



**Wellington Region Chambers of Commerce  
Submission to the Let's Get Wellington Moving Working Group**

*December 2017*

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## **1. Introduction**

The Wellington Region Chambers of Commerce (the Chambers) welcomes the opportunity to make a submission on the Let's Get Wellington Moving (LGWM) consultation papers.

This submission is made on behalf of the following business membership organisations:

- Kapiti Chamber of Commerce
- Hutt Valley Chamber of Commerce
- Porirua Chamber of Commerce
- Wairarapa Chamber of Commerce
- Wellington Chamber of Commerce

These five Chambers are independent entities and societies in their own right, but are networked under the New Zealand Chambers of Commerce banner. Together these Chambers represent over 3,000 member businesses, and together make up the Wellington Region Chambers of Commerce.

This submission is also supported by the following business organisations, both regional and national entities:

- New Zealand Chambers of Commerce
- Business Central
- Export NZ Wellington
- BusinessNZ

The submission canvassed the views and sought direct feedback from each Chamber's member businesses. In total 642 people and organisations responded and completed the survey.

For the purposes of the submission, given the parties that make up the LGWM working group, it is important to note that Wellington region businesses contribute significantly to the city and region's rate-take. Business pay 46 per cent of the total rates collected by Wellington City Council while making up only 21 per cent of the total rateable property. Regionally, businesses pay around one-third of the region's rates collected by Greater Wellington Regional Council. Further, Wellington businesses pay the highest proportion of rates of any town, city, or region in New Zealand, nearly 50 per cent higher than Auckland and nearly 100 per cent more than in Hamilton. Therefore as the largest contributor to Wellington City's and Wellington region's rate-take, and paying the highest proportion in the country, businesses have a real stake in what happens with that money.

**As such, given the above, we expect that this submission should be weighted accordingly, rather than for each to put in their own repetitious version. We submit that this submission be considered as it stands: on behalf of five independent Chambers organisations, supported by two regional and two national business association bodies, backed by over 3,000 local Chambers member business, drawing direct from 642 people and organisations who completed the Chambers survey, and in consideration of 47% of the city council's ratepayers and a third of the regional council's ratepayers.**

## **2. Summary**

The Chambers of Commerce has been the voice of business in the Wellington region for 161 years since 1856 and advocates policies that reflect the interests of the business community, in both the city and region, and the development of the region's economy as a whole. The Chambers advocate the views of its members and obtains that view through regularly surveying members. Chamber members have consistently demonstrated support for improving Wellington's transport network over the years.

The Chambers have been closely following developments to improvements to Wellington's transport network and has continuously advocated for a more efficient and fit for purpose

transport regime, both in the city and in terms of the broader movement of freight and people within the Wellington region.

In our recent survey on the LGWM proposals, 96.86% (more than 600 respondents) agreed that Wellington's transport system needs further development and investment. While we know that there are many views within our membership, the survey saw that over half, 54%, of respondents favouring Scenario D, with 90% supporting a solution that includes resolving the issues at the Basin Reserve and introducing grade separation.

Scenario D delivers the most benefits, including travel time savings and opportunities to regenerate and develop the city, and builds the infrastructure that Wellington needs to make our transport network work. There is a clear need to fix the current issues that under-investment and poor planning has created to date, and get it right going forward by planning ahead.

To further understand the support for scenario D, members were asked a range of questions, including the potential benefits to their own businesses, along with other businesses in the region. In total, 642 responses were received. This submission includes a copy of the questionnaire, attached as an Appendix to this submission. Analysis of the responses is also covered in the body of this submission and further information, including direct feedback, are included also as an Appendix.

In summary, this submission supports the following:

- The intention to prioritise public transport, while ensuring that there is a balance to adequately accommodate movement of all modal users, in particular for the movement of goods and services.
- Reduce speed limits in the central city, while noting that lowering speed limits could actually lead to perverse outcomes and unsafe behaviour, requiring mitigation.
- Prioritise key streets for public transport, walking and cycling where this is appropriate, ensuring that it does not stop the flow of goods and services, or too greatly limits access to the city for all modal users.
- Build an extra Mt Victoria tunnel and separate east-west traffic from other movements at the Basin Reserve to deliver faster and more reliable public transport connections, including mass transit to Newtown and the airport.
- Build a new city tunnel under parts of Te Aro to reduce modal conflicts

- Build an extra Terrace Tunnel to improve access to and from the north and reduce traffic on the waterfront quays and through the central city, making it easier to access the waterfront.
- The need to ensure that the opportunity for future mass transit (including the possibly of light rail) when implementing the corridor of change as outlined in Scenario D.

This submission will focus on a number of areas, including important issues surrounding economic growth and productivity, road safety and value for money of projects (including funding options).

The Chambers would welcome the opportunity to discuss our submission with the LGWM initiative.

### **3. Analysis of Chambers Survey Results**

A brief analysis of the responses to the Chambers survey, which offered an opportunity for members to provide some business-related input as to the benefits and costs of each scenario outlined in the LGWM consultation documents, is summarised below. Further information is contained in the appendix, including direct responses. The direct responses provided include constructive feedback, comments that reflect the majority view held by members. All comments are available on request.

The survey ran over a three week period, following the release of the LGWM consultation document beginning on the 21<sup>st</sup> November 2017 and finishing on 13<sup>th</sup> December 2017. There were 17 questions in total, which took respondents 10 minutes (on average) to complete. There was a 100% completion rate.

There were 642 responses in total from people and organisations. This is the Chambers' third highest survey response in recent years for a regional issues based survey. Respondents were predominantly located in Wellington with over 67% of respondents. A further 21% were in Hutt Valley, 8% in Kapiti, 6% in Porirua, and 2% in the Wairarapa. It is noted that previous issues surveys attracted greater interest regionally. We believe the lower regional turnout is a reflection that many considered the LGWM proposals to be too narrow in scope geographically, and we would have welcomed the scope of the project to be widened to cover the whole of the Wellington region.

To understand each respondent's perspective given their own transport use, the survey asked about their own commute to and from work (q.2), as well as what form of transportation was used in the course of the day for work, excluding their commute (q.3). Respondents could answer more than once – and most people did, with over 1,000 choices selected by the 642 participants. While 'Cars' made up just half, or 52%, of all responses, it is important to note that 60% of car users also alternated with, or used, another mode of transport depending on the given day. Of this 60%, Public Transport use was 44% of this and Cycling made up 11% of this.

In terms of the numbers in response to the primary question, Public Transport made up 21%, Walking 13%, Cycling 5% and 'Other' 12.23%, which included company vehicle, motorcycle, scooter, truck, van, cable car, and Uber. When it came to using transportation during the course of their work, over 1,500 choices were selected by the 642 participants. Cars made up 32%, Walking 17.5%, Public Transport 15%, Taxi 14%, Airplane 10%, Cycling 5% and 'Other' 12.23%, which included company vehicle, motorcycle, scooter, truck, van, cable car, and Uber.

Respondents were then asked "Do you believe that Wellington's transport system needs further development and investment?" (q.4). In total, 96.86% of respondents believed that the Wellington region needs further transport development and investment, over 600 people. Of the responses, 0.78% disagreed with the statement and 2.35% were unsure. The response to this statement of 96.86% is one of the strongest sentiments that we have seen in all our surveys to date.

Respondents were then asked about the current transportation challenges, for themselves or their business, as they saw them. Responses to this question were unprompted, with respondents having unlimited characters to provide a response. Responses have been categorised based on the information and sentiment of the respondents answers, with some replies citing more than one challenge. It is important to note that of all responses there were 71% unique answers that cited traffic, congestion, access and travel time as key concerns. Separated out, nearly 44% of responses mentioned traffic and congestion as a transport challenges, and 42% of all responses cited access and travel time as a concern, with an overlap of 15% of responses.

Airport access itself was mentioned by 20% of respondents, lack of parking in the CBD was cited by 15%, and Public Transport concerns – the cost, availability, and need for a regional systematic integration – were cited by 7.64%. Resolving issues at the Basin Reserve were

mentioned by 7.48% of respondents. The direct responses provided include constructive feedback, comments that reflect the majority view held by members. All comments are available on request. As noted above, a selection of direct responses to this question are provided in Appendix 3 for the LGWM working group consideration.

Respondents were then provided with a summary on each of the four scenarios proposed by LGWM, as per the consultation documentation. After reading the information and clicking a dialogue box “OK” to proceed, respondents were asked, “Of the scenarios proposed, which you would most prefer?” (q.6). Some 54% favoured Scenario D, inclusive of all four options. In total, 90% support a solution that includes resolving the issues at the Basin Reserve, introducing grade separation and tunnels, as found in Scenario B. Two-thirds of respondents, 66%, favoured Scenario C, which included building on Scenarios A and B, plus redevelopment opportunities in Te Aro. Just 3% rejected the scenarios or were unsure. When asked why they supported the scenario, a number of reasons were cited. Responses to this question were unprompted, respondents had unlimited characters to provide a response. As noted above, a selection of direct responses to this question are provided in Appendix 3 for the LGWM working group consideration. The most favoured responses are as follows:

**Of those that said ‘D’**

- Investment for the longer term
- Most comprehensive
- Provides for growth and development
- Reduces congestion

**Of those that said ‘C’**

- Best value for money
- Reduces congestion

**Of those that said ‘B’**

- Resolves Airport Access
- Resolves Basin issues
- Is cost effective or provides time savings
- Encourages PT, Walking and cycling



### **Of those that said 'A'**

- Cost effective
- Eco-friendly

The following questions (q.8, q.9 and q.10) asked respondents to give a rating 1 through to 5 of the benefits of their preferred scenario as they saw them, 1 being negligible and 5 being very significantly. Respondents were first asked to what extent they would personally benefit. Most respondents saw personal benefits in the scenario they selected. Scenario's B and D had the largest net positive results of 6.89% net and 20.83% respectively. Respondents were then asked to what extent their business would benefit. Most respondents saw business benefits in the scenario they selected. Scenario D had the largest net positive result of 24.96%. Finally, respondents were asked to what extent their industry would benefit. Most respondents saw industry-wide benefits in the scenario they selected. Scenario D, again, had the largest net positive result of 39.20%. Respondents saw much greater benefits for the region than for themselves alone.

Respondents were asked about how they would fund the projects. Suggestions were provided and respondents could answer more than once. Just over three quarters opted for a model that included some form of taxpayer funding. Other funding options were supported, with 48.35% of responses supporting road tolling, 36.58% a regional petrol tax, 33.59% congestion charging, 25.27% divestment of council owned assets and 22% supported an increase to rates. Other responses included incentivising car-pooling, PPPs, council-backed bonds, more efficient public expenditure. Reasons respondents supported a mix of funding options. We believe that this was driven by the view that it was better to spread the additional funding impost most broadly. Respondents also supported changes that would incentivise motorists to switch to mass transit modes or vehicle share. Respondents also accepted that the purported benefits of the scenarios justified the collection of additional funding, such as rates or other levies.

Respondents were asked how much they would be willing to pay additionally to fund their preferred scenario either personally or their business. Most accepted or would be willing to pay some form of an additional amount themselves. However just over a third, 36.5%, said they were unsure or unwilling to pay any additional cost. Nearly 30% supported an increase in the hundreds, while 17% supported between \$1,000 and \$1,999. The remainder supported a cost increase of above \$2,000, (for a business perhaps, rather than a residential ratepayer).

Respondents were asked about what trade-offs they would be prepared to make if it meant a more efficient transport network for all users. Suggestions were provided and respondents could answer more than once. Under half, 42% would give up street car parking close to their destination, while 41.95% would give up private vehicle access to the inner city. There was a crossover of 20% between the two answers.

There was a reluctance to support other trade-off options. Just 18% would trade off using more than one mode of transport to get to their destination, and 15% would trade-off their preferred mode of transport. Other responses included they wouldn't be prepared to make trade-offs, or that these options would be desired as expectations of any changes to the transport network.

Finally respondents were asked if they had any further comments to add. As noted above, a selection of direct responses to this question are provided in Appendix 3 for the LGWM working group consideration.

#### **4. Discussion on LGWM scenarios**

LGWM released four scenarios for developing Wellington's transport system and supporting the city's growth while making it safer and easier for people to get around.

##### *Support for Scenario D*

The Chambers have been closely following developments to improvements to Wellington's transport network and has continuously advocated for a more efficient and fit for purpose transport regime, both in the city and in terms of the broader movement of freight and people within the Wellington region. The case for change is well made in the consultation papers so is not repeated here suffice to say that further delays towards getting a more comprehensive transport system in place cannot be tolerated. Wellington cannot afford any further delays towards getting a more comprehensive transport system in place. The costs of inaction are well laid out in the consultation documents including increased congestion and gridlock, particularly at the Basin Reserve.

