

# Wellington Public Transport Spine Study

RAILWAY STATION TO HOSPITAL  
Engagement Report – Appendices A-E



## Appendix A

# Online Survey and Market Research Questions

## Appendix A Online Survey and Market Research Questions

### Wellington Public Transport Spine Study - Market Research

We are surveying people on their views of high quality public transport in the Wellington CBD/central area.

This will inform a study on future public transport options for the spine between Wellington Station and the Hospital in Newtown.

1. What are your MAIN reasons for travelling into or through the Wellington CBD/central city?

*Select MAIN reasons:*

- Work
- Education (E.g. school, polytechnic)
- Shopping
- Visiting friends/family
- Recreation/sport
- Appointments (e.g. doctor)
- Other (please specify): \_\_\_\_\_

2. What is your usual destination when travelling into or through the Wellington CBD/central city?  
(building or street name if the central city or suburb if not the central city)

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3. Do you ever use public transport to travel into or through the Wellington CBD/central area?

*Select one:*

- Yes – *answer Q4 & Q5 & Q6*
- No – *skip to Q7*

4. If “yes” to Q3: What is the MAIN type of public transport you typically use to travel into or through the Wellington CBD/central area?

*Select one:*

- Train
- Bus
- Ferry

5. If “yes” to Q3: How often do you typically use public transport in the Wellington CBD/central area?

*Select one:*

- 5-7 days a week
- 3-4 days a week
- 1-2 days a week
- Less often

6. If “yes” to Q3: Why do you use public transport in the Wellington CBD/central area? *Skip to Q8*
- 

7. If “no” to Q3: Why don’t you use public transport in the Wellington CBD/central area?
- 

8. What would encourage you to use public transport more often in the Wellington CBD/central area?
- 

9. What ONE thing would you MOST like to change now about public transport in the Wellington CBD/central area?

*Select one:*

- Reliability of services
- Frequency of services
- Connections between services
- Faster journeys
- Comfortable/modern vehicles
- More direct routes
- Less crowding on vehicles
- Sheltered/comfortable waiting areas
- Other (please specify): \_\_\_\_\_

10. What OTHER things would you particularly like to change?

*Select up to three:*

- Reliability of services
- Frequency of services
- Connections between services
- Faster journeys
- Comfortable/modern vehicles
- More direct routes
- Less crowding on vehicles
- Sheltered/comfortable waiting areas
- Other (please specify): \_\_\_\_\_

11. Thinking of all the places you've visited in New Zealand and abroad, what is the best public transport system you've used and why?

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12. Thinking about the future of public transport in the Wellington CBD/central area (i.e. beyond 10 years), what TWO things would you most like to see?

*Describe up to two things:*

- 1. \_\_\_\_\_
- 2. \_\_\_\_\_

13. Thinking about a future high quality public transport system, how far would you be prepared to walk to a service/stop within the Wellington CBD/central area?

*Select one:*

- Less than 5 minutes
- 5 to 10 minutes
- 10 to 15 minutes
- More than 15 minutes

14. Thinking about a future high quality public transport system, how frequent should services be within the Wellington CBD/central area?

*Select one:*

- |   |  |
|---|--|
| <p>At peak times</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> At least every 2 minutes</li> <li><input type="checkbox"/> At least every 5 minutes</li> <li><input type="checkbox"/> At least every 10 minutes</li> <li><input type="checkbox"/> At least every 15 minutes</li> </ul> | <p>At other times</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> At least every 2 minutes</li> <li><input type="checkbox"/> At least every 5 minutes</li> <li><input type="checkbox"/> At least every 10 minutes</li> <li><input type="checkbox"/> At least every 15 minutes</li> </ul> |
|---|--|

15. Are you:

- 0-19
- 20-39
- 40-64
- Over 65

Are you:

- Male
- Female

16. Where do you live? (address or suburb)

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17. Thinking about a high quality public transport system, do you have any other feedback about what is important to you?

