing infrastructure and utilise the existing underused capacity of the rail network. People also stated that trains are more desirable than buses.

The need to improve the current rail network or extend its routes to more places was suggested. Some stated that trains could be better integrated into routes towards the hospital and airport. People also want more space on trains for bicycles, wheelchairs and prams, to make them a more practical option for these users.

PUBLIC TRANSPORT WAS A KEY TOPIC

The chart below represents the number of points made on public transport types. Note that other public transport topics were also discussed such as reliability, cost and prioritisation.



CYCLING

More people favoured than opposed cycling development, although there was a mix of opinions and comments across each scenario.

A large number of participants favourably discussed cycleways and their development. Safety, separation from other modes, and connected routes were the most common features wanted by respondents.

A sizeable number of participants expressed concern about cycle safety. Most participants simply stated that cycling safety should be a priority and that it needs to be improved. The main concerns for cyclists are the lack of cycling infrastructure on roads, conflict with motorists, and safety at crossings and intersections. Participants stated that painted road lanes are not enough to keep cyclists safe. They also remarked on the aggressive and intolerant nature of some motorists; sharing the road with them is intimidating and is a barrier for many potential cyclists.

“ I am a confident cyclist, but I often find cycling in Wellington to be unsettling and frequently dangerous. E bikes have made it easier for more people to cope with Wellington’s hills, but until we make cycling safe for young and less confident people, it will be mainly only the confident/experienced who choose this option. There are many examples around the world that show the impact of providing for safe cycling options.

Some expressed a dislike for cycling and/or cyclists and considered current cycling infrastructure to be adequate.

WALKING

A large number of respondents made comments in support of prioritising pedestrians across all scenarios. The general sentiment was that Scenarios B, C and D all involved investing too much money for the benefit of private vehicle owners, while Scenario A does not go far enough in prioritising pedestrians and other forms of sustainable transport.

Pedestrian area improvements and safety were the most common themes. Pedestrian improvements (such as prioritising walking) were anticipated to improve city connectedness and vibrancy, while being more sustainable and people-focussed. A reduction of vehicles in the central city, wide and separated pedestrian promenades connecting key destinations, and large car-free areas were sought. Improved safety, through making it easier to cross busy roads; reducing cars; separating pedestrians, cars and cycles; and lowering speed limits was also a priority for many.

“ As rough rules of thumb – can someone with a walking frame, or with a couple of toddlers, or who is visually impaired, happily use this walkway and safely navigate their way across traffic?

PRIVATE VEHICLES

The use of private vehicles was a contentious topic, with opinions divided on car use in the city. Most were in favour of reducing the number of cars in the city, through reducing car dependency.

People liked the idea of less cars and traffic in the city. A lot of what was liked about the scenarios (in relation to cars) was the impact change will have on traffic volume, through more people using other modes, or restricting city access by car. A lot of what people disliked in scenarios was the dominance of roads, which people associated with increased traffic. Many felt that private vehicle use would increase with the road changes proposed in Scenarios B, C, and D.

“ Over the last 50 years the car has been allowed to dominate the city environment, damaging or destroying much of its heritage in the process...Its time to protect what is left with a vision for the 21st Century, not the 20th

Across all scenarios, those calling for more private vehicle prioritisation were a substantial minority, although it was frequently suggested that some will still need to have the options of using a private vehicle as it more convenient for them to do so, or out of necessity for reasons such as physical health or having to transport children to a variety of city locations for after school activities.

WHAT ABOUT LOSS OF PARKING ON STREETS?

Loss of parking was seen by many as an acceptable trade-off to transform streets and provide space for cycleways, extra vehicle lanes, public transport and pedestrians. Many people also considered loss of parking to have important congestion reduction benefits by deterring people from entering the city in personal vehicles.

Those who supported retaining parking stated parking is still necessary; if removed, an alternative parking facility is required; and commercial, disabled, emergency parking is essential. Some thought reducing parking would harm the economy.