In our recent survey on the LGWM proposals, 96.86%, over 600 people, agreed that Wellington's transport system needs further development and investment. While we know that there are many views within our membership, the survey saw that over half, 54%, of

respondents favouring Scenario D, with 90% supporting a solution that includes resolving the issues at the Basin Reserve and introducing grade separation.

Scenario D delivers the most benefits, including travel time savings and opportunities to regenerate and develop the city, and builds the infrastructure that Wellington needs to make our transport network work. There is a clear need to fix the current issues that under-investment and poor planning has created to date, and get it right going forward by planning ahead.

Overall, this submission supports the following:

- The intention to prioritise public transport, while ensuring that there is a balance to adequately accommodate movement of all modal users, in particular for the movement of goods and services.
- Reduce speed limits in the central city, while noting that lowering speed limits could actually lead to perverse outcomes and unsafe behaviour, requiring mitigation.
- Prioritise key streets for public transport, walking and cycling where this is appropriate, ensuring that it does not stop the flow of goods and services, or too greatly limits access to the city for all modal users.
- Build an extra Mt Victoria tunnel and separate east-west traffic from other movements at the Basin Reserve to deliver faster and more reliable public transport connections, including mass transit to Newtown and the airport.
- Build a new city tunnel under parts of Te Aro to reduce modal conflicts
- Build an extra Terrace Tunnel to improve access to and from the north and reduce traffic on the waterfront quays and through the central city, making it easier to access the waterfront.
- The need to ensure that the opportunity for future mass transit when implementing the corridor of change as outlined in Scenario D.

Scenario A is, to all intents and purposes, a minimalist approach and simply minor tinkering with the status quo, while Scenario's B and C do not go far enough to address the wider concerns of moving through the corridor from Ngauranga Gorge through to the airport. While Scenario A is the quickest and cheapest to construct, the Chambers argues that it will deliver only very limited benefits.

Chambers members emphasised the following points in the survey responses received:

- Ensure there is a balance so there is adequate accommodation for the movement of all modal users, in particular for the movement of goods and services.
- Reduce congestion.
- Ensure the growth and development of Wellington.
- Encourage use of and ensure that Public Transport is efficient and quick.
- Ensure better access to the Airport both northbound and southbound.
- Ensure better access around the Basin.
- Acknowledge that trade-offs may be 'car parking close to destination' and 'private vehicle access to the inner city'.
- Have a focus on the longer term.
- Ensure that options are future-proofed for mass transit, vehicles and automation.
- There is no doubt a need for a more robust benefit/cost analysis is required to provide for greater transparency and consistency.

Given the need to plan ahead, given lead times for projects – up to 10 years plus for Scenario D, this would suggest that Scenario D is probably the minimum that is required to try and future proof Wellington's transport network to cope with further population growth and associated services which will be required. Ad hoc and minimalist approaches are unlikely to cut the mustard which suggests a bold approach is required, despite the higher price tag associated with a more comprehensive solution such as proposed in Scenario D. Leaving the opportunity for future mass transit (including the possibly of light rail in the future) would seem to make logical sense when implementing the corridor of change as outlined in Scenario D. Scenario A is for all intents and purposes minor tinkering with the status quo, while Scenario's B and C are only really band-aid approaches to the wider concerns of moving through the corridor from the Ngauranga Gorge through to the airport.

### *Supporting economic growth and productivity*

The Chambers consider that one of the key issues which should drive determination for transport options should be on bringing benefits for national economic growth and productivity. Without a strongly growing economy and efficient transport services, New Zealanders cannot hope to achieve the standards of living they aspire to, or for Government (taxpayers) to fund the types of services, including health and education that NZ has become accustomed to.

The importance of enhanced and fit for purposes infrastructure as a key driver of economic growth, enhanced productivity and competitiveness, and social well-being is well established. Good infrastructure can also deliver a more cohesive society. By ensuring, for example, global connectedness and the ability to move, efficiently, people between home and work and business-produced goods and services from farm gate and factory to point of embarkation, good infrastructure creates clear economic and social value for NZ. This equally applies in urban and rural environments.

Providing high quality connections between key areas of production, processing and export is essential if we are to improve our export growth potential.

The LGWM consultation papers (particularly the “Case for Change”) cover a number of reasons why the status quo is not an option in the future, with higher levels of population growth forecast over time and increasingly greater congestion problems.

The LGWM consultation papers tend to have a theme of reducing motor vehicle traffic throughout the city and relying more and more on alternatives such as more reliable and timely public transport, along with walking and cycling options. There is almost an overt bias against use of private motor vehicles.

In the LGWM “Strategic Context” consultation paper there is a brief summary of wider regional transport improvements (of which there is a number). The paper briefly mentions the fact that projects to improve State Highway 1 (SH1) north of Ngauranga, including Transmission Gully and Peka Peka to Otaki, will provide more efficient journeys for goods and service into Wellington “... but they are also likely to increase peak commuter traffic from the north into Wellington City.” This is absolutely true but appears to conflict with the underlying objective of the LGWM strategy of reducing the expansion of motor vehicles into Wellington by providing greater public transport and reducing the number of carparks etc that would facilitate motor vehicle traffic.

One of the media releases that accompanied the launch of the scenarios on 15th November 2017 basically outlined this fact by stating in the title: “Scenarios aim to move more people without more vehicles.” While it is important to accept the analysis undertaken by the LGWM that we cannot solve Wellington’s transport problems by just building more roads because we don’t have the space, we need to accept that there will likely be increased numbers of vehicles entering the city, given increased population, but perhaps more

importantly, a number of roading projects currently under way that will facilitate more vehicles entering Wellington city whether officials and planners like it or not.

While what's proposed stops at Ngauranga Gorge we know what happens beyond this area impacts the entire Wellington region - getting to, from and around our entire transport network. What happens in the central city is crucial for many commuters who live outside the central city but commute to work, given that the central city has the highest concentration of jobs. As the consultation documents correctly state, many people who live outside Wellington city travel to, from, and through the central city for work, leisure, to shop and to get to the airport or hospital. What happens in the central city has an impact on people and communities throughout the region. There are also a number of wider regional transport improvements that are required to maximise the efficiency of the entire regional transport network, and we would support the progress of these routes.

### *Safety*

The Chambers note that while significant progress has been made in reducing road fatalities and serious injuries, support remains for the vision of a safe transport system increasingly free from death and serious injury – essentially a zero tolerance objective.

While we strongly support continuing improvement in the transport sector, it is important to understand up-front that there is an optimal amount of resource that should be utilised in reducing the risk of premature death or injury, just as there is an optimal amount of resource that should be spent on crime prevention, health interventions etc. The crucial and undeniable fact is that resources are limited and risk cannot be completely eliminated, not at least without great cost, and probably not even then. While it may be possible to reduce risk, beyond a certain point the marginal cost of taking action becomes progressively higher, while the potential returns diminish. In this respect it pays for companies and individuals to invest in risk minimisation strategies up to the point at which the marginal cost equals the marginal benefit of taking action.

The economic perspective of risk stresses two ideas:

- More resources, including time and money, are needed to reduce risk; and
- People (through their actions) have a desired level of risk that is well short of zero, because of what they must give up in terms of increased cost or other desirable

considerations. For example, a reduction in the risk of death through road accidents might be achieved by prohibiting individuals from driving faster than 5 kilometres per hour. However, this could be done only at the significant cost of requiring individuals to spend a much longer time getting to their destinations. The implications for the broader economy in terms of the movement of freight (not to mention the inconvenience to individuals) would be monumental. This should also inform decision-makers when considering reducing speed limits through the central city.

### *Value for Money*

As funding for land transport infrastructure will likely come from motorists, businesses and ratepayers (and more widely possibly from taxpayers), it will be important to observe the broad principle that such funding continues to be spent on land transport and not siphoned off to fund areas unrelated to transport per se.

The LGWM consultation papers largely ignore how the various scenarios are to be funded, apart from some general ball-park figures as to how much each option would approximately cost. It is understood that issues of funding will be looked at later. While the Chambers understands that this is the case, it is important to accept that how transport options are funded is very important to encourage efficient use.

We accept that demand management tools (such as congestion pricing and tolls) will be necessary and desirable in some cases but that necessity notwithstanding, it will be important for the rationale for using such tools to be well understood. Businesses should not, for example, end up subsidising road users through the use of ratepayer funding.

The business sector in Wellington pays just under half the city's rates bill and regionally business pay around a third of the region's rates bill, with the level of rates paid often entirely disproportionate to the level of services received. The situation is exacerbated by the generally wide use of business/commercial rating differentials despite strong evidence supporting their removal. Where the council has agreed to reduce such differentials, they have often been tardy in doing so, tending towards incremental change due to "expenditure pressures".

## *Resilience*

While we strongly supports continuing improvement in the transport sector, it is important to understand up-front that there is an optimal amount of resource that should be utilised in reducing the risks associated with both natural and human induced disasters.

It is an important concern to ensure that the transport system is designed in such a way that it can still be functional and resilient if adverse events occur. This includes the crucial part that the Port of Wellington plays.

While no one is suggesting that a gold-plated scenario is appropriate for Wellington (or anywhere else in New Zealand, for that matter), it is important that the transport system is designed in such a way that it can still be functional if adverse events (e.g. earthquake etc.) strike. Effective risk management strategies are important for New Zealand as a whole (as we have seen in respect to the impact of earthquakes in the South Island), but also particularly in respect of Wellington, where the risks are well known and lessons can be taken from other parts of the country in terms of building resilience.

Notwithstanding the above, it is accepted that resources are limited and risk cannot be completely eliminated, not at least without great cost, and probably not even then. While it may be possible to reduce risk, beyond a certain point, the marginal cost of taking action becomes progressively higher, while the potential returns diminish.

## *Ports*

The crucial part that the Port of Wellington plays in the Wellington economy appears to have been given little or no consideration in the consultation documents. We consider that this is a major oversight.

There is potential for the Wellington Port to act as a crucial hub in which it is linked to both the interisland ferries, the railway station and other related infrastructure. Given the fact that seismic activity particularly affected port activity requires careful consideration to ensure that links to the port are enhanced and resilient to, in particular, natural risks (e.g. earthquakes). Again, lessons can probably be usefully learned from other ports which suffered significant damage as a result of earthquakes (e.g. Lyttleton), along with best practice approaches to dealing with access issues.



The port is a key connector as the interisland hub, connecting New Zealand's North and South Islands. There is also an ongoing need to improve roading and rail access to the port in order to enable this movement of shipping cargo, and we encourage that a solution be worked towards. I would like to see more of the port's planned 'transport hub' included in the LGWM outcome. There is potential for the port to act as a crucial hub given how it is linked to both the interisland ferries, the railway station and other related infrastructure.

### *ATAP*

Given the importance of a reliable and efficient transport sector to the broader Wellington region, and indeed New Zealand, the Chambers would question why the Wellington region has not adopted a similar project as undertaken in Auckland through the Auckland Transport Alignment Project (ATAP). This was effectively where the Government and Auckland Council agreed to work more closely to identify an aligned strategic approach for the development of Auckland's transport system that would deliver the best possible outcomes for Auckland and New Zealand.

A more holistic approach is needed, recognising that Wellington requires significant investment in the transport system in the coming decades to provide for forecast growth, and also ensuring value of money.

Through the ATAP, the Ministry of Transport, Auckland Council, Auckland Transport, the NZ Transport Agency, Treasury and the State Services Commission all worked together to test alternative options for how Auckland's transport system could develop. A similar consistent approach could also work well for the Wellington region.

### *Consultation*

Notwithstanding having provided this submission, we must voice our strong dissatisfaction with the consultation period provided in order to make submissions, particularly for members of the public. Given the importance and complexity associated with Wellington's wider transport requirements, a much more realistic timeframe should have been provided for.

## *Lower Speed Limits*

While we have supported the proposal look at lowering speed limits in the central city, we note that lowering speed limits could actually lead to perverse outcomes and unsafe behaviour, requiring mitigation. In a submission to the Wellington City Council on their Central Safer Speed Limits (2014), the Wellington Chamber of Commerce stated that:

*“...The new study released by the AA has found that reducing Wellington’s inner-city limit to 30km/h would not prevent most injuries to pedestrians and cyclists. The study shows that if speed limits were lowered, more people would cross streets unsafely and be injured. Following from the AA’s study, the Chamber believes that speed signs saying 30km/h may create a false sense of safety and result in unsafe behaviour from pedestrians and cyclists in crossing these streets. Although the mean vehicle speed is 31km/h, the speed signs of 50km/h create more caution and pre-planning for pedestrians, cyclist’s and vehicles in their decision making process creating a safer environment. The AA report has found that each year, on average, three serious injuries and nine minor injuries were suffered from crashes over 30km/h. The Wellington City Council’s Pedestrian Crash Reduction Study, May 2012, states that pedestrian type crashes make up 51% of the injury crashes and an even higher proportion (76%) for just the fatal and serious injury crashes. This is in-line with AA’s study that about half the injuries were suffered by pedestrians and cyclists and the rest were drivers, passengers and motorcyclists. Accordingly, pedestrian and cyclists perceptions of safety and judgement are important. Therefore, signage implementing a 30km/h speed limit would lower the perception of risk and may cause greater uncertainty for pedestrian and cyclist safety within the CBD. The Chamber supports the AA’s findings that a lower speed limit may alter perceptions and create a greater safety risk for pedestrians and cyclists within the CBD....”*

We would encourage LGWM to take into account this research in looking to lower any speed limits.