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Appendix B

# Appreciative Inquiry Agenda

## Appendix B Appreciative Inquiry Agenda

### AGENDA

1. Greetings and introductions
2. Overview of the study and meeting purpose
3. Key questions:
  - What are your key issues regarding PT?
  - What would you like to see happen with our PT system through the central city for the future?
  - What key elements do you think would make up a high quality PT system through the central city?
  - How can we best support the further development of the PT network so it becomes a high quality system
  - How would the ideal PT system in Wellington operate?
  - What do you believe would best address the main problem with our current PT system?
  - What's important for a great PT system?
  - Do you think that will still be important in 10-20 years?
  - What's the best PT system (New Zealand or abroad) that you've ever used and why?
  - Are there any other issues you believe we should be aware of regarding the study?
  - How can these issues best be addressed in terms of the study's scope?
4. Last remarks (is there anything else important you want us to know to understand what makes up a high quality public transport system in your mind).
5. Thanks for the opportunity to talk to you. Information about future engagement opportunities.

## Appendix C

# Focus Group Agenda



## Appendix C Focus Group Agenda

### AGENDA

6. Welcome & thanks for attending
7. Overview of the study and meeting purpose
8. Introductions
9. Facilitated discussion begins
10. Key questions:
  - How often do you use PT and why
  - What do you like about PT
  - What would make you use it more than you do currently
  - What affects your use of PT (frequency, location, vehicle etc)
  - What would you like to change about our PT system if you had the choice
  - What would the ideal PT system in Wellington look/operate like
  - What would you consider the main problem with our current PT system
  - What would address this problem best
  - Are you happy to walk to a PT service and, if so, how far would you be prepared to walk to use it? (5mins, more, less)
  - How frequent should a PT service happen at peak times/other times? (2mins – 15mins)
  - What's the best PT system (New Zealand or abroad) that you've ever used and why
  - What's important for a great PT system?
  - Do you think that will still be important in 10-20 years?
11. Last remarks (is there anything else important you want us to know to understand what makes up a high quality public transport system in your mind).
12. Thanks for input and participation. Information about future engagement opportunities.
13. Reminder about online survey – provide link or opportunity to fill out survey then.
14. Meeting concludes

Appendix D

# Residence/Origin of Travel Responses

## Appendix D Residence/Origin of Travel Responses

### ONLINE SURVEY – RESIDENCE/ORIGIN OF TRAVEL

The alphabetical list of suburbs/locales noted by the 827 who answered this question are:

- |                                   |                                       |                                      |
|-----------------------------------|---------------------------------------|--------------------------------------|
| - Akatarawa, Upper Hutt           | - Johnsonville                        | - Normandale, Lower Hutt             |
| - Alicetown, Lower Hutt           | - Kaiwharawhara                       | - Northern suburbs                   |
| - Aro Valley                      | - Kapiti Coast                        | - Northland                          |
| - Belmont, Lower Hutt             | - Karori                              | - Oriental Bay                       |
| - Berhampore                      | - Kelburn                             | - Otaki                              |
| - Birchville, Upper Hutt          | - Kelson, Lower Hutt                  | - Owhiro Bay                         |
| - Boulcott, Lower Hutt            | - Kent Terrace, Wellington<br>Central | - Paekakariki                        |
| - Broadmeadows                    | - Khandallah                          | - Paparangi                          |
| - Brooklyn                        | - Kilbirnie                           | - Paraparaumu                        |
| - Camborne, Porirua               | - Kingston                            | - Paremata                           |
| - Carterton                       | - Kio Bay                             | - Petone                             |
| - CBD                             | - Korokoro, Lower Hutt                | - Plimmerton                         |
| - Chartwell, Crofton Downs        | - Llinden, Porirua                    | - Porirua                            |
| - Christchurch                    | - Lower Hutt                          | - Pukerua Bay                        |
| - Churton Park                    | - Lyall Bay                           | - Raroa, Johnsonville                |
| - Courtenay Place                 | - Mana, Porirua                       | - Raumati South                      |
| - Crofton Downs                   | - Martinborough                       | - Rongotai                           |
| - Days Bay, Lower Hutt            | - Masterton                           | - Roseneath                          |
| - Dixon St, Wellington<br>Central | - Maungaraki, Lower Hutt              | - Seatoun                            |
| - Eastbourne, Lower Hutt          | - Maupuia                             | - Silverstream, Lower Hutt           |
| - England                         | - Melling, Lower Hutt                 | - Southern Wellington                |
| - Epuni, Lower Hutt               | - Melrose                             | - Southgate                          |
| - Evans Bay                       | - Miramar                             | - Stokes Valley, Lower Hutt          |
| - Fairfield, Lower Hutt           | - Moera, Lower Hutt                   | - Strathmore                         |
| - Featherston, Wairarapa          | - Montgomery Avenue                   | - Taita, Lower Hutt                  |
| - Ghuznee Street                  | - Mornington                          | - Takapuwahia, Porirua               |
| - Grenada Village                 | - Mt Cook                             | - Taranaki St, Wellington<br>Central |
| - Greytown, Wairarapa             | - Mt Victoria                         | - Tawa                               |
| - Hataitai                        | - Naenae, Lower Hutt                  | - Te Aro                             |
| - Heretaunga, Upper Hutt          | - Nelson                              | - The Terrace                        |
| - Highbury                        | - New Windsor, Auckland               | - Thorndon                           |
| - Highland Park                   | - Newlands                            | - Timberlea, Upper Hutt              |
| - Houghton Bay                    | - Newtown                             | - Tirohanga, Lower Hutt              |
| - Island Bay                      | - Ngaio                               | - Titahi Bay                         |