FREIGHT AND TAXIS

Some stakeholders stressed that easy CBD access must remain for trucks, deliveries and service vehicles. Concern was expressed that the removal of vehicle lanes and parking from the inner city will have a detrimental impact on the economy. A variety of other comments were made: strictly enforcing service vehicle parking bays, to improve access and reduce dangerous double parking; that congestion greatly impacts the movement of freight vehicles; support for the reduction of private vehicle use; a new Mt Victoria tunnel is needed for cars and service vehicles or an expansion in capacity of the existing tunnel to two lanes each way; and that the airport extensions will increase the need to move freight into the city. Interested stakeholders stated that there is need for greater provision for taxis.

GETTING THEM ALL MOVING: SEPARATING TRANSPORT MODES

The general sentiment was pedestrians, cyclists, public transport and general traffic should be separated to encourage safe and stress-free travel. In this regard, cycling was the most commonly discussed theme among all scenarios. Almost all comments stressed that cyclists should be given an individual lane, clearly separated from pedestrians and traffic, to enable safer and more efficient travel.

There was also overwhelming support for high-priority separate bus lanes throughout the city. The general sentiment was that public transport should not be delayed by private traffic and wherever possible, parking should be removed, streets should be widened or lanes should be changed to form priority transport lanes, and so creating a faster, more efficient and enjoyable public transport system.

Opinions were divided on grade separation with a number of respondents opposing it, particularly at the Basin. Others believed congestion at the Basin can only be solved by grade separation. Many were in favour of separating state highway and local traffic using this approach.

How It Should Get Done

Compared to other topics, there was less detail provided on how LGWM should be achieved.

BEING VISIONARY AND AMBITIOUS

Support was shown for a visionary approach to Wellington's transport future - "visionary", "ambitious", "bold", "brave" or "fresh approach" were common descriptions of what is needed. These sentiments were often linked to prioritisation of people over cars, through investment in active and public transport. Light rail, or efficient mass transit, was considered by some as a visionary solution to Wellington's transport problems and that a greater environmental focus, with bold targets set to reduce emissions, was also considered a good way to look to the future.

FUNDING AND AFFORDABILITY

Overall, participants wanted a shift away from funding roads, and increased investment in the public and active transport network. The estimated cost was considered valid expenditure, as it will enable the city to develop and accommodate future population growth. Most people stated that a large sum of money would be spent, but that if not spent now, it will be far more expensive in the future. Little comment was provided on the detail of how changes will be funded. The Wellington Region Chambers of Commerce provided detailed comments on funding options, including public-private partnership and Local Government funding. This is part of their comment.

“ *The public-private partnership (PPP) model is well suited to meeting infrastructure needs – private partners can cover a project's upfront costs while recovering them over time from those who use it. Consideration should be given to greater private sector participation in the role of infrastructure development, operation and service provision.* ”

It was suggested that road user charges could be used to fund projects; the most common suggestion was congestion charging or travel-demand management. Regarding affordability, Scenario A was liked the most because it will cost the least, whereas Scenarios C and D were least positively appraised, because they will cost more.

TIMING AND STAGING

Opinions were split on timing, between the majority who wanted Scenario A, or any other scenario implemented within a tight time frame, and those who felt that a longer time frame was justified if the proposed solution was effective in reducing traffic problems. The latter group was in the minority, demonstrating that a short time frame is a priority for infrastructure changes.

Frustration regarding timing was underpinned by the attitude that something ought to have been done already to address traffic issues. It was suggested that a start should be made and then evaluated to consider the impacts of initial changes and then decisions made based on what is then required. Living Streets outlined this approach to improving Wellington's transport network.