## **5. Discussion on Potential Funding Options**

The Chambers support the objective of ensuring funds raised for land transport are invested in delivering the right infrastructure and services to the right level at the best cost. The more difficult issue is how this can best be achieved and the specific matter of “who pays”. As

stated above, the LGWM consultation documents are largely silent on “who should pay” but focuses almost totally on what the total cost is likely to be for the various options.

The LGWM proposes a relatively ambitious spend on public transport that will divert road user taxes to subsidise rail and bus services – this, notwithstanding an acceptance that road users can derive some value from public transport provision, by way of reduced congestion, for example.

Land transport funding in New Zealand has moved towards ensuring that funds generated through fuel excise duty, road user charges and motor vehicle licensing fees are progressively retained for land transport initiatives i.e. are effectively hypothecated taxes. The underlying theme is that it is essential to ensure the retention of competitive neutrality between transport modes.

Moreover, we strongly believe a more robust benefit/cost analysis is required to provide for greater transparency and consistency. All transport investment opportunities should arguably be subject to the same robust cost/benefit analysis.

### *Local Government Funding Tools*

The Chambers have noted that several reports have identified problems with the future funding of local government infrastructure both in high population growth areas and areas where populations are either stagnant or declining and the rating base does not provide adequate funding.

Some regions are already expressing concern about their ability to continue to fund local services, particularly areas with declining rural populations. Conversely, there is also concern about strong population growth and associated infrastructure requirements. Reliance on rates as a key mechanism for future funding is, in some cases, unlikely to be tenable.

While the search for new funding options could be seen as positive, if not necessary in some cases, it is important to recognise that the danger exists that new options will simply be used as a source of additional revenue without a clear understanding of the proper role of local government.

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

Local councils could also make much more use of debt since existing ratepayers should not be required to fund future users (beneficiaries) who will also derive benefits from current “lumpy” investments such as roads as these often span more than the present generation of ratepayers. Clear funding principles based on intergenerational equity are required to ensure funding reflects the real costs and benefits derived from assets which have a long-life and high sunk costs.

Other options could include greater use of council balance sheets to fund new expenditure. It appears councils are currently constrained on debt financing where a local authority owns the infrastructure. In such cases new infrastructure can be debt-funded only on the basis of a multiple of existing income. But the development of long-life assets is not necessarily constrained to the same degree if infrastructure is in a Council Controlled Trading Organisation (CCTO) or other commercial structure.

It might also be possible to provide for more, what are in effect, “government to government” joint funding initiatives, where assets are transferred between government agencies to boost balance sheets, e.g. the Accident Compensation Corporation (ACC) and the New Zealand Superfund purchasing a stake in KiwiBank. It is possible some local government assets could be commercially acceptable to private sector investors. However, given general public resistance and the Government’s effective commitment to no more substantial asset sales, “government to government” transfer might be another mechanism officials could explore further.

Councils should arguably receive better guidance on the use of available funding tools to ensure greater consistency across the country, underpinned by an economically principled approach to funding council activities. There should also be greater clarity in distinguishing among the following:

- Appropriate pricing and user charges for local authority services. Charging for the use of private goods and services would bring greater efficiencies. For example, while some councils charge for water and waste on a user-pays basis, many still fund

such activities out of general rates, sending strictly limited signals to consumers as to the real costs associated with their behaviour.

- Taxes imposed on a subset of a local authority's ratepayers to fund local public goods of clear benefit to subset members. There may be isolated cases where levying additional rates (taxes) on a particular class of ratepayers is appropriate, for example, where specific local public goods benefit a clearly defined subset of ratepayers such as schemes to control floods.
- An appropriate tax to fund local public goods of benefit to all residents. The administrative costs of council operations could fall into this category, along with other public goods such as footpaths and street lighting.
- Charges justified as internalising external costs imposed on people or firms. For example, these could include emission charges.
- Greater private sector participation in infrastructure development, operation and service provision should also be considered in this context.
- Rates, including targeted and differential rating.

Rates increases have many of the problems outlined in respect to regional fuel taxes (see below), including little relationship to the beneficiaries of transport networks. They would also impact adversely on the business sector given the significant rates differential the Wellington Council currently applies.

The business differential set by the Wellington Council is currently 2.8:1, meaning businesses are paying almost 3 times more in rates than households for the equivalent level of capital value. This differential is one of the highest in New Zealand.

Differential and targeted rating should be permitted only where a clearly identified community (such as a remote rural area) is provided with a distinctly different level of public goods from that of other ratepayers and the differential or targeted tax reflects the difference in the level of services. There should be an objective test in respect to 'benefits received' to ensure consistency of approach. However, in general, rates differentials, if used at all, should be

used sparingly and not, as some councils have done, as a general revenue raising device, on unprincipled and unsubstantiated grounds.

Sometimes business sector differential rating is used on the unsubstantiated grounds that the sector benefits proportionally more from council services. A number of reports have found such thinking to be groundless, yet councils continue to apply significant differentials simply because they can and not on any principled economic basis. Where councils have agreed to reduce such differentials, the reduction has generally occurred at a snail's pace, councils being mindful of not upsetting residential ratepayers who enjoy the advantages of a lower rates' burden courtesy of the business sector.

In the past, and indeed to a certain extent still today, a number of people have argued that businesses are advantaged relative to residential ratepayers because they can deduct rates for income tax purposes and claim a credit for GST paid on rates. Reputable economists have discredited these claims for the following reasons. First, a firm can only claim a tax deduction for rates because its income is subject to tax. Nobody could seriously argue it is an advantage to be subject to income tax. Second, a GST registered person or firm can claim a credit for GST paid on inputs because supplies (outputs) are subject to GST. The net GST collected is paid to Inland Revenue so there is no advantage for businesses.

### *Divestment of Assets*

While a number of councils obtain significant investment income from revenue-generating assets, the justification for continued local authority ownership is weak. Some councils try to justify their exposure as a mechanism to reduce the general rates burden but this potentially puts ratepayers at risk should returns on assets be less than expectations. It also raises the problem of funding expansion for local authority-owned assets, with a potential tension between a council's desire for investment returns in the form of dividends and a company's asset base need for reinvestment and growth. Moreover, given that in general, private sector companies out-perform state-owned companies, logically, the private sector should be prepared to offer a premium on the current valuation of many local authority assets; hence ratepayers would receive a windfall gain from asset sales.

Arguably, local government can obtain debt funding at lower rates than some private sector participants but this does not justify local government involvement in the provision of private good infrastructure. Lower funding rates generally reflect a lower risk because, ultimately, local authorities can call on their ratepayers either to fund any shortfalls or to carry the risks

of low investment returns. It is important to accept that local authority funding does not eliminate risk but transfers it from the private sector (which is often better placed to manage risk) to ratepayers.

There would appear to be significant scope for councils to divest themselves of a number of commercial businesses where there is no sound continuing rationale for ratepayer ownership e.g. electricity lines businesses, airports and ports. This would free up significant funds either as returns to shareholders (i.e. ratepayers) or to invest in core local public goods activity. The difficult part is encouraging local councils to voluntarily give up commercial activities, without either covert or overt pressure from central government.

According to the Wellington City Council Long-term Plan 2015/16 (Section D: Final information – p.2) “Collectively, the city has \$6.5 billion invested in physical assets – everything from water, roads and footpaths (network assets) through to libraries and community halls (social assets). We spend around \$94 million per year to maintain and renew these assets.”

Wellington Airport is 34% owned by Wellington City Council. Of Wellington City ratepayers, the business community owns 21% of the total rateable property, and pays 46% of the total rate-take.

### *Tolling and congestion charges*

The Chambers have long supported moves to allow tolling, public private partnerships (PPPs), and other investment options for urgently-needed high cost road transport for which there is significant community support. The Independent Inquiry into Local Government Rates recommended that central government remove legislative barriers to the funding of transport projects through the use of tolls<sup>1</sup>. Furthermore, as noted in section three, 48.35% of survey responses supported road tolling.

Tolling would likely ensure that people (particularly road users) could seriously question the value of particular projects since the cost would be transparent and up-front. This would put more heat on decision-makers to ensure only efficient transport options made the grade rather than ‘nice to have’ projects.

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<sup>1</sup> *Funding Local Government*, report of the Local Government Rates Inquiry (August 2007). See discussion on pages 157-158 of the Report and Recommendation 21.

There can be misunderstanding on the nature of tolling in respect to congestion charging and tolling in respect to paying for new roads. Tolling for new roads and congestion charging are, in effect, two totally different concepts and need to be treated as such rather than lumped together.

In effect, congestion charging is a system of charging users to effectively manage demand (the same as peak pricing in respect to the electricity sector). This pricing strategy makes it possible to manage congestion without increasing supply. Market economic theory, which encompasses the congestion pricing concept, believes that users will be forced to pay for the negative externalities they create, making them conscious of the costs they impose upon each other when consuming during peak demand. It is not, as such, a pricing mechanism that should necessarily be used to pay for new roads. This has been one of the main concerns of road users and taxpayers around the world in the use of congestion charging regimes.

Notwithstanding general support for tolling as the most efficient mechanism for funding new roads, we would oppose the use of tolling on existing roads to subsidise new roads, because to all intents and purposes this would be double taxation (paying twice for assets that have arguably already been paid for). Tolls should apply only to new roads so that the public and road users are well aware in advance of total costs and understand the trade-offs required for infrastructure development. Fudging cost through the use of a wide range of funding mechanisms well beyond tolling new roads (e.g. rates hikes, regional fuel taxes etc.) waters down the signals that should be sent to road users as to the true costs associated with various transport options.

### *Regional fuel taxes*

Regional fuel taxes have significant problems, potentially raising compliance issues for business (particularly in seeking the claim refunds for diesel used for industrial purposes), while regional boundaries could affect suppliers of fuel by encouraging some businesses to avoid the tax by refuelling outside the boundary. Moreover, there is the possibility that not all the fuel tax will be available for roading projects with some going to other transport options. Greater clarity is required as to how the money collected would be spent. We believe robust processes and consultation are needed to ensure that any funding spent be soundly based.

Fuel taxes (and also rates) would not necessarily signal to motorists the costs associated with new infrastructure but rather blur them significantly. This is unlike tolling, where the



costs would be front of mind for the motorist rather than hidden and not necessarily paid for by those benefitting most from the roading network.

Furthermore, using national fuel taxes only in one region would undermine a key policy of ensuring tax neutrality and would benefit that region at the expense of all other regions.

Despite their significant weaknesses outlined above, in the absence of tolling, congestion pricing and the like, regional taxes are likely to be better than expanding the rates tax. Rates tax expansion would disproportionately impact on the business sector, principally because of the wide use of rates differentials as outlined earlier. As noted in section three, 36.58% of survey respondents supported a regional petrol tax as a means of funding.

#### *Cyclists - Cost contribution and ACC levies*

In a submission to the Wellington City Council on their Draft Cycling Framework (2015), the Wellington Chamber of Commerce stated that:

*“On the topic of costs, the Council will know from previous submissions that the Chamber advocates for fiscal responsibility by the Council and would encourage the Council to prepare a clear business case and cost benefit analysis with a good return on investment, before applying the \$40 million funding to these projects. As part of this business case, the Chamber would suggest that the Council consider a user-pays system or a cyclist registration system which would see the costs, even if a small contribution, of the project passed on to those who will most benefit. The introduction of such a system would be critical for the Chamber’s support of the overall proposal.”*

In addition to the above, the Chambers also note that many road users, principally cyclists, effectively pay nothing towards the cost of on-road accidents (apart from those adjudged as being work-related, e.g. cycle couriers), while motorcyclists continue to be grossly subsidised by motor vehicle owners. The consultation documents clearly advocate for greater use of cycling and other transport modes, such as walking. However, it is important that the risks and costs associated with alternative transport modes are clearly understood and internalised to the users, rather than being funded by other transport modes.