- Trentham
- Upper Hutt
- Victoria St, Te Aro
- Vivian St, Wellington Central
- Vogeltown
- Wadestown
- Waikanae
- Wainuiomata, Lower Hutt
- Wairarapa
- Waiwhetu, Lower Hutt
- Waterloo, Lower Hutt
- Wellington CBD/Central
- Whitby
- Wilton
- Woburn, Lower Hutt
- Woodridge, Newlands

### MARKET RESEARCH STREET SURVEY – RESIDENCE/ORIGIN OF TRAVEL

The alphabetical list of suburbs/locales noted by the 827 who answered question 18 are:

- Abel Smith Street
- Akatarawa Valley, Upper Hutt
- Alicetown, Lower Hutt
- Aro Valley
- Auckland
- Belmont, Lower Hutt
- Berhampore
- Boulcott Street
- Brooklyn
- Buller Street
- Cambridge Terrace
- CBD/Central Wellington
- Churton Park
- Courtenay Place
- Crofton Downs
- Cuba Mall/Street
- Dunedin
- Eastbourne, Lower Hutt
- Evans Bay
- Fairfield, Lower Hutt
- Fielding
- Ghuznee Street
- Gisborne
- Grenada Village
- Greytown, Wairarapa
- Hataitai
- Hopper Street, Mt Cook
- Houghton Bay
- Hutt Valley
- Island Bay
- Johnsonville
- Kapiti Coast
- Karori
- Kelburn
- Kelson, Lower Hutt
- Khandallah
- Kilbirnie
- Kingston
- Linden, Porirua
- Lower Hutt
- Lyall Bay
- Makara
- Masterton, Wairarapa
- Maungaraki, Lower Hutt
- Maupuia
- Melrose
- Miramar
- Molesworth Street
- Mornington
- Mount Cook
- Mt Victoria
- Naenae, Lower Hutt
- Nairn St, Mt Cook
- Newlands
- Newtown
- Ngaio
- Normandale, Lower Hutt
- Northland
- Oriental Bay
- Otaki
- Paekakariki
- Paparangi
- Paraparaumu
- Percival Street
- Petone, Lower Hutt
- Plimmerton
- Porirua
- Pukerua Bay, Porirua
- Ranui Heights
- Raumati, Kapiti Coast
- Rongotai
- Roseneath
- Seatoun
- Silverstream, Lower Hutt
- Stokes Valley, Lower Hutt
- Strathmore
- Taita, Lower Hutt
- Taranaki Street
- Tawa
- Te Aro
- Te Puni Village
- The Terrace
- Thompson Street, Te Aro
- Thorndon
- Titahi Bay
- Tokomaru
- Torrens Terrace

