



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

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**7 August 2008**



## **Confidential**

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

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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 +/-3.6 percent, with Area 1 subject to a margin of error of +/-4.9 percent and Areas 2 and 3 subject to a margin of error of +/-7.1 percent and +/-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 +/-6.9% percent, with the results for the sub-group of n=77 transport related businesses subject to a margin of error of +/-9.8 percent while the other n=186 non-transport businesses are subject to a margin of error of +/-7.1 percent.

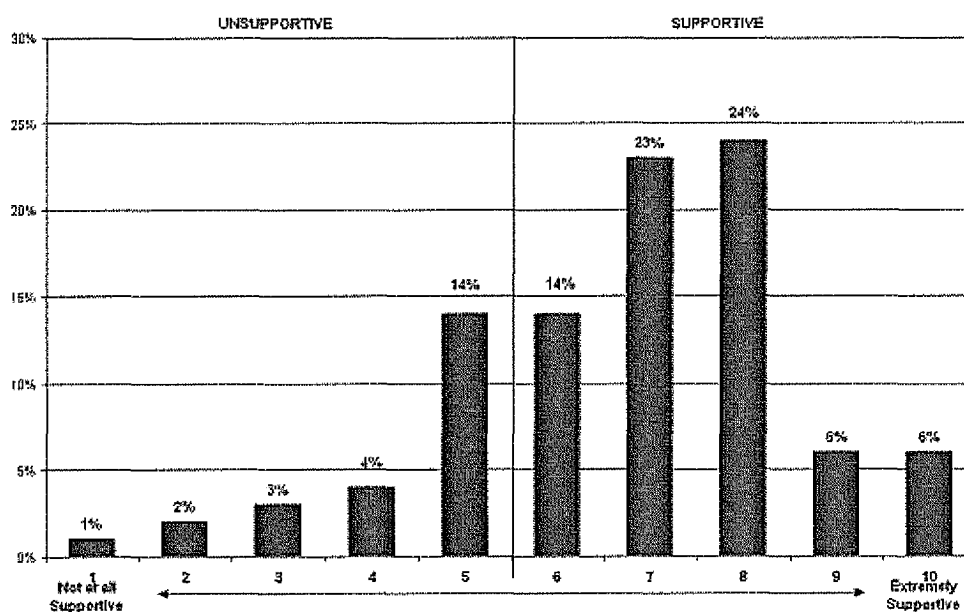


## Key findings – general public

### 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

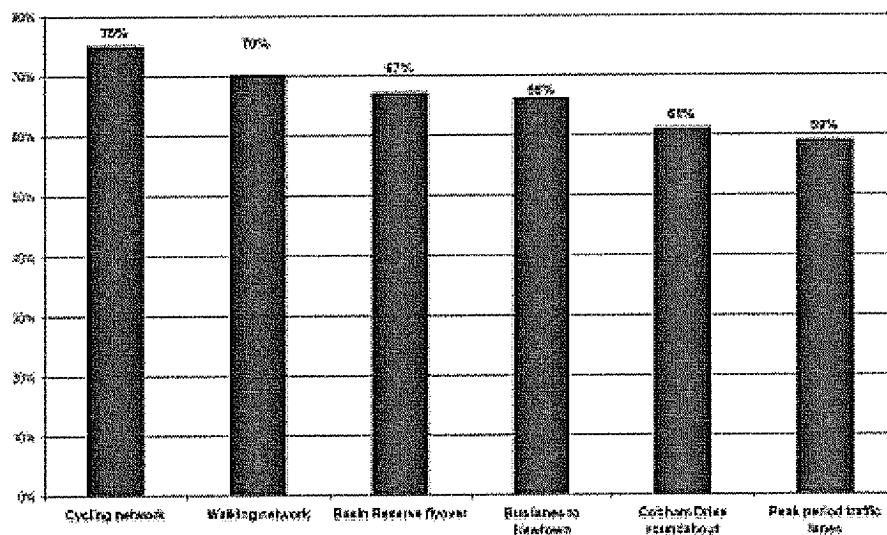




## Opinion regarding the short-term projects

- ◆ 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



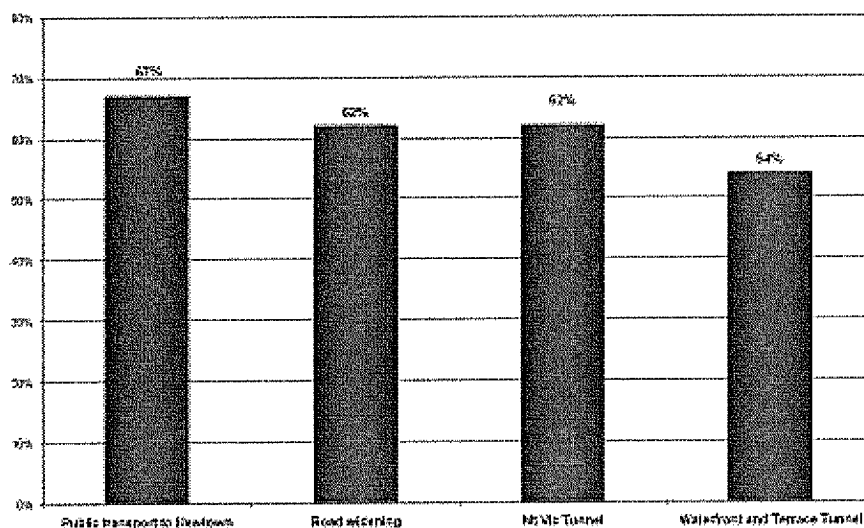




## Opinion regarding the long-term projects

- ◆ 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).

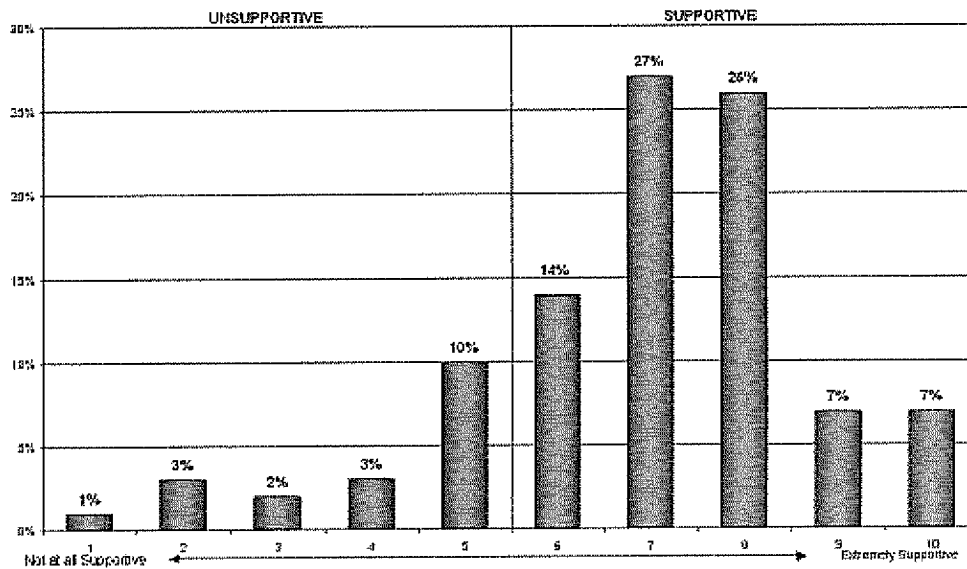


## Key findings – business community

### 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

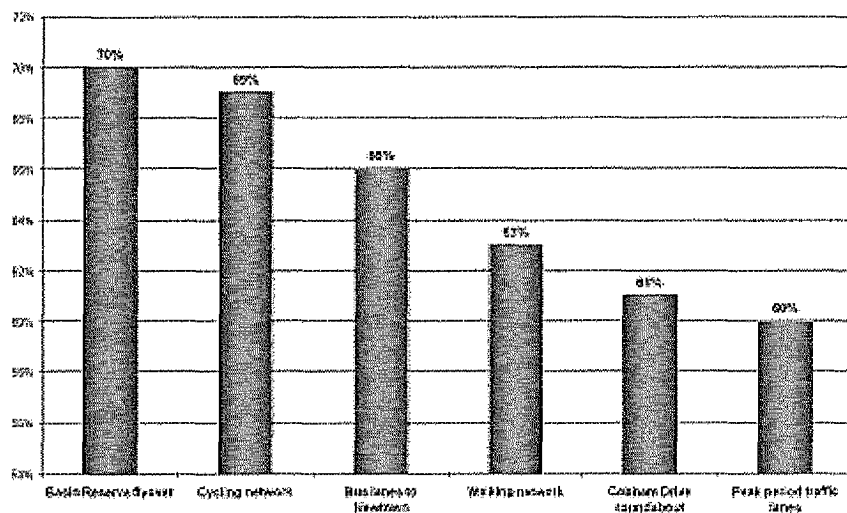




## Opinion regarding the short-term projects

- ◆ 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 midpoint of  $\bar{x}=5.50$ .