There have been moves over the past few years to reduce Motor Vehicle Account cross-subsidisation but these have been tentative, to say the least, focusing mainly on removing some of the distortions within each vehicle class (e.g. between small and large motorcycles)

rather than dealing with motorists' cross-subsidisation of motorcyclists per se. Given the severity of many cycle accidents on our roads, it is incumbent on ACC to investigate suitable ways to ensure cyclists also pay their fair share of costs associated with road-related accidents.

ACC, correctly risk rates activities in the Work Account based on actual risk (not fault, as ACC is a no-fault scheme). This means a professional rugby player will pay significant ACC levies for ACC-related claims, given the relatively higher risk of injury to professional rugby players compared with individuals working in less risky environments, e.g. office workers.

A graphic from the ACC 2017-19 Levy Consultation document (see below) makes the degree of cross-subsidisation abundantly clear, something ACC itself acknowledges.

*“.....most of the funding for motorcycle injuries still comes from levies paid by other road users. The graphic below shows that in 2017/18 levy period, when the overall costs associated with motorcycle-related injuries are expected to be \$131 million, only \$28 million will be funded directly from levies paid by motorcyclists. The remaining \$103 million will be funded by other motor vehicle owners. On average this adds \$30 to the rego for all other vehicle types”*



While the levy that would apply to actual claims costs would be relatively high (relative to current subsidised rates), we nevertheless consider rates should be more progressively based on risk. However, it is acknowledged that it might take a number of years to achieve true risk-based levies for motorcycle owners.

Continuing to cross-subsidise motorcyclists, or any other road users (e.g. cyclists) where it is practicable for them to pay for their behaviour, through increased levies on other motorists is both unjustified and defeats many of the principles the ACC Board states are upheld in the levy setting process. Of more fundamental concern, this cross-subsidisation tends to defeat

the important object of greater transparency provided for in the Accident Compensation (Financial Responsibility and Transparency) Amendment Act which was promoted by the previous Government as a game changer in respect to ACC levy setting transparency.

## **6. Appendix**

1. LGWM Chambers Survey Questionnaire
2. LGWM Chambers Survey Presentation
3. LGWM Chambers Survey Direct Feedback

# Appendix 1: LGWM Chambers Survey Questionnaire

## Introduction

### Let's Get Wellington Moving (LGWM) Chamber of Commerce Member Survey

#### Overview

**Thank you for participating in our survey. Your feedback is really important to us.**

This member survey is to gauge your views on the future options for developing Wellington's transport system and supporting the city's growth. It will help directly inform the Chamber's submission to the 'Let's Get Welly Moving' team.

The Let's Get Wellington Moving (LGWM) is a joint initiative between the NZ Transport Agency, Greater Wellington Regional Council and Wellington City Council. LGWM is focused on the area of Wellington City known as the Ngauranga to Airport corridor. It runs from Ngauranga Gorge to the airport, including the Wellington Urban Motorway and connections to the central city, Wellington Hospital, and the eastern and southern suburbs.

While what's proposed stops at Ngauranga Gorge we know what happens beyond this area impacts the entire Wellington region - getting to, from and around our entire transport network.

The four scenarios show what could change. The scenarios have a strong public transport focus and build on each other, starting with minimal change to more significant changes.

The engagement documents include more information about each scenario and possible impacts and can be found on the Let's Get Wellington Moving (LGWM) at: [www.getwellymoving.co.nz](http://www.getwellymoving.co.nz).

OK

0 of 17 answered

## Survey questions 1-5

### Let's Get Wellington Moving (LGWM) Chamber of Commerce Member Survey

#### Let's Get Welly Moving - your views

##### 1. Where is your business primarily located?

- |   |   |
|---|---|
| <input type="checkbox"/> Wellington             | <input type="checkbox"/> Kapiti Coast                     |
| <input type="checkbox"/> Hutt Valley            | <input type="checkbox"/> Porirua                          |
| <input type="checkbox"/> Wairarapa              | <input type="checkbox"/> Outside of the Wellington Region |
| <input type="checkbox"/> Other (please specify) |   |

2. In a typical week, which of the following forms of transportation do you use for your own commute to and from work? (Check all that apply)

- |   |                                   |
|---|-----------------------------------|
| <input type="checkbox"/> Car                    | <input type="checkbox"/> Taxi     |
| <input type="checkbox"/> Bus                    | <input type="checkbox"/> Ferry    |
| <input type="checkbox"/> Train                  | <input type="checkbox"/> Airplane |
| <input type="checkbox"/> Cycle                  | <input type="checkbox"/> Walking  |
| <input type="checkbox"/> Other (please specify) |                                   |

3. In a typical week, which of the following forms of transportation does your business use in the course of the day for work, excluding the commute to and from work? (Check all that apply)

- |   |                                   |
|---|-----------------------------------|
| <input type="checkbox"/> Car                    | <input type="checkbox"/> Taxi     |
| <input type="checkbox"/> Bus                    | <input type="checkbox"/> Ferry    |
| <input type="checkbox"/> Train                  | <input type="checkbox"/> Airplane |
| <input type="checkbox"/> Cycle                  | <input type="checkbox"/> Walking  |
| <input type="checkbox"/> Other (please specify) |                                   |

4. Do you believe that Wellington's transport system needs further development and investment?

- Yes  
 No  
 Unsure

5. What are the current transportation challenges for you or your own business?

*Information provided from LGWM consultation documents:*

Here's some information about the four proposed 'Let's Get Welly Moving' project scenarios, to help inform your response to the following questions:

- **Scenario A: Prioritise public transport, walking and cycling in the central city**  
Reduce speed limits in the central city, prioritise key streets for public transport, walking and cycling to make travelling by bus quicker and to create a safer and more attractive environment for people walking and cycling.
- **Scenario B: *Includes Scenario A plus* better connections to the east and south**  
An extra Mt Victoria tunnel and separating east-west traffic from other movements at the Basin Reserve would deliver faster and more reliable public transport connections, including mass transit (which could include light rail) to Newtown and the airport.
- **Scenario C: *Includes Scenario B plus* less conflict with traffic and redevelopment opportunities in Te Aro**  
A new city tunnel under parts of Te Aro would reduce conflicts between people walking, cycling, and traffic, make bus travel more reliable, and provide urban redevelopment opportunities.
- **Scenario D: *Includes Scenario C plus* better access from the north, and less waterfront traffic**  
An extra Terrace Tunnel would improve access to and from the north and reduce traffic on the waterfront quays and through the central city, making it easier to access the waterfront.

Scenario A is the quickest and cheapest to construct, but would deliver limited benefits. As the scenarios grow towards Scenario D, they would deliver more benefits, including travel time savings and opportunities to regenerate and develop the city. They would also have greater costs, more construction disruption, and greater impacts on properties and on-street parking.

Scenario	A	B	C	D
Estimated cost	\$150-\$200m	\$700-\$900m	\$1.5-\$1.8b	\$1.9-\$2.3b
Time to construct	1.5-2.5 years	5-7 years	7-10 years	10+ years

Light rail infrastructure would add a further \$350m-\$500m to each, and increase construction time by 18 months.

*Questions 6-17*

**6. Of the scenarios proposed above, which would you most prefer?**

- Scenario A
- Scenario B (Scenario A plus better connections to the east and south)
- Scenario C (Scenario B plus less conflict with traffic and redevelopment opportunities in Te Aro)
- Scenario D (Scenario C plus better access from the north, and less waterfront traffic)
- None of the scenarios (retain status quo)

**7. Why do you support this particular scenario you selected?**

**8. To what extent would you personally benefit from the progression of the scenario you preferred, 1 = negligible through to 5 being very significantly?**

1                      2                      3                      4                      5

9. To what extent would your business benefit from the progression of the scenario you preferred, where 1 = negligible through to 5 being very significantly?

1                      2                      3                      4                      5

10. To what extent would your industry and/or other industries benefit from the progression of the scenario you preferred, where 1= negligible through to 5 being very significantly?

1                      2                      3                      4                      5

11. Which method(s) for funding your preferred scenario would you support? (tick all that apply)

- Introduce road tolling (user pays)
- Increase Council rates on households and businesses
- Special levy (tax) on inner-city businesses
- Divestment of Council-owned assets
- Congestion charging
- Regional petrol tax
- Central Government (taxpayer) funded
- Other (please specify)

12. Given your response to Question 11, why do you support this funding option(s)?

13. Now thinking about the methods for funding you chose in Question 7, approximately how much in total would you or your business be willing additionally to pay per annum to support these funding mechanisms? (Please give indication to the nearest \$100 or \$1,000).

14. What would you be prepared to give up if it meant a more efficient transport network for all users? (Choose all that apply)

- Street car parks close to your destination
- Your preferred choice of transport mode to get to your destination
- Single transport mode to get to your destination
- Other (please specify)
- Travel time
- Convenience
- Private vehicle access to inner city



**15. Given the impact of other regional transport projects currently being progressed (i.e. increased volumes from Transmission Gully and the recent introduction of the Smart Motorway northbound) do you believe the proposed scenarios adequately consider likely the impact of these projects for the Wellington network?**

- Yes
- No
- Unsure

**16. Do you have any final comments you would like to make?**

**17. If you would like to make your own submission and would find a copy of our information useful, please provide your contact information below and we will send you supporting information to assist you.**

Name	<input type="text"/>
Company	<input type="text"/>
Email Address	<input type="text"/>
Phone Number	<input type="text"/>

## Appendix 2: LGWM Chambers Survey Presentation



# Let's Get Wellington Moving.

## Wellington Region Chambers of Commerce

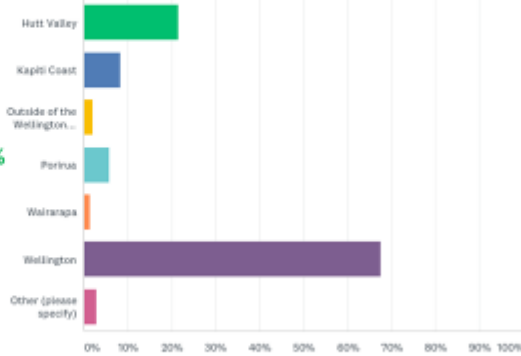
*Member Survey Results  
December 2017*

**Q1: Where is your business primarily located?**

There were **642 responses in total** from business organisations who completed the survey.

Respondents were predominantly located in **Wellington** with over **67% of respondents**.

- **Hutt Valley – 21%**
- **Kapiti – 8%**
- **Porirua – 6%**
- **Wairarapa – 2%**



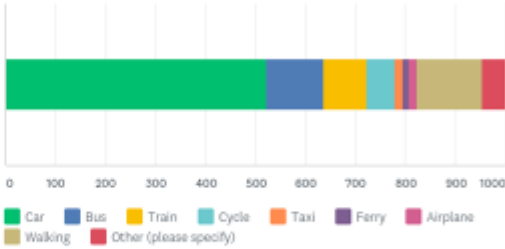
Location	Percentage
Hutt Valley	21%
Kapiti Coast	8%
Outside of the Wellington...	2%
Porirua	6%
Wairarapa	2%
Wellington	67%
Other (please specify)	2%

**Q2: In a typical week, which of the following forms of transportation do you use for your own commute to and from work?**

Respondents could answer more than once – and most people did, **with over 1,000 choices made**.

While 'Cars' made up just half of all responses, **60% of car users also alternated with or used another mode of transport**.

- **Cars make up 52% of all responses**
- **Public Transport make up 21% of all responses**
- **Walking makes up 13% of all responses**
- **"Other" (12.23%) included: company vehicle, motorcycle, scooter, truck, van, cable car, uber.**

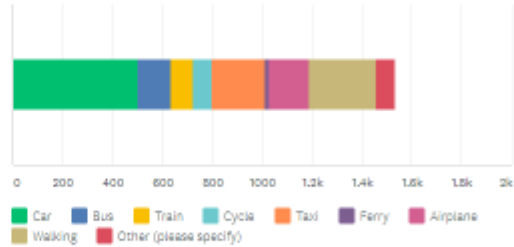


Mode of Transport	Percentage
Car	52%
Bus	10%
Train	10%
Cycle	10%
Taxi	10%
Ferry	10%
Airplane	10%
Walking	13%
Other (please specify)	12.23%

**Q3: In a typical week, which of the following forms of transportation does your business use in the course of the day for work, excluding the commute to and from work?**

Respondents could answer more than once – and most people did, with **over 1,500 choices made.**

- Cars make up **32% of responses**
- Public Transport make up **15% of responses**
- Taxi makes up **14% of responses**
- "Other" (12.23%) included: **company vehicle, motorcycle, scooter, truck, van, cable car, uber.**

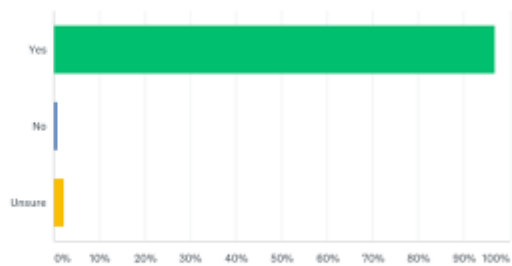


**Q4: Do you believe that Wellington's transport system needs further development and investment?**

**96.86% of respondents** believed that the Wellington region needs further transport development and investment.

**That's over 600 people.**

**0.78% disagreed.**  
**2.35% were unsure.**



**Q.5 What are the current transportation challenges for you or your own business?**

Responses to this question were unprompted, respondents had unlimited characters to provide a response.