“ *Living Streets is in favour of an integrated (rather than one mode) and incremental (rather than large one-off) approach to improving our great city. We support an approach that trials solutions before committing to permanent infrastructure build. We support direct investment in what we want. We do not support investment in more roads (scenarios B, C or D) in the hope that will deliver better walking and public transport.* ”

CONSTRUCTION DISRUPTION

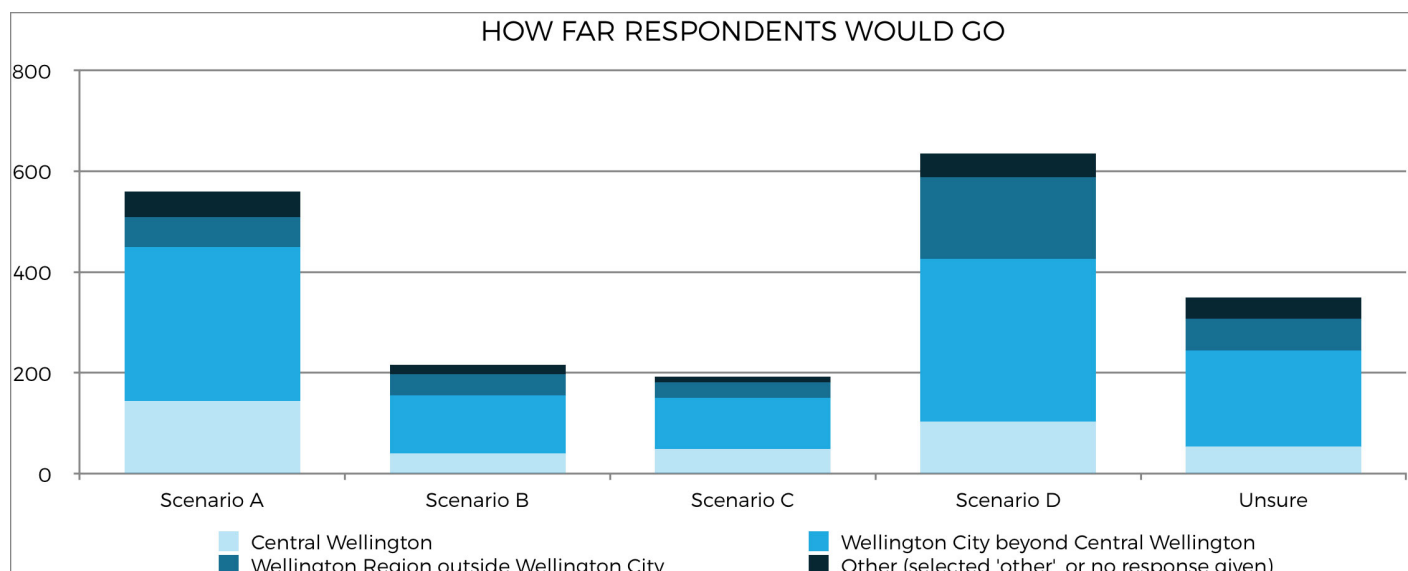
Construction disruption was a relatively under-discussed topic, but participants were wary that the process could cause further congestion for a long period of time and increase travel frustrations. Tunnels, bridges, light rail and the Basin improvements were specifically mentioned as aspects that would be disruptive.

Scenario Preferences

RESULTS OF HOW FAR RESPONDENTS WOULD GO

The chart presents respondents' preferences for the four scenarios. Of the 1,994 paper and online form respondents, 1,954 answered the Scenario preference question, with the most popular Scenarios being A and D.

The questions asked to record respondents' Scenario preferences were, "How far would you go?" followed by "Why?". Based on the comments made answering the why question (discussed below), the preference results shouldn't be interpreted as a vote for, or total endorsement, of individual Scenarios; the discussions below explain that most respondents generally preferred to mix and match parts of multiple Scenarios.



SCENARIO PREFERENCES BROKEN DOWN BY WHERE PEOPLE LIVE

In their online or paper survey response, respondents were asked where they live. Responses were grouped into four sub-groups: Central Wellington; Wellington City beyond Central Wellington; Wellington Region outside Wellington City; and other (selected 'other' or no response).

Where respondents lived was used to analyse whether location influenced Scenario preference. The table below and chart above present the results.