- Tory Street
- Trentham, Upper Hutt
- Upper Hutt
- Victoria Street, Te Aro
- Vivian Street
- Vogeltown
- Wadestown
- Waikanae, Kapiti Coast
- Wainuiomata, Lower Hutt
- Wairarapa
- Waiwhetu, Lower Hutt
- Wallace Street, Mt Cook
- Waterloo, Lower Hutt
- Wellington
- Whitby
- Willis Street
- Wilton
- Wingate, Lower Hutt
- Woburn, Lower Hutt

## Appendix E

# Other Feedback

## Appendix E Other Feedback

Thanks for the opportunity to attend your focus group. I was a bit disappointed that most of the participants seemed more interested in discussing issues with the current PT network, which meant there was little time to talk about the future QTN link between the railway and hospital.  
Here are some further thoughts from me.

For any QTN link in the future, characteristics such as regular frequency, wider and level entry/exit, and integrated ticketing are fairly obvious requirements.

However, because Wellington is a geographically challenged city, there are MAJOR MAJOR obstacles to the establishment of a QTN link through the CBD, and the following points are really the main issues that need to be considered and resolved for a future QTN link to become a reality.

Narrow streets through the CBD, restricting the establishment of a dedicated transport corridor.

Routing of the new QTN link: Should it use the Golden Mile? Or is there any alternative route? Could it be underground or overhead?

Underground is not feasible due to reclaimed area and narrow streets.

Overhead not feasible due to narrow streets, unless it goes via the outer Quays.

Therefore the Golden Mile must be the best option.

Electric buses, articulated buses, light rail, overhead monorail?

Electric articulated buses would be best.

Should it share the route with other bus services? No.

But where can the other cross town buses go instead?

Should cars be banned from the golden mile? Yes. Or more of it than at present.

Should the number of stops be reduced? Maybe yes. Public Trust stop. And maybe combine the Kirkaldies/ANZ and CableCar/Farmers stops.

There are about 25 sets of traffic lights between the railway and hospital, severely restricting the free passage of any PT.

Is it possible to reduce the number of traffic signals impeding the flow of PT on the Golden Mile?

Can ticketing be improved so that passengers do not have to board in single file past the driver?

But if ticketing is done off the vehicle then you need ticketing gates and/or concourses at each of the stops.

A proper QTN link would need decent terminals at each end, especially because there would be a requirement to transfer to/from other PT (buses and rail).

With regard to the current separation of the central railway station and bus station: A possible improvement is to have a new QTN terminal UNDER Thorndon Quay, so that you can walk out of the railway station concourse and straight onto the new QTN vehicle (where the subway now starts). The QTN route would be a loop around Rutherford House, from Lambton Quay, through the bus station, under Thorndon Quay and then via Bunny St back onto Lambton Quay.

At the hospital, a possible new terminal could be where the current lower car park now is (at the main vehicle entrance off Riddiford St). The QTN link could avoid the John St intersection by going from Adelaide Rd onto Hospital Rd and looping around within the hospital precinct. Some of the old hospital buildings (nurses flats?) may need to be removed. Would the hospital terminal need to be constructed with a view to extending the QTN link through to Kilbirnie and airport? New PT tunnel under town belt needed?

Regards,  
Peter Skrzynski.

**Attention: Adam Lawrence**

I am responding to the invitation:

"If you or your organisation has any other feedback that you think would be useful to inform the study at this early stage, please feel free to contact us by emailing to [PTSpineStudy@gw.govt.nz](mailto:PTSpineStudy@gw.govt.nz)"  
in your emailed letter of 14 October.

This would appear to be the opportunity we have been seeking and we would like to take full advantage of it.

To background: Trans-Action is now a charitable trust but started life as incorporated society Transport Futures, later Transport 2000, in the mid-1980s. As a rail transport-promoting 'civil society' organisation we are currently focussed primarily on the long-sought extension of the Wellington rail system through the CBD and beyond and are therefore particularly interested in the Spine Study. We consider ourselves to be 'New Zealand's centre of light rail expertise', insofar as no other civil society group has the deep background and experience that we have accumulated.