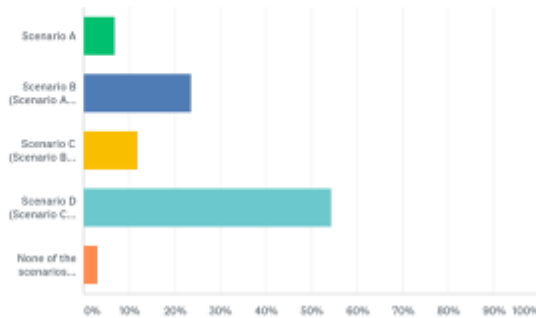
**Just over 71% of unique responses included traffic, congestion, access and travel time as key concerns.**

- Nearly **44% of responses** mentioned **traffic and congestion** as a transport challenges.
- **Access and travel time** concerns were cited in **42% of all responses.**
- **Airport access** itself was mentioned by **20%.**
- **Lack of parking** was cited by **15%** all responses.
- **Public Transport concerns** – cost, availability, systematic integration – were cited as issues by **7.64%.**
- **Resolving the Basin Reserve issues** were mentioned by **7.48%** of responses.

**Q6: Of the scenarios proposed, which would you most prefer?**

**A majority of respondents, 54% favoured Scenario D.**

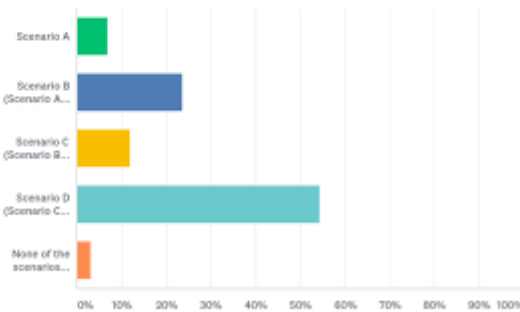
- **90%** support a solution that includes resolving the issues at the Basin Reserve, introducing grade separation and tunnels.
- **3%** rejected the scenarios or were unsure.



**Q7: Why do you support this particular scenario you selected?**

Responses to this question were unprompted, respondents had unlimited characters to provide a response.

- Of those that said 'D'**
  - Investment for the longer term
  - Most comprehensive
  - Provides for growth and development
  - Reduces congestion
- Of those that said 'C'**
  - Best value for money
  - Reduces congestion
- Of those that said 'B'**
  - Resolves Airport Access
  - Resolves Basin issues
  - Is cost effective or provides time savings
  - Encourages PT, Walking and cycling
- Of those that said 'A'**
  - Cost effective
  - Eco-friendly



**Q8, 9 and 10: To what extent would you, your business, and your industry benefit from the progression of the scenario you preferred, 1 = negligible through to 5 being very significantly?**

**Respondents were asked to what extent they would personally benefit.**

Most respondents saw personal benefits in the options they selected. Of those who selected Options B and D, these had the largest net positive results of 6.89% net and 20.83% respectively.

**Respondents were asked to what extent their business would benefit.**

Most respondents saw business benefits in the options they selected. Of those who selected Option D, this has the largest net positive result of 24.96%.

**Respondents were asked to what extent their industry would benefit.**

Most respondents saw industry-wide benefits in the options they selected. Of those who selected Option D, this has the largest net positive result of 39.20%

**Q11 and Q.12: Which method(s) for funding your preferred scenario would you support? Why?**

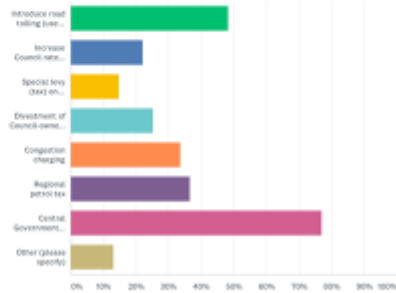
Respondents were asked about how they would fund the projects. Suggestions were provided and respondents could answer more than once.

Just over three quarters opted for a model that included some form of taxpayer funding. Other funding options supported included:

- 48.35% supported road tolling
- 36.58% supported a regional petrol tax
- 33.59% supported congestion charging
- 25.27% supported divestment of council owned assets
- 22% supported an increase to rates

Other responses included incentivising car pooling, PPPs, council backed bonds, more efficient public expenditure.

Reasons respondents supported a mix of funding options to spread the funding impost broadly, and that ought to be used price signals to incentivise motorists to switch to mass transit modes. Respondents believed that the benefits of the scenarios justified the collection of additional funding.



**Q11 and Q.12: Which method(s) for funding your preferred scenario would you support? Why?**

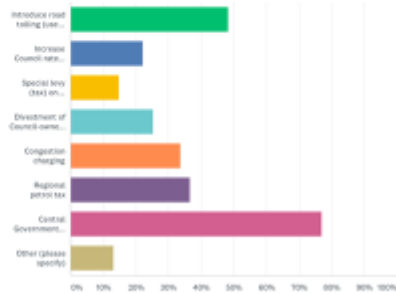
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Reasons respondents supported a mix of funding options to spread the funding impost broadly, and that ought to be used price signals to incentivise motorists to switch to mass transit modes. Respondents believed that the benefits of the scenarios justified the collection of additional funding.



**Q.13 How much in total would you or your business be willing additionally to pay per annum to support these funding mechanisms?**

Respondents were asked how much they would be willing to pay additionally to fund their preferred scenario either personally or their business.

Most respondents accepted or would be willing to pay some form of an additional amount. However just over a third, 36.5%, said were unsure or unwilling to pay any additional cost.

- Nearly 30% supported an increase in the hundreds.
- 17% supported between \$1,000 and \$1,999.
- The remainder supported a cost increase of above \$2,000.

**Q14: What would you be prepared to give up if it meant a more efficient transport network for all users?**

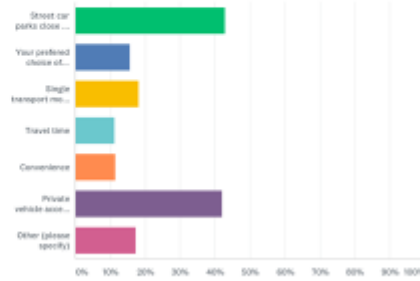
Respondents were asked about what trade-offs they would be prepared to make if it meant a more efficient transport network for all users. Suggestions were provided and respondents could answer more than once.

Under half, 42% would give up street car park close to their destination, while 41.95% would give up private vehicle access to the inner city. There was a **cross over of 20%** between the two answers.

There was a reluctance to support other options:

- 18% would trade off using more than one mode of transport to get to their destination
- 15% would trade-off their preferred mode of transport

Other responses included they wouldn't be prepared to make trade-offs, or that these options would be desired as expectations of any changes to the transport network.



### Appendix 3: LGWM Chambers Survey Direct Feedback

Questions with open ended responses asked:

- Q.5 What are the current transportation challenges for you or your own business?
- Q.7 Why do you support this particular scenario you selected?
- Q.16 Do you have any final comments you would like to make?

A number of responses were provided, with a selection that appears below for LGWM to consider. This direct feedback forms part of the Chambers' submission. The direct responses provided include constructive feedback, comments that reflect the majority view held by members. All comments are available on request.

*Q.5: What are the current transportation challenges for you or your own business?*

Responses
Client's reaching us
Difficulty in moving from the Western suburbs to the Southern suburbs without having to travel through the Central City or Brooklyn, while the reverse is possible. The closure of the Number 18 bus service will dramatically affect the ability of my employees to easily and cost effectively get to work on time.
Lost time travelling to and from Wellington, and from CBD to eastern/southern suburbs.
Rush hour commuting shocking.
Getting to and from Hutt Valley to Wellington CBD without any hassles or major delays
Based in Lower Hutt the down time in going to Wgtn to visit our Corporate and Govt clients.
Long commute times at peak hours
Getting to City, Getting Airport
Snarl through the middle of the city at peak times.
Getting product to and out of the port
Reliability of getting people to work. Time wastage in getting to clients.
the cost of the time wasted sitting in traffic
Availability of accessible transport options at all times of the 24 hour day
Our office is in Mt Cook and we regularly need to go to meetings at the railway station/parliament end of town. Getting across the city takes longer than it should!
staff getting to work
There is no reliable public transport to or from our business. The Company puts on busses to get our staff to and from work each day
Bottleneck at Petone Overpass. Extremely high risk if this overpass gets taken out by an earthquake.
Accessing suppliers in Wellington CBD

Commute to and from work. Getting in and out of Petone.
Time
Grid locked motorways, reduced access to streets pavements being extended, lack of suitable loading zones
Staff get caught in transport events so time to get to or from work extended. single lane tunnels cause major backlogs and slow journey times
Takes longer to commute
The Petone esplanade is so slow remove some side access and put in a cool over bridge like civic square bridge oh just get some balls and put the second tunnel through however I was really impressed by Melbourne AUS they have city transport nailed free trams in the city a really nice city
Delays getting in and out of wellington
Delays when coming back from city most nights especially Friday night
Getting through town for flights and out of town at peak hours
Time Travelling
Being on time
Time traveling around the great Wellington region
getting into and through Wellington
reliability and travel times for public transport
Long or unpredictable commute times
rail interchange aotea quay, port access , Ferry access
it takes longer to get across Wellington City than to Wellington from Upper Hutt which is ridiculous as is 33km to Wellington & only 10km or so across town
Desperately need cross Valley link to improve access form Wellington to Gracefield Innovation Quarter and vice versa. Travel time on Esplanade is horrific.
Better walking, bus and cycle access around the central city
Insufficient investment in public transport means that many of our poorer clients have difficulty accessing our services.
The challenges or concern is the economic and environmental challenges which improved roading and accessible affordable public transport will help overcome.
Getting from eastern suburbs to town and back is taking 45-60 minutes. It is dramatically worse.
Travelling to Wellington and across Wellington
It's impossible to get across town quickly at numerous times of day. The commute into the city from Ngauranga takes too long, the bus service is unpleasant and unfit for a ride across town.
Too many cars for one i.e. only the driver at peak times. Noisy buses - either none or many turning up at the same time. These issues can be easily addressed and changed to assist with the flow of transportation
Travel time impacting on productivity
Getting across to the eastern side of the city and sometimes even into the city itself.



Mount Victoria tunnel bottleneck
We time meetings and trips between 10 am and 2.30 pm, otherwise waiting in cues.
Getting around Wellington
I live out of town and car pool with 2 others to travel to the city. This is more cost effective than using public transport but this method is not recognised or supported under the current strategies.
The grid locked system at the same time everyday and at the weekends.
At times getting access across the city is very difficult - something to avoid
Getting from Wellington City to Newtown takes longer then getting from Johnsonville to Wellington
Travel times are too long
Slow access thru-out city & suburbs
Would take bus if more frequent round Evans Bay and if connections to other routes worked better. Currently takes more than double the car travel time for me to commute by bus.
The commute to and from the eastern suburbs-a 10 minute journey can take 45 - 60 mins and the 'peak' hour is now extended until well after 6pm-takes longer than other staff who come in on State Highway 1
If for some reason trains aren't running, it's impossible to get to work
Anticipating the impact of Transmission Gully on (a) freight transport and (b) access to Kenepuru.
Getting to and from Wellington in a timely manner
Large trucks accessing the business within residential streets
Getting in and out of Wellington at busy times still takes slot of time.
Time taken up travelling to and around wellington for meetings
Reliability and speed of getting to and from work.
Customers travelling from Wellington to Kapiti.
Love the train system. Nice modern trains and regular times. Would just love to have a toilet on them!
Everything is feeding in (From Kapiti anyway) To Porirua which then stalls at tawa then Ngauranga. across city is the challenge
Getting patients to their CCDHB outpatients appointments on time.
Located in Petone, the esplanade is a huge part of time wastage. This area could be used far more efficiently given that we are stuck with only 2 lane most of the way
Time taken to get to work, longer than the journey should take.
Delays with trains and the uncertainty. Finding a carpark in Wellington. Both of these issues means that for meetings etc I allow a lot of extra time, meaning a loss of work efficiency.
Freight transport north out of Seaview. Therefore desperately need the cross valley link, combined with a link to to the new SH1
Meeting response times
Robust systems for people getting to work and getting around town.
Public transport delays for those getting to/from work.
Capacity and reliability i.e certainty of journey times
Time taken to get around area