	Central Wellington	Wellington City beyond Central Wellington	Wellington Region outside Wellington City	Other (selected 'other', or no response given)	Total
Scenario A	144	306	59	51	560
Scenario B	40	115	43	18	216
Scenario C	49	102	31	11	193
Scenario D	104	322	162	47	635
Unsure	54	190	64	42	350
Total	391	1,035	359	169	1,954

The scenario preference for each location differed:

- Those who lived within Central Wellington were most likely to support Scenario A (37%).
- Those who lived in the Wellington Region outside Wellington City, or Wellington City beyond Central Wellington, were more likely to support Scenario D (45% and 31% respectively)
- Scenarios B and C were the least popular Scenarios across all regions. Thirteen percent was the highest preference for either of these Scenarios, for any location.

WHY RESPONDENTS PREFERRED SCENARIO A

Prioritisation of public transport was the most common reason for supporting Scenario A, particularly improved performance of current modes, reduced costs and targeted subsidies for some groups and better connections between modes. Mass transit, commonly light rail, was the most discussed public transport mode for its contribution to reducing private vehicles, through fast and efficient movement of many people. It was considered a bold, forward-looking option. “Scenario A+” (“A” plus the addition of light rail and congestion charging), was promoted, by those who supported it, as a more comprehensive solution.

The reduction in car use and congestion within the central city was the most common point made regarding private vehicles. Along with congestion, cars are considered to impact the environment and detract from personal health. While other scenarios were criticised for being too car-centric, Scenario A was considered to provide alternatives to private vehicle use.

Respondents supported prioritisation of walking and cycling, because people will be more comfortable and safe when using these modes. An underlying sentiment was that the provisions should go further, through initiatives such as increased mode separation. Scenario A was considered the best option for the environment, delivering improved environmental outcomes – through reduced air pollution, fumes and noise.

WHY RESPONDENTS PREFERRED SCENARIO B

Public transport was the most discussed Scenario B transport mode, with suggested changes including extending routes and improving transport nodes in outer areas. Significant interest was expressed in the potential for mass transit, most commonly light rail. Participants stated that mass transit could move a lot more people than the current bus system and would accommodate city growth, in particular moving people to the airport.

Participants believe Scenario B will reduce or discourage people from using private vehicles as their primary mode of transport and so reduce congestion – as it contains a good mix of alternate transport, including cycling and walking. Most respondents who favoured cycling provisions expressed general support for prioritising and improving cycling infrastructure, including better access to Mt Victoria and creating a more connected network. Scenario B was favoured by many for its improvements aimed at pedestrians.

The addition of new tunnels was also popular, particularly the new Mt Victoria tunnel and its influence on reducing congestion and improving access to the east. Many favoured Scenario B because it will reduce congestion. Specific comments were made on the layout changes proposed for the Basin, with opinions split on grade separation.

The cost and time frames were supported, with respondents arguing that Scenario B is affordable, provides a compromise between costs and benefits, and will achieve the best outcome in a reasonable time frame. When comparing with other scenarios, supporters of Scenario B argued that Scenario A does not go far enough and that Scenario C and D are too car-centric, cost too much, and will take too long to complete.

WHY RESPONDENTS PREFERRED SCENARIO C

Supporters of Scenario C appreciated the provisions to reduce or discourage car usage, via a good balance of alternative transport options. Once again, the most discussed mode was public transport. Participants discussed the need to prioritise public transport and make it more reliable, efficient, cleaner and therefore more appealing. The introduction of light rail was the most popular form of mass transit. Respondents considered light rail a good solution for traffic issues as it will create a more attractive, innovative and flexible transport option, accommodating future growth.

The encouragement and prioritisation of active transport was also favoured. Respondents noted a need to reduce private vehicle use and to encourage clean and healthy transport modes. It was believed that Scenario C will provide a good balance between additional roading and active transport provisions, with the new city tunnel creating pedestrian and cycle space above, as well as less traffic through Te Aro and a better urban environment.

Respondents who supported an extra tunnel at Mt Victoria and a new city tunnel, sought congestion reduction. There were also many suggested layout changes, including the separation of motorways from local traffic and the separation of north-south and east-west traffic along the state highway route. Congestion was discussed similarly to other scenarios, with Vivian Street and the Basin identified as hotspots.