When Prof Peter Newman from Perth visited Wellington about this time last year he met with both the City Council and the GWRC (I hope you were part of that meeting) and then with us. He advised us (verbatim):

"So I reckon what you should be calling for is some kind of panel, expert panel, which works within the system, is paid, so you are really recognized ... that you're on, fully represented there, and you can see all of the detailed work that is coming through on how to achieve this. Because they are not immediately going to accept your blueprint and say "oh, yes, we'll build it tomorrow ... put out the tenders". They will have to go through a process and this is a very exhaustive and detailed piece of work you have done but there is still a need for consultants to do their bit and come up with detailed designs and show their costings that go beyond the rough 20 million per kilometer sort of thing, and achieve, you know, a real plan.

You need to be part of that and to do that you need to have a different role. My experience is you come and go from those roles. There are times when you go back to being 'civil society' and you are banging your drum and waving your flags and using the media to change things and other times when you are in the system and you are completely dedicated to working closely with them, not talking to the media, providing supportive advice and enabling that process to proceed, so that you can mainstream it. That is how I built rail systems in Perth and in other cities."

... and that is what we would like to see.

**If, however, you are not prepared to go that far we would at least like the opportunity to have a meeting, or series of meetings, to explore key issues and share information at an early stage.** Our fear is that the Study will, without such input, come up with a position which goes out to public consultation later next year and there will then be little opportunity to change fundamentals.

We have had long experience of this – longer than any of the serving GWRC councillors and (I suspect) transport staff. We first became engaged with light rail in the late 1980s and produced the Superlink plan in 1992. This received widespread publicity and support at the time. It set the stage for both the 1993 negotiations between the Regional Council and the Railways Corporation, which at the time made it look as if tram-train (then just called light rail) was imminent, and the 1995 Works/MVA study which the WRC co-sponsored. Light rail/tram-train continued to be discussed and supported by your predecessors at least until 2004, and we were naturally perturbed that the Wellington Regional Rail Programme made no provision for it, leaving Wellington as one of the few metro areas whose rail spine does not serve the CBD.

As far as our claim to expertise is concerned, our trustees are cc'd to this and you will probably recognise several of the names. For my part:



- Member of the Tramway Historical Society, Christchurch, since 1963. Involved in the establishment of the Christchurch Tramway, monitoring its growth and now involved with plans for light rail/tram-train as part of the earthquake recovery
- Occupational background: railway locomotive maintainer, later a technical writer and documentation manager in Transpower, now free-lance in the same field
- Founding member of Transport 2000; co-author of the 1992 Superlink proposal
- Delegate to three international light rail conferences: Melbourne UITP, 2000; Portland APTA 2003; Los Angeles APTA 2009 (the only New Zealander at the latter two)
- Winston Churchill Fellow 2003 – 'WELL-track' US light rail study tour (with assistance from the WRC)
- Resulted in the paper 'Wellington rail and the sustainable vision' presented to the 2004 Towards Sustainable Land Transport conference (sponsored by the WRC)
- Frequent travel to light rail systems in Australia, US and UK and a few other places
- Monitors and organises an inflow of information from overseas contacts and journals via the internet
- Former environmental sustainability rep on the Regional Transport Committee
- NZ Agent for the UK Light Rail Transit Assn
- Editor/publisher of the journal Tramway Topics
- Editor/publisher of the occasional Trans-Action PDF newsletter WELL-track.

The other trustees have equally useful credentials.

Since we are so focussed on the subject of the Spine Study I suggest it would be appropriate for us to have an opportunity for early input into the process. This would be more satisfactory for all concerned, rather than waiting to have a late-stage public participation input as just another among a myriad of organisations which do not have such a specialist focus or expertise.

We await your response with interest,

***Brent Efford***

Information Officer, Trans-Action ...

... Tram-train for Wellington

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**New Zealand**

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**Anonymous (via Bang the Table)**

: I do not follow all of Wellingtons problems with transport around the city.  
I am a born Wellingtonian, and love the place to bits!!

I have not seen or read anything about my suggestion, it may be already on the table someone is BANGING on.

But why not look at quick city transport as was done many years ago in Sydney.

They raised the train/tram lines to run around the outside of buildings and it works very well. Could be unsightly in places with what is used other than strong attachments to the buildings, steel braces etc holding up parts of the track??