Getting into Wellington via Terrace Tunnel and then across the city.
Used to use buses, but they don't stop going to Eastern Suburbs at end of day as they are all too full. That means I had to stop using them in the morning too as only option was walk home or taxi. Free flow through SH1 and SH2 is vital for business and for affordable housing of the future. Train from Wairarapa an issue too, too unreliable to use to get to work as live part time over there too.
Commute time, we resolve with glide-time. However this focuses meetings to 10-3 window to ensure availability
Reliable and timely commute for its employees.
Getting from Eastern suburbs to city and further and returning
Going to and from Wellington via either SH1 and SH2. Bottlenecks on both roads and the majority of vehicles have to use SH1 to get to Petone.
Unpredictable travel times
Time taken to get to work and back home again, particularly when there has been an accident or road works are taking place
Commute times
East West travel from Miramar to city and motorway
Peak hour travel in the city and out to the Hutt
Commute times and general grid lock of wellingtons roads
Terrace Tunnel being one lane!!! And also people trying to get out of Paremata Train station from 4:30
Located at Wellington Hospital and time dependant. We need longer hours, frequent times and a direct way of coming to the hospital from the train station that doesn't involve being stuck on variably timed buses.
Getting from Maungaraki to Petone in rush hour. Getting around the Basin in rush hour
None really, but sometimes getting residents to Wellington hospital is an issue
The length of time it can take to travel across town, especially if the Basin Reserve is involved.
Time delays Travel to/from Miramar and to Island Bay via the Basin Reserve
Getting across the city, especially Mt Vic Tunnel and Basin Reserve
Travelling from City to Wellington Hospital. Congestion at Basin Reserve is problematic. If the Basin Reserve has to remain then a car pass under the Basin from Cambridge/Kent tce to Adelaide Road and then to Hospital would seem to be the must have for sick people, ambulances, and medical staff.
Poor inner city vehicle routes - much of the one-way routing causes congestion.A second Mt Vic tunnel and the Basin overpass are urgent and underpasses along Caro Drive urgent. Light rail is a joke for an earthquake prone city + hugely expensive and time consuming to construct. Light bus is the best, most cost and time effective solution to public transport.
The Basin Reserve; Parking; Access to the Motorway; Terrible drivers
Congestion and travel time.
Rush hour traffic and once in the city, getting around the city can take a while. Our cars are required for business use during the day (our staff all catch public transport).

The city seems to be getting more and more congested by the week.
Longer and longer traffic delays getting in and between Newlands and the City
Congestion through the CBD and/or getting in/out of the CBD. Travelling times for staff to get into and from work - and how this impacts on their workday personal life balance as can often add on 2 hours plus to a persons day for both public and private transport
courier delivery times and truck not reliable due to lack of drivers and congestion on roads
Our main issue ins the Esplanade in Petone at off peak and peak times. It is now quite congested and causes delays. Petone's growth has been exacerbated this over the last year or two. We are not too affected by the Ngarauunga corridor congestion but are very aware of the congestion to our customers and suppliers, particularly at peak times
Traffic back up during rush hours - Many productive hours every week are lost to slow travel to and from town.
Travel to central Wellington and through Wellington at peak traffic times.
Congestion getting into the city from city periphery suburbs Unreliable and infrequent train service from Wairarapa
getting into wellington in peak hour traffic
Roadworks Heavy traffic in peak times
Peak hour traffic in the evening getting from Wellington to the Hutt
Inconsistent train delays, traffic jams/congestion during peak periods. These delays cost time and reduced productivity
None. Just congestion for travel to/from work
Congestion, long travel times
Traffic Volume not only causes huge delays in getting to and from work but the volumes prevent customers from visiting our store.
Poor public transport, particularly uncertain transit times and inadequate timetables. Poor pedestrian spaces that make our employees unsafe. Impacts on the workplace of traffic noise and emissions. Long delays waiting at pedestrian crossings and cars ignoring the rules. cars on the footpath.
We operate in Lower and Upper Hutt. There is traffic congestion at peak times but we allow for that or make appointments outside of those hours
Congestion from too many vehicles. Slows journey times. Lack of attractive cycling network makes bike trips appear unsafe. Lack of quality public transport means lack of options.
Heavy traffic is the biggest challenge getting to jobs located around the region. Our guys work in multiply locations throughout the day and week.
Motorway congestion Wellington - Petone. Need to time travel outside peak hours.
Traffic congestion. delays getting anywhere
Traffic delays for courier and my self during peak traffic hrs. Always have to make meeting times outside peak traffic hrs...
Very slow rush hour traffic, especially at the end of the day travelling back through the city.
Sheer volume of traffic travelling around Wellington & Hutt Valley

Eastern suburbs to and from the city and the motor way. Really really bad - nothing done to fix it. All talk and no action.
Link between wellington and petone is just horrible during peak times. Melling bridge is just a joke and the roundabouts in the Hutt cause so many traffic issue.
Roads incapable of dealing with peak hour traffic - commute times simply too long
Heavy congestion on the highway causes unreliable delivery and arrival times
Traffic because of road works all the time; road works because of construction site works.
Getting home in peak hour traffic
Congestion I think and the time it takes to get to ones destination. I believe we should invest in trains, while working in Wellington for 20years I always took the train, working in Petone it is one bus and two trains before I reach my destination, therefore I now use my car.
Traffic interruptions delaying coming into the city from SH1 And 2 seriously impacts the trading for the day. Making our way across town to get supplies, sort out maintenance is far to slow driving around in traffic
Congestion at peak traffic hours making it difficult to get home in time to look after children.
Time - too much congestion at known points
Getting into town to and from the Eastern suburbs during peak hours is dreadful. Waste of time spent in very slow or stationery traffic.
Peak time congestion creating lengthy travel times
Congestion, non-essential vehicles passing through the city, desire of employees and customers to be able to utilise more active modes of travel but lacking the infrastructure
Risks when cycling from my home in Wellington to the Hutt - particularly parts of SH2 and Hutt Road in Petone. Getting stuck in traffic jams after accidents with no escape route and no advanced warning before getting on "motorway". Public transport - too expensive for staff and not well coordinated, multiple tickets for bus, train etc.
Mt Victoria Tunnel
Congestion getting in and around Wellington city. Would be much easier if the through traffic was re-routed somehow out of the city centre
Business directly impacted by central city congestion. Customers are delayed getting to our services and in some cases can miss services resulting in significant personal and business expense. Customer growth is growing fast and we expect the already constrained situation to get worse.
1) the motorway from Tawa to the central city is heavily congested at peak times, 2) the roading from the end of the motorway to the eastern suburbs (and vice versa) is terrible at peak times, 3) the train from Paraparaumu to Wellington is too slow - if I time my drive to Wellington I can save up to an hour in commuting time compared to taking the train.
Congestion, time wasted sitting in traffic.
Congestion. Access to Eastern and Southern Suburbs
Peak traffic flows in the morning impact staff getting to work. Same on the way home. Traffic issues on SH2 during the day eg accident

For me, the commute from Miramar to CBD and back - and weekend traffic too on this route - it is getting worse and worse and unacceptable. As most of our work business is within the CBD we don't have any issues
Heavy traffic getting across the centre of Wellington in mid to late afternoon
Getting through Wellington region at most times of the day. CBD congested with busses & vehicles. New Smart motorway that cost millions has added to commute times not lessen the time
Traffic congestion for truck movements. More provision of public transport would assist staff getting to/ from work.
Commute times from outer suburbs and congestion at peak times
Areas of gridlock around the CBD which could be mitigated by more efficient traffic management - eg at key intersections, pedestrians all move on green across all directions, then traffic moves. Pedestrians and turning traffic moving at the same time causes delay, back-up and contributes to gridlock.
Parking is expensive, casual transport around the city is challenging, if travelling through bottlenecks leading between Mt Vic and Terrace Tunnel or Ngauranga interchange its often jammed
Timing, and location of public transport. Parking issues within CBD - availability and time limits
Getting people out of cars to reduce cost of providing parking. Shifting transport focus onto moving people not vehicles.
Parking in Wellington and the bottlenecks getting to and from
The travel time to and from business location, Lower Hutt to Wellington CBD, The travel time in CBD, lack of public parking in CBD for clients
(1) Travelling in and out of Wellington CBD to Lower Hutt near peak times. (2) Cost and availability of parking for trade service vehicles in the Wellington CBD.
If I do take the train to Wellington there is too much down time walking to and from the train. If we drive in for meetings parking is a nightmare.
Car access and parking in city and roads into CBD.
Staff getting to and from work. Parking for staff
Parking - although this is about getting Wellington moving there are also issues in being too narrow minded about cycling, and public transport. Outside the commute there is a need for people to be able to do business in the city when pubic transport takes too long AND for the elderly to get places.
Getting across town between 3-5pm or before 9am. Only 3 bicycles allowed on train at any one time. Lack of cycle track through Thorndon during day- parallel parked cars can't see cyclists.
Travel times and availability of parking
Getting anywhere on Wellington roads has become more and more challenging each year. Public transport needs to be upgraded to handle more people, it shouldn't cost just about as much as driving and then paying for parking either - otherwise people will stay using cars.
High volumes of traffic in and out of the city at peak times with limited alternative options if there are incidents. Poor car parking options in and around work. Limited bus network.
Congestion issues - based around volume of traffic. Congestion issues - based around poor traffic

light sequencing (particularly around the Victoria Street, Karo Drive, Willis Street area. Weekend traffic is getting worse - I suspect this is again due to traffic light sequencing not being applied at off peak times as the lights certainly behave differently in the weekend. Lack of viable parking in areas that people need to visit
Parking, congestion time lost when commuting
Peak traffic is just getting worse, there are limited parking facilities and the infrastructure is not able to deal with the amount of people in Wellington
Parking availability, home to work commute time due to not having two separate motorways - one for Ngauranga and one for Hutt Valley traffic. Egress options/availability in case of an earthquake
Parking. Safe cycling and walking routes. Congestion at Petone roundabout prevents access to building (or adds excessive time to reaching building as sitting in traffic).
Slow peak traffic times. Poor parking options in some parts of Wgtn city
Parking, peak travel times, accidents, bus/train strikes, weather events causing delays, too much traffic on roads bus commute is too long, no room for bikes
From Karori to the airport and back
Rush hour movement to and from the airport
Transport to and from the airport
To and from Wellington to Hutt Valley. And the drive to the airport.
From Railway to airport
Better roading infrastructure, particularly in Hutt and Wellington City. Four lanes to the airport.
I live in the eastern suburbs and work in Johnsonville, dual carriage way from the airport to the motorway must be a priority
Airport needs extension to eliminate transit via Ak/Ch.
The state of the route between the Airport and the CBD/Ngauranga
Congestion from the airport and surrounds suburbs i.e. Miramar
Efficient link from both CBD and Kapiti Coast to the airport
Airport corridor
Route to the airport
Airport link needed
Delays on SH1 from the airport into the city, and vice versa
Mount Victoria tunnel is a bottleneck to and from airport. Untenable for that to continue.
Getting to airport
State highway 2. Long unpredictable commutes from Upper Hutt. Ditto for trips to and back from airport
Getting to the airport at busy periods
Delays in getting from outside of Wellington into Wellington and across town to airport in busy times
Getting to and from the airport in a reasonable amount of time
Getting to and from airport quickly
Commute to work Low risk Access to airport

Getting to the airport
Getting to and from the airport in a time efficient way
Trying to get through Wellington City when you want to get to the Airport
Getting to and from the airport
Delivering goods to sites in and around Wellington. Attending meetings in Wellington. Visitors arriving at the airport or returning to in a timely manner
More priority for walking and biking around the CBD and less waiting to cross the road. More reliable public transport to the airport, and better reach and frequency of public transport during the day for getting to meetings.
Bottle necks on the morning and evening commute, time to airport too long from CBD
For me personally it is travel into Wellington, to go to a Hospital or medical specialist or the Airport on any business day, which involves at least 30 minutes travel at very slow speed anywhere between Porirua exits and across Wellington through the western suburbs.
Travelling to and from the airport, or to clients in the city or eastern suburbs at peak times to meet appointments or to catch the plane.
Time to Airport, time for staff to commute
Main access roads within Wellington central and to the airport are too blocked up, need to improve roads for quicker moving around by car.
I have no challenges the buses come on time and at regular intervals. The flyer to the airport makes that a very affordable and convenient trip.
Getting into the city, Getting through the city to the Airport
<ul style="list-style-type: none"> <li>- Motorway is block and is getting worse</li> <li>- Victoria tunnel is blocked and getting worse - needs 4 lanes</li> <li>- Terrace tunnel needs - 4 lanes</li> <li>- Build a train link directly to airport from central station.</li> </ul>
Getting to and from the airport as we have three sites, lower hutt, Oamaru and Dannevirke. We have group recourses and travel every week.
Time and distance to Wellington airport
Getting to the airport from Karori
Need 24/7 local bus service through the airport. The 91 only serves a limited catchment and at limited times
Mainly access to and from the airport during busy times.
Cost and scheduling of transport - particularly trains. Access to and from the airport
Getting around the city and to and from the airport
Time delays on Motorways to from Wgtn & to from airport
travel time to and from the airport is far to slow at peak times it is delaying clients and staff getting to the CBD in the morning and taxis cannot get back into town from the airport fast enough to pick up passengers in the mornings
Getting to and from the airport