Those who supported Scenario C considered it a cost-effective solution to Wellington’s transport problems, with Scenario D considered too expensive for the anticipated outcomes. Supporters also believed Scenario C was the best option in terms of time frame.

WHY RESPONDENTS PREFERRED SCENARIO D

Scenario D supporters considered it the most suitable for preparing Wellington for the future, particularly focusing on the need for future-focused planning. A visionary and bold plan was considered important. Some felt, however, that there needs to be more vision, particularly in the area of providing active transport options. Others supported Scenario D because it offers a balanced and holistic approach, which will have the overall greatest benefit for city users.

Over half of the future-focused comments supported Scenario D as a bare minimum, because Wellington needs to prepare for population growth and climate impacts and have suitable transport options to accommodate these changes.

Support was expressed for the cost of investment, as it will create an advanced city and an innovative transport system; despite the cost, Scenario D was considered by those who support it to provide the best outcomes for Wellington. It was claimed that it will meet the needs of all transport modes, with other scenarios providing only short-term fixes. Completion in stages was supported, allowing Wellington's residents to experience transport improvements early in the proposed construction time frame. Some suggested completing public transport changes prior to roading.

A number of people stated that potential technological innovations will help improve city congestion and traffic issues, with electric and autonomous vehicles dramatically changing roading requirements. Connectivity to outer areas, specifically outer suburbs, the airport and hospital were also supported.

Comments regarding public transport were supportive of improving the overall provision. Participants commonly supported dedication of lanes to public transport, with increased efficiency and reduced travel times being the ultimate aims. Mass transit, including light rail, was again considered a future-focused, accessible and clean way to reduce reliance on personal vehicles and diesel buses.

Active transport (walking, cycling) changes were supported similarly to other scenarios, although there was more focus on 'the waterfront' and the 'quays'. A key idea that came through was people thought Scenario D would improve the liveability of Wellington by providing better people-friendly access options. Related to better active transport on the waterfront was changes to roads that will allow this, particularly the Terrace Tunnel.

Some people supported Scenario D for the private vehicle provisions. They felt that only Scenario D will improve congestion and reduce travel times for those who need and want to use private vehicles in Wellington. Slightly more respondents supported Scenario D as it aims to reduce private vehicles in central Wellington and change the travel habits of many commuters. They viewed this as a physically, mentally, and socially healthy alternative to private vehicles.

Tunnels were again favoured as a congestion solution. Tunnels were considered a good way to increase traffic capacity and ease congestion, free up land above for public space, walking, cycling and public transport.

Scenario D supporters considered it to have the most potential to create liveable spaces that encourage social interaction, mobility, and physical and social health. Comment was made that it is important to consider the urban environment as Wellington progresses and that this will require future thinking – reducing cars and increasing accessways for pedestrians and cyclists was considered key to opening spaces in the city.

Some considered Scenario D as not doing enough to reduce emissions, and felt that changes will have negative environmental impacts.

WHAT ABOUT ROAD USE PRICING?

Congestion charging was considered by some respondents as a mechanism to disincentivise car use, likely resulting in reduced traffic volumes, particularly private vehicle use. Some suggested road pricing could be implemented now, and so reducing the need for large infrastructure projects.

There was a small amount of opposition to congestion charging, it was most commonly criticised as revenue gathering.

WHY RESPONDENTS PREFERRED “UNSURE”

Many of those who were ‘unsure’ stated that there were no suitable scenarios to choose from – they did not like any of the scenarios, with many adding that they did not like the cumulative nature of the proposed scenarios or that the proposals were not ‘complete’ and did not ‘go far enough’. A considerable number of commenters were unable to pick one scenario as they liked some aspects of all the scenarios; over three quarters of these people supported improved public transport infrastructure.

Many respondents stated that public transport is not prioritised enough, with criticism of the private-vehicle emphasis in scenarios. Respondents wanted new routes and tunnels planned for light rail. They believed light rail is sensible, sustainable and cost effective, and follows in the footsteps of many progressive cities.