This could run all the way to the airport. Some may cry out about visual pollution my answer to that would be get to the outside of the track and enjoy that gorgeous Harbour and find a space and look back at the hills. I'm old 79++ and no fan of facebook or twitter, so this is my lot. Thanks

Thank you for the opportunity last night I now refer you to the reports I mentioned during our group session:

<http://www.wellington.govt.nz/services/urban/pdfs/gehlreport.pdf>

<http://www.wellington.govt.nz/services/urban/pdfs/apartment-survey-report.pdf>

We found these reports very helpful when presenting our case in the Environment Court last year.

In addition I take the liberty to provide you with population counts from Statistics New Zealand referred to in a report called Wellington Housing trends 1987 - 2004 by the City is Ours Inc. used in a presentation to both GW and WCC which you might find helpful in relation to your study.

Maria van der Meel President

The City is Ours Inc.



Wellington Regional Council  
11 NOV 2011

FILE REF:	
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-VI	
Doc. No.	
Referred to	Int
L. Troy	
A. Lawrence	

4 November 2011

Mr Adam Lawrence  
Senior Project Coordinator/Analyst  
Greater Wellington Regional Council  
P O Box 11646, Wellington 6142

Dear Mr Lawrence

**Wellington Public Transport Spine Study**

Thank you for the opportunity to comment on your project in accessing the feasibility of a high quality public transport system in the Ngauranga to Airport (N2A) Corridor.

A review of the Terms of Reference for the project indicates that the major areas of analysis Police would highlight, have been covered; however Police would like to reiterate the importance of those subjects in this forum.

Firstly, any changes once approved, could result in an increase in the heavy motor vehicle impact on the urban road network, adding to congestion and/or pedestrian and cycle risk. The increasing trend in cycle and pedestrian injury (of which a significant number are unreported) should be considered as a key indicator when determining these modes, their flows, separation opportunities and pinch points.

The recognised increase in road freight volumes being transported to and from key transport hubs ie the port and airport and the subsequent regional transport implications should also be considered as an important point of analysis during the research and development of this project.

Finally, Police support NZTS vision of "People and freight in New Zealand have access to an affordable, integrated, safe, responsive and sustainable transport system" and would continue to encourage any emphasis on reducing congestion and improving the traffic flow through the central Wellington area through alternative modes as a means of reducing traffic volumes.

Again thank you for this opportunity, should you require further expert advice or have any queries pertaining to this response then please contact Inspector Peter Baird, District Road Policing Manager at peter.baird@police.govt.nz.

Yours sincerely

Superintendent Mike Rusbatch  
Wellington District Commander

**Safer Communities Together**

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Telephone: (04) 381 2000 Facsimile: (04) 470 1600 www.police.govt.nz



Adam Lawrence  
Senior Project Coordinator/Analyst  
Great Regional Wellington Council  
PO Box 11646  
Wellington 6142

18 November 2011

Dear Adam,

Re: Input to the Wellington Public Transport Spine study.

Property Council, Wellington Branch released its manifesto, *The Future of our Capital* in 2010. In this we outline our support for initiatives that include improving transport services and specifically the route from Ngauranga to the airport. Well run public transport infrastructure is vital. Wellington needs to build on its public transport infrastructure to ensure it caters for growth and encourages movement around the city with ease.

Whilst the public transport spine survey currently underway is focused on the Railway Station to Wellington Hospital, the true scope of the solution needs to run from Port to Port. Increasingly, with an aging population, the reliance on public transport is set to increase and the tone of the inner city CBD must be one of reliable, organised activity rather than the aggressive intrusion the road/bus combination provides today. We need to plan today for our future capacities, population demographics and lifestyle expectations.

Attracting international companies to Wellington as their New Zealand base would require direct international connections. An airport with limited international and national flight timetables and schedules constrains business growth. Frequent, reliable air services, along with efficient public transport, are also essential for growing tourism. Encouraging people to Wellington will help drive the demand for office space and ensure the city remains competitive. City planning must recognise the crucial role the airport will play in the future of Wellington.