Getting to and from the airport
Time wasted getting to and from the airport from the CBD
Travel through the central city to the eastern and southern suburbs, especially to airport at peak times
The Esplanade Petone and State Highway 2. State Highway 1 into Wellington, Getting staff to the airport to travel to our other branches
Getting to/from the airport in a timely manner
Getting to and from the airport
Getting to work and getting across town to the airport.
Getting to airport and out of city
Inadequate train service - just one train south and one north a day during the working week - from Otaki requires driving to Waikanae in order to use public transport as the bus service is too infrequent. Flights when required are also a problem. I live and work half way between Wellington & Palmerston North, and have easy access to Kapiti airport yet, for me as a sole trader working, and therefore traveling, outside of the Wellington region is very expensive.
Public transport to Kapiti airport. Length of time it takes on buses and a train to get to Wellington airport.
Travelling to and from Wellington airport via Mount Victoria Tunnel
Time it takes to travel to and from the airport to Lower Hutt is getting longer and longer.
Commuting from Kapiti, Hutt Valley and Wairarapa Getting to and from the Airport
Getting into Wellington using the northern corridor in the morning peak time. Getting to Wellington International Airport
travel times to airport
Travel time between Wellington Central, Hutt Valley, Airport and SH1 is a huge drain on productivity costs to our business. Not to mention increases in fuel prices make this even more costly in travel costs.
Airport access
Reliable and regular bus service. Easier access required to get to the airport, ie another tunnel through Mt Victoria or being able to avoid the Basin Reserve roundabout.
Getting to the Wellington Airport. We need the New Mt Vic tunnel .The second Terrace Tunnel. Revisit the Basin Flyover
Basin reserve should be moved to allow quicker access to airport
Commute time for staff who reside in Hutt Valley and on Kapiti Coast although this should be alleviated when Transmission Gully (and Petone link ?) open. Travel time to and from the airport with regular trips required for business - particularly through central city, basin reserve and Hataitai/Kilbirnie during peak periods
The main problems are congestion on the Hutt Motorway, congestion on SH1 from Tawa to the bottom of the Ngauranga Gorge, and the bottleneck at the Basin Reserve when getting to & from the Airport.



Congestion at Basin Reserve for airport travel and The Terrace Tunnel traffic congestion.
Main route congestion from Melling to Airport, notably SH2 Ngauranga interchange both north and south bound, SH1 single lane tunnel with traffic light at termination of motorway, having to drive through the city to get to the eastern suburbs or airport, the Basin Reserve and Mt Vic tunnel, the road and intersections from mount Vic tunnel to the airport.
Very congested roads, particularly within the CBD and transiting past the Basin Reserve to get to the airport. Traffic blockages on SH2 are a big hazard as well as many of our staff commute in from the Hutt Valley (as well as Porirua and Kapiti for SH1)
Atrocious on-street parking availability and ease of access from airport to city - especially through Basin Reserve
Congestion to airport is very time consuming
We don't often need to travel far due to our central location however it would most likely be the travel to the airport from our office when we have staff members travelling for work and the traffic as our mode of transport to the airport is either by a personal car or taxi
Congestion in peak hour; sharing footpaths with cyclists (Hutt Rd through to Ngaio Gorge); slip impacting traffic in Ngaio Gorge; travel times to airport impacting finish times for meetings
The traffic between the Hutt Valley and Wellington is crippling. It's far worse than Auckland and is often faster to drive to the Hutt Valley via Whitby and the Haywards Hill than along SH2. The recently installed overhead electronic traffic signs seem to have made the situation worse. The traffic path to the airport is also appalling. I have missed a flight to the airport when the two hours I had allocated to travel 20km to the airport was insufficient! The public transport is also very expensive - especially for children and students. My children pay between \$4.50 and \$8 for a bus trip from Lower Hutt to Wgtn whereas equivalent bus trips in Auckland cost less. It is bizarre that student discounts are not available on Wgtn public transport. The ferry is a good alternative to using the road, but at \$18 per return trip (discounted), the cost is ridiculous.
Getting people to and from the airport is a nightmare at peak times. Also, the congestion coming into Wellington now make it impossible to drive, and we require the vehicle for other travel during the day. The trains are frequently so full the trip is unpleasant.
The traffic congestion to and from the airport is becoming a challenge and causing long time delays from the airport to the CBD
Vulnerability for staff who rely on the Hutt Valley train service as it is often out of service after earthquake or severe weather. Traffic congestion within and into the city, travel time to/from airport.
Train station badly placed in the CBD and travel between the CBD and Airport is difficult at certain times of the working week. Rush hour congestion is also a problem.
Lack of easier inner city roading accessibility especially to/from the Airport because of only one Mt Victoria tunnel and no "on ramp" from Arras Tunnel to Mt Victoria tunnel. Further Motorway improvements to speed up traffic flows is required.
Traffic from the airport to the motorway. If I land after 3.00pm on Monday to Friday the traffic is

extremely heavy and a trip home out to Whitby can take me 75 minutes to 90 minutes. If an event is on in Wellington you can almost get trapped in the airport itself!!
The congestion from the motorway tunnel (where the bottle neck usually starts) out to the airport. The return trip is very straight forward from all the new changes. Being able to bypass the city to get to the airport would be a great improvement.
Time taken to drive short distances. Congestion - at tunnels and rush hour No easy route to the airport
Getting in and out of the city. congestion to and from the airport
Traffic. Getting to the airport in a predictable time.
too much congestion at peak time and getting to airport increasingly slower
Delays on the Esplanade caused by back up of motorway traffic. There needs to be a flyover at the base of Kaiwharawhara (one set of lights causes a major issues, plus accidents) or at least another Southbound lane. I generally travel off-peak but these delays are getting longer now extending into off-peak. Light rail would be a great option from the airport to the city, as every second car around Oriental Parade is a taxi on a Monday morning. Most cars have one person in them. We need to be practical and try to remove unnecessary cars from the roads as realistically we cannot build bigger roads in these areas. More importantly we need to consider the environment. Light rail needs to be quicker than a taxi and business people will use it.
Congestion through Wgtn cbd and airport. Severe congestion at peak hour, adding 30% - 50% travel times to Eastern and Southern suburbs in particular.
Moving around central Wellington. When I commute to the airport in the morning, I avoid the Terrace tunnel (this is even at 7:15 am). I often come round the bays to get home in the evenings from the airport. I try and avoid the Terrace tunnel on most occasions to avoid congestion and traffic delays (including weekends).
Mt Victoria tunnel congestion. For such a short journey the travel time form the airport to the city is at times disgraceful. The benefits of living in a compact city are steadily being eroded by the impact of congestion.
Getting to external locations on time. Traffic congestion, delays to the airport
Congestion - particularly to/from the airport. Also reliability of trains, for staff coming to work and getting home.
Travel times to Wellington from the Hutt Valley, parking costs for cars in Wellington City, non availability of public transport (trains), extraordinary delays during bad weather. Travel time to get from Lower Hutt to Wellington airport
Access to the airport Central city parking
Commute time to courses and the airport as well as parking issues
Gridlock around the basin reserve. I work at the airport.

Cross town congestion, congestion to and from the airport - trips taking as long as Auckland Airport to the CBD, Basin Reserve choke point
Peak traffic flows in the morning from the Hutt (Melling) to Wellington. And one SH1 between Airport and Terrace Tunnel
1 Inner city congestion 2 Airport route
Greatest congestion is to and from the airport
Airport to the city. So much congestion.
Building and roadworks. Internal city congestion to and from the Airport and to and fro home especially the Hutt motorway
Airport to city - incredibly slow and over congested with taxis
River Road to Silverstream and From motorway to Airport slow traffic
traffic congestion, especially sh1 airport to Hutt Valley
In and out of the city, ie city to Ngauranga traffic jams city to airport
Congestion, particularly to and from the airport
Congestion through Old Hutt Rd, Petone foreshore, Cubs At (Petone) Terrace Tunnel through WGTN Airport.
Congestion to and from airport, capacity at airport (i.e. plane size due to runway)
Traffic jams in the CBD and on the way to the airport.
congestion to and from the airport
Grenada/Porirua to Petone link. Petone Esplanade / foreshore traffic is crazy as is SH2 Petone to Wellington. Airport link through the city is also troublesome.
traffic in and out of the Miramar/Airport area.
Traffic congestion. Airport to city, SH2 Ngauranga to Petone, SH2 merge at Silverstream
8-9am congestion from airport to city
Moving around and parking in the CBD and the corridor from Ngauranga to the Airport.
To be honest, I'm more concerned about Wellington parking. I have a home office, come to town several days a week for meetings. Almost impossible to find a park. Waste about an hour finding a park. Never shop in Wgtn now because of this problem. And encourage people to meet me at the airport, Petone, Porirua
Rush hour traffic, lack of car parking, lack of alternative route to the hutt (i.e petone to grenada), and airport
Parking costs. Continual Roadworks and lanes closed. Traffic to the airport. Terrace tunnel only one lane
Traffic congestion, lack of car parks, traffic lights, no effective through road to bypass the city traffic, no effective through road from the airport to the city and beyond

Basin Reserve! It is a hub we have to work around each day and it is a joke. School drops offs is another, morning and afternoon.
basin congestion and terrace tunnel congestion.
Basin Reserve and hutt and porirua motorways, plus Island Bay Parade cycle way disaster!
Gridlock along the Esplanade in Petone for incoming and outgoing trucks. Ditto Ngauranga Gorge, the CBD/Basin Reserve, SH58 Haywards Hill...
Clogged central city streets, particularly around the Basin Reserve, Mt Vic and the Terrace tunnel.
The gridlock at the Basin shocking
cbd , basin ,
Commuting around the Basin Reserve, up Adelaide Road to Newtown plus through Mt Victoria tunnel, out to the Eastern Ward via Hataitai & Kilbirnie & back (usually I divert back to the City via Evans/Oriental Bay
Gridlock at Ngauranga and the Basin Reserve
Transit across Wgtn - particularly basin/tunnel issues.
Gridlock in the CBD and around Basin and Terrace Tunnel (it's one lane coming into Wellington, for example).
The route from Mt Victoria tunnel to the motorway - we need another tunnel or an overpass over the Basin Reserve.
Congestion around the basin!
Traffic congestion around the Basin Reserve and Terrace Tunnel
Basin Reserve congestion
Congestion - mainly at Basin Reserve and on Hutt Motorway
Congestion at Mt Victoria tunnel, Cobham Drive and Basin Reserve
Congestion around the basin and along the waterfront.
Unacceptable congestion around the basin considering that there is a solution. Unacceptable that commuters are expected to carry the burden of a longer commute and the impact that has on families due to red tape and poor roading decisions.
Bottle neck at Basin Reserve. Banking up of traffic along Cobham Drive going into town.
Lack of motorscooter parking in CBD - council weirdly against this growing form of transportation. The Basin Reserve schemozzle
Traffic at Basin Reserve! Traffic on State Highway 1 & 2. Parking and cost associated.
Basin reserve traffic. Parking in central city. Lack of alternative routes in the case of an accident or road closure.
Congestion - particularly in the inner city and around the Basin Reserve. Parking is also a very big issue when delivering goods.
Traffic snarls.
congestion
Poor traffic flows, many choke points, also poor cell phone coverage in some parts of SH2