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

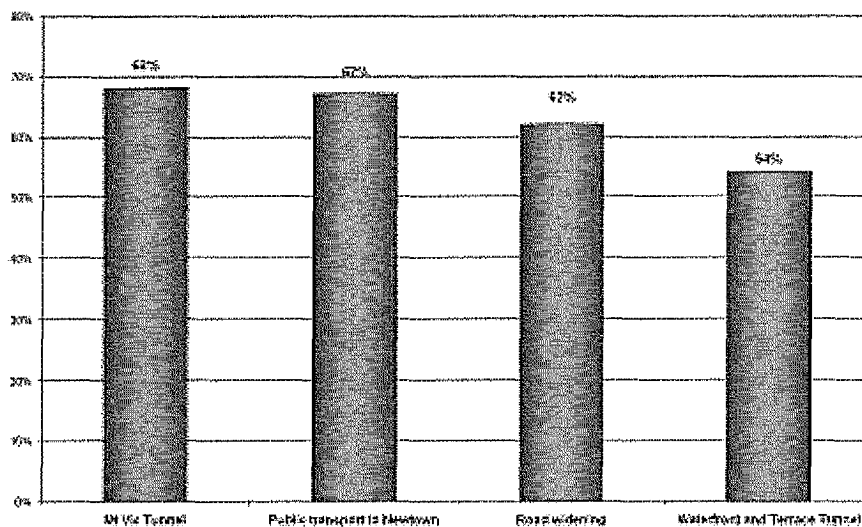




## Opinion regarding the long-term projects

- ◆ 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>Residents Sample:</b>		
<b>Total:</b>	776	+/-3.6%
Area 1	404	+/-4.9%
Area 2	191	+/-7.1%
Area 3	181	+/-7.3%
<b>Business Sample:</b>		
<b>Total:</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*

	<b>Total</b>	<b>Wellington City</b>	<b>Hutt Valley</b>	<b>Porirua- Kapiti</b>
	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	6.68	6.54	6.53	6.24	6.25	7.03	7.27

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	6.54	6.84	6.37	6.21
Construction of a flyover to the north of the Basin Reserve	6.53	6.50	6.56	6.56
Construct peak period traffic lanes on the motorway	6.24	6.11	6.30	6.42
Improve intersections at Cobham Drive roundabouts	6.25	6.33	6.32	5.95
Improvements to the walking network	7.03	7.39	6.89	6.51
Improvements to the cycling network	7.27	7.52	7.34	6.60



### **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 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	6.23	6.20	6.42	6.56	5.72

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	6.20	6.33	6.16	6.02
Building a second Mt Victoria Tunnel	6.42	6.42	6.34	6.56
Improving the main transport route to Newtown	6.56	6.81	6.24	6.57
Changes to the Waterfront Route and the Terrace Tunnel	5.72	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*

	<b>Total</b>	<b>Transport Sector</b>	<b>All Other Businesses</b>
	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	6.91	6.75	6.91

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  $\bar{x}=6.51^6$ .

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	6.51	6.41	6.76	6.07	6.50	6.47	6.85

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	6.41	5.35	6.45
Construction of a flyover to the north of the Basin Reserve	6.76	6.61	6.76
Construct peak period traffic lanes on the motorway	6.07	6.47	6.05
Improve intersections at Cobham Drive roundabouts	6.50	6.29	6.51
Improvements to the walking network	6.47	6.03	6.49
Improvements to the cycling network	6.85	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 railways 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  $\bar{x}=6.39^7$ .

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	6.39	6.37	6.70	6.66	5.82

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	6.37	6.56	6.36
Building a second Mt Victoria Tunnel	6.70	6.64	6.70
Improving the public transport route to Newtown	6.66	5.86	6.69
Changes to the Waterfront Route and the Terrace Tunnel	5.82	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%
Changes to the Waterfront Route and the Terrace Tunnel	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.