It is predicted that one in five New Zealanders will be aged sixty five plus by 2031, compared with one in eight in 2009. Wellington needs to actively encourage a population increase and an efficient, aesthetically unobtrusive public transport systems in line with these demographics will ensure an environment of inclusion rather than exclusion for all ages.

In contrast to the aging population Wellington is presented with the opportunity to embrace a culture attracting students in potentially large numbers, both nationally and internationally

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through the 'Centres of Excellence' under development here. Public transport provides a key link to the typographical variances in the city with student generally reluctant to walk further than ten minutes to their destination.

Consider Lambton Quay, one way car traffic on one side with a pedestrian boardwalk on the other. Light rail could flow uninterrupted through the central strip. Whilst Wellington's weather is not always conducive to an outdoor café environment, it's residents embrace the availability of public areas which stimulate the work life balance that they choose to live in Wellington for.

Light rail has been highly successful in cities such as Copenhagen and is planned for central Sydney as a pedestrian friendly solution to the increasing congestion of their roads.


Experience and evidence suggests that a fixed route for public transport is more likely to provide certainty for developers, tenants and investors. The same could be said for bus routes however these are too readily stopped/started and/or relocated, meaning they do not as readily trigger increased density and development along the route.

Provide a lifestyle appropriate infrastructure and the population will follow. Wellington needs to grow, to be seen as a public work and income generating hub for the surrounding cities which is easily accessible, vibrant and culturally stimulating.

Yours truly,

Ian Cassels  
President  
Property Council New Zealand  
Wellington Branch.

Property Council New Zealand, Wellington Branch, PO Box 6719, Marion Square, Wellington 6141  
Ph: 021 710 961 Email: wellingtonbranch@propertynz.co.nz

	Wellington Regional Council <b>07 NOV 2011</b>	THE NEW ZEALAND AUTOMOBILE ASSOCIATION INCORPORATED
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3 November 2011

Adam Lawrence  
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FILE REF:	
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Dear Adam

**Wellington Public Transport Spine Study**

The AA Wellington District Council appreciate the opportunity to make some contribution to the above study.

The AA fully supports the provision of a comprehensive public transport network across the Wellington Region and in particular the bus and rail network in Wellington City as it provides:

- ❖ An efficient and effective alternative to car use in the commuter peaks and.
- ❖ A viable social service for those without access to a car or who prefer not to use a car so they can participate in all the various activities of the City.

The AA sees public transport as one part of an integrated transport system that ensures the ongoing economic viability of the City. The AA looks for a balanced approach to the provision of public transport and roading. Both modes need to be provided in an affordable, efficient and environmentally sustainable way.

The AA has made submissions on previous studies looking at the future transport options for the area now selected for this study. From some of these earlier studies we understand that there is a proposal to provide a flyover at the Basin Reserve for State Highway One traffic. This will enable public transport services to flow along the Spine route from Courtenay Place to the Hospital, through the Basin Reserve area, unhindered by the State Highway traffic. This will itself provide an increase in the reliability of current public transport services along this route. With the improvements to bus travel from the Station to Courtenay Place already implemented by the City Council the AA believes that public transport provision along the whole study corridor will have been significantly enhanced.

We suggest that the Public Transport Spine Study needs to look closely at these improvements to the services before embarking on the consideration of further options to improve the system in this area. We would expect some effort to be made to maximise the operational benefits of the new arrangements prior to any new initiative. Indeed it may be more productive investigating the rest of the network that links in to this corridor to ensure that these improvements do not get dissipated by inefficiencies elsewhere in the network.



AAG1 07/04

The AA expects that the study will be considering options that involve the construction of light rail or a guided bus way along the length of the spine from the Railway Station to the Hospital. It is important that if this is the case that the full costs are clearly identified including the potential loss of road space for other vehicles. We are aware of many studies of this kind that have understated the eventual costs and overstated the benefits. Of particular concern is the failure of these studies to understand the cost to users of having to change mode on what for many will be a local trip.

The AA looks forward to an opportunity to consider and comment on any proposals that emerge from the Study.

Yours sincerely



**Michael Gross**  
AA Wellington District Chairman