Improvements to cycling were also discussed. Generally, walking and cycling improvements included safer cycling, protected and dedicated cycleways that connect key locations, encouraging cycling and making it easier for people to do so. Regarding walking, people wanted more pedestrian-friendly streets and improved routes, increased encouragement of walking as a mode of transport and reduced walking times.

Again, the importance to moving from the prioritising of private vehicle usage was expressed, with criticism that the proposed scenarios were too ‘car-centric’ and had too much emphasis on roading infrastructure. A considerable number of respondents preferred FIT’s Scenario A+, mentioning the need to improve conditions for walking, cycling and public transport. A similar number of participants identified the need to improve access to particular areas, primarily the airport and outer areas.

Key Places

THE GOLDEN MILE

Public Transport was the most discussed topic, with future improvements considered essential. Currently this stretch is considered to be heavily congested with busses, creating an unpleasant and noisy environment, as well as causing an increase of travel times. Respondents favoured aspects of scenarios that will make public transport more efficient, such as dedicated bus lanes and a more efficient service.

Mass transit was supported, particularly in the form of light rail. Some suggested removing private vehicles from the Golden Mile and leaving it for pedestrians, cyclists and public transport. Some comments challenged changes, specifically: service and disabled people’s vehicles will need access; shops could lose business; and the reduced carriageway would be difficult for cycles and service vehicles.

VIVIAN STREET

Regarding reduced car parking, around two thirds supported their removal (particularly in peak hours), and around one-third opposed it. The respondents in favour of removing parking on Vivian Street believed reduced on-street parking would improve traffic flow. Those who wanted parking retained most commonly expressed concern for local businesses receiving less customers.

The removal of SH1 from Vivian St. to reduce traffic levels was supported – tunnelling was a popular option. People were in favour of better or safer cycling, with the removal of SH1 and/or that a cycleway would contribute to this. Pedestrian experiences were also important, with safety paramount. Calls were made for safer, better and faster road crossing, as some considered the area dangerous.

There was scepticism from some regarding the proposed traffic reduction interventions and whether they would be effective, particularly the proposals outlined in Scenario B.

THE BASIN RESERVE

The Basin is considered a key ‘pinch point’ or ‘bottleneck’ of Wellington’s road network, and participants believe that solutions are needed soon. The Basin is discussed in the Key Themes section at the start of this report.

MT VICTORIA

Congestion was a central component of a large number of respondents' arguments in favour of an additional Mt Victoria tunnel. Comments from Scenario B onwards were supportive. Participants were in favour of the additional space allocated for cyclists and pedestrians, although many made the point that not enough consideration has been given to conflict between the two modes, as well as the noise, fumes and safety concerns that may discourage use.

Conversely though, many expressed their opposition to an additional tunnel. A high portion of these people made the point that improvements to the public transport network, or embracing a mass transit system, should reduce demand, making the proposal unnecessary.

TE ARO

The majority of respondents who commented on Te Aro supported tunnelling options, in particular those outlined in Scenario C. Those who were opposed to tunnels were opposed to more traffic through Te Aro. Congestion comments predominantly came from feedback about Scenarios C and D, in which the proposed interventions were viewed as viable congestion reduction measures for the Te Aro area. People were in favour of SH1 being removed from Te Aro.

Respondents generally supported the development/liveability opportunities available at Te Aro if interventions proposed in Scenario C went ahead. Similar to other places, people were in favour of improving walking and cycling infrastructure to enhance experiences and/or safety.

THE WATERFRONT

While there was significant support for active transport along the waterfront, many focused on the need to separate pedestrians and cyclists to improve safety for all users. Some respondents noted that the waterfront is a leisure area, not a commuter zone for cyclists, and that a clear and separated cycleway would solve this issue.

The 'people-friendly' nature of the area was positively appraised, but some thought more enhancements could still be made: reducing traffic; a second Terrace Tunnel to reduce traffic; improved road crossings; Scenario D layout-changes; and public transport, possibly rail, to improve connectivity between the waterfront and the central city.

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Turning **Information** Into **Insight**