Congestion from kapiti coast to wellington - delivery van.
Frequency of train services for Commuting to the Kapiti coast.
Safe cycling up tinakori rd through the karori tunnel.
Highways have too much traffic; trains are not great; need a better train system.
Traffic delays at merge points on SH1 and 2
Petone foreshore congestion, Petone to Wellington motorway congestion
Rush hour peak traffic
Natural hazards (e.g. rockfalls) and accidents - not alternate routes
Rush hour traffic congestion
Road traffic - simple and smart traffic management systems that use sensors to measure traffic density and flow (that already exist in other parts of the world) can be used on traffic lights to make a big difference. Smart Motorway - Whoever sold that puppy made a mint and made the problem worse.
congestion on the motorways and busy intersections causing delays
Traffic delays
Peak hour road traffic
Congestion
Bottlenecks within the existing infrastructure, such as one lane southbound in the terrace tunnel, and one lane each way in the Mount Victoria tunnel.
main routes being too busy
Eastern and Southern Corridor is a nightmare
Bottlenecks coming in/out and across the city
Rush hour traffic in all directions
Interface between ferry terminal and SH1 and Aotea Quay.for cars/trucks and pedestrians
clogged streets
Congestion and cheap reliable transport
Delays in rush hour traffic
Trains, double lines everywhere so as to reduce congestion with trains and make it more efficient (Trentham reduces to single track, we have to constantly wait of trains coming from the other direction). Cars, there should be some sort of a penalty system for people with less than 2 people in the car. Most of my observation each morning looking at the traffic from the train is that there are a massive majority of cars with a single occupant. If each car HAD to have 2 or more passengers, you would reduce the traffic volume by 50%.
Peak hour congestion
congestion and delays due to traffic accidents or breakdowns
Commuter traffic to and from work
Heavy traffic taranaki street through to Newtown intersection.
Traffic lights that work on sequence as opposed to on demand
Just commuter traffic
Frequency of bus and trains. slow traffic movement and long queues

Heavy traffic at peak hours
Rush "hour" in to Wellington is ridiculous
Traffic delays
Increased congestion Petone area. freight Otaki to Petone
Road congestion, Kapiti to Wellington, hopefully Transmission will assist but I am worried that we will move the bottle neck to Linden where existing SH1 and Transmission Gully will meet
Congestion - Not enough efficient public transport.
Narrow streets, Traffic bottlenecks
Congestion
Traffic congestion in and around Wellington CBD
Gridlock approaching Wellington from the north.
Congestion, Lack to cycle-ways in CBD
Congestion
congestion
Traffic congestion from Karori to CBD
Congestion
Congestion
A lot of traffic. Too much traffic congestion. The roads especially Esplanade in Petone has a lot of wasted space which could have another lane for traffic each way. Too much space taken up by having large islands in the middle of roads.
Traffic flow from Porirua to Wellington City, and to the Hutt Valley. It can be extremely inefficient for our business.
Excessive congestion between our location in Thorndon and the south and east of Wellington city.
Lack of Motorway capacity
Long delays due to traffic congestion from longer peak hour traffic jams
Congestion.
traffic congestions
General volume of traffic everywhere.
Congestion affecting work flows
Congestion
SH2 congestion (Upper to Lower Hutt). SH2 congestion (Lower Hutt to Wellington). SH1 Bottleneck at Terrace tunnel
Daily Traffic jam
Road congestion.
traffic congestion
Congestion delay
congestion, little knowledge of the bus system and how to pay etc
Congestion in and out of wellington CBD
Traffic, seems more cars on the road especially from Haywards, SH58 on to Porirua.

Congested typical busy streets - at peak and on weekends
I also do work in Hutt Valley and the trip takes forever with so many bottle necks
Major congestion as I approach and fight through Wellington traffic
Peak hour congestion
Our headquarters are currently located in Newtown, and staff who live in Newlands need to have both a Mana coaches card, and a snapper card. Staff who live in Johnsonville don't find the bus service great. Staff who live on the other side of the city from Newtown find driving more convenient (and safer) than other modes, but can also sit in traffic for 1 hour on the way home.
When transmission gully opens there are going to be more cars coming into the city. This will create congestion, and given there is already a shortage of carparks in part due to earthquake damage, this will be a major problem with no easy solution.
Traffic congestion
congestion in the city, leading to loss of productivity
congestion on roads
Too much traffic on the roads and expensive taxis and public transport
Congestion for trucking companies transporting goods from and to our premises
Trucks routes through the city as its congested and too much traffic, more stops more fuel more pollution, free flowing roads reduce CO2 emissions
I start early & finish late to avoid congestion
Increasing traffic congestion to/ from Miramar to city, and in rush hour around the city
Traffic congestion around the CBD and between CBD & Miramar and CBD & SH1/2 interchange
Landslides, traffic congestion.
Weekend congestion especially Terrace Tunnel
Congestion
Congestion throughout the city. A lot of this could be sorted by having sensors on all the lights and fewer pedestrian crossings. Lights should also be sync'd.
Frequent traffic jam and high traffic volume between Lower Hutt and Wellington.
Congested Roads
Traffic through central city
Traffic
Hold ups in traffic on SH2 going into the city AM and also through Ngauranga Gorge heading towards both the City and Hutt Valley
Congestion in and out of the city.
Efficient traffic flow from Eastern suburbs through to the Hutt valley and Northern suburbs
Congestion and delays
Severe traffic problems
Congestion
Committee from Kapiti Coast to and from Wellington, especially Friday afternoon- takes 3x longer c/o weekend traffic leaving Wellington. Awful.

Increased, congestion on Kapiti Road
Congestion delays caused by inadequate road infrastructure
Need better public transport bus, traffic congestion
Peak hour traffic between work and home (Grenada Village)
Peak hour traffic
CBD traffic congestion for the smallest reason i.e. one lane closed, broken down bus.
traffic jams
peak hour traffic
gridlock coming into Wellington from the north and from the south.
peak traffic into Wellington
Congestion
Roads being narrowed on purpose, over wide footpaths, poorly located bike lanes, over sized footpath corners causing car to go over them. Bollards on footpaths causing a traffic jam if a bus or truck break down.
We have to have service vehicles - no option for public transport - so we are at the mercy of traffic. If public transport were improved it would indirectly benefit us with less traffic.
Cost and congestion
We are in the suburbs so not so effected. But on a bad day or emergency the roads clog up.
SH1 congestion. Johnsonville congestion (not necessarily the same root causes)
Congestion
Traffic congestion
Peak hour traffic congestion
Traffic Jams - & vulnerability due to lack of alternative routes and traffic lights causing congestion
Traffic congestion; bus and taxi speeds versus pedestrians
Bottlenecks in north-south main roads
Too few and poor quality cycle paths and footpaths.
Too many cycle ways that exist or are proposed that don't work
Offering safe cycle / scooter pathways & ensuring public transit links are frequent & regular
Need to improve cycle paths in the city and give priority to pedestrians. A decent public transport system is also required.
Cycle ways are incomplete and in places unusable in bad weather. This makes it difficult to encourage our teams to cycle to work and between appointments even though we have a work cycle.
Unsafe cycle ways
Cycling needs further capacity and investment
Roads are not very cycle friendly
Insufficient safe cycle ways into city.
Paying for fuel.
Loading zones needed



Driving out of Wellington is a problem
Wellington Port Facilities not running at full strength
State Highway 2 & Ngauranga Gorge
Energy efficiency and greener modes such as electric cars.
Location - distance from our suppliers
Rail timekeeping
Better connections with Wellington
Limited to using cars within the city.
cross town for staff and equipment
Frequency of flights into and out of Wellington
Staff commuting to work
As an organisation we have recently purchased an E bike and staff feel safer biking in the Hutt Valley than they do in Wgtn CBD. Also parking in Wgtn CBD an issue - expensive and difficult
Limited parking space and parking is expensive.
Poor parking, not enough electric chargers, bad drivers, poor road design
Finding parking when making client visits in the central city.
Nothing for the business but for me parking is an issue, as there are parking buildings that have been affected by the earthquake. If the trains were reliable then I would consider using them.
Difficulty parking near work in Cuba Street. Drop off and pick up of clients is an issue.
Parking availability and cost. Complicated payment systems at metres
Parking
Good rail & Bus services for our team. Plus parking stations & Car parks
Significant lack of car parking, and no realistic alternative.
People finding parking nearby
Parking is difficult, expensive, and overzealous parking wardens don't help.
Parking and commuting anywhere in the region
Peak hour movements around the cbd and greater Wellington area. casual parking for staff
Rush hour commute into Wellington has steadily got worse over the past 20 years that I have been commuting and since the closure of many car parks its impossible to find an affordable car park in town
City Parking
Not enough allowance for walking and cycling. Need more places to park bikes in the city.
Too many buses running along the golden mile. Lack of shopper parking in cuba area. Slow commute to work from eastern suburbs
Parking in Central City
Bus Services are not regular enough or quick enough. There is not enough parking in Wellington City when driving.
Parking in Wellington CBD for meetings
Lack of parking and transportation options for the Hutt Valley.

Pressures on parking, public transport system that needs improving, substandard cycling infrastructure
Car parking during work hours - I do not want to park at Wilson's who are rip offs and you can see the public sentiment on that issue in forums.
Council always narrowing roads, restricting flows, removing car parking and generally don't have a clue on what keeps the city moving.
For business we're currently adequately catered for as our office and client base is primarily in the CBD area. Personally having improved bus services to the eastern suburbs, particularly in the evening/late at night would be good; and having adequate affordable car parking in the city centre (or close to it) for the days we need to bring the car e.g. attending a function after work.
Finding parking for staff in the City during business hours
more affordable parking, better cycle/scooter paths to and from CBD and through it
Loading zones are lacking and often used by people that shouldn't be. Affordable parking for business use would be great. I would even leave my work car in central town and commute by bike or public transport if there were affordable places to park my work vehicle. As it is now I am forced to commute with my work vehicle from Upper Hutt.
Parking issues in the CBD, especially for clients wanting to see us.
We operate at the upper end of Tory/Taranaki Street so very limited car and bus parking.
Primary one is parking in the central city near our concert venue (Michael Fowler Centre).
For me - more and safer routes for cyclists. For work - more parking in town - its often diabolical trying to find a park for meetings so we catch a cab instead.
parking
Congestion & parking.
Traffic congestion on the way to and from our business. Lack of parking spaces.
Congestion and limited car parking during our busy season
The traffic congestion and the high cost and lack of inner city parking.
Congestion and parking
Congestion and lack of parking in Wellington central. Cost of Trains. Cost of public transport in general
car park shortage; congestion at Mornings and Afternoons
Horrendous car park cost in the capital which impacts on the cost of doing business. Traffic jam in and out of the city reducing our options regarding business location.
Busses not frequent enough. Parking is diabolical and congestion during peak hours is awful. If there is an accident in the Hutt Valley, all of Wellington's major arteries are affected.
Traffic congestion and parking in the cbd
There is a dire lack of parking available for vehicles. The loss of two major buildings, Reading and James Smith's, has impacted badly on peoples ability to find parks, which flows negatively on to retail. There is undue pressure on street parking, resulting in congested situations as people cruise the

streets searching for parks.
Congestion, parking
Congestion Parking
Road congestion and lack of parking
Parking in LH & Wn CBD, Traffic in LH CBD after work c 5.00pm
congestion and parking
Parking, especially in residential areas, for tradies. Traffic during peak hours.
Congestion on roads; lack of parking
Some traffic congestion, ease of parking in the city
Congestion at Mt Vic Tunnel PARKING
Congestion and limited CBD parking adding so much more to each out of office activity
Parking and traffic at the Terrace tunnel is ridiculous due to having one lane. Like really? Common.
Motorway & inner Wellington congestion with parking issues mainly in cbd. Being a trades servicing commercial and residential areas throughout the city this is not helped by the small number of trades parks and asreas of resident only parking
Parking congestion and only 1 hour parks my appointments are for an hour so people worry
Traffic. Parking in city - Two hour parking limit when attending board meetings in town!! It's unbelievable! How is one supposed to do business
Traffic Congestion and Parking
Congestion around Oriental Bay and parking
Distance, congestion, parking
Petone on ramp and petone foreshore when commuting Ngauranga to petone
The Esplanade at Petone and the motorway from Petone to the Aotea Quay off ramp. The Chambers needs to stand up and really start advocating for the Cross Valley Link road and Petone to Grenada both of which should be made priority roading projects.
bus timetables and routes restrictive
Need more pleasant ways to move around the CBD
Buses to Ngaio stop at 6pm, they should run later to 8pm.
Train or bus outages
frequency buses after 6pm (we work later than other businesses), particularly 6pm-7pm
Better train services
To many cars on the road.
Frequency and directness of public transport
Buses in the CBD using different payment methods. Prices of tickets being inconsistent. Snapper not producing GST receipt option
Delays due to infrastructure Dangerous roads around the City due to public transport competing with cars and the danger to

pedestrians and cyclists, e.g. Manners Mall, Boulcott Street are death traps.
The cost... train cost more than using a car day to day if you have free parking that we do in our company area
lack of connect between service... old buses
Reliability
Overcrowded trains, disrupted services. Bus transfers too expensive (Titahi Bay to Porirua station is \$3.50 one way)
As a legal services provider the challenges are minimal for our business. As a train commuter (along with many colleagues) we need a dependable and clean public transport system.
Increasing number of vehicles on the road. Drivers need to be better trained Road blockages / accident sites need to be cleared sooner
Ticketing of public transport is cumbersome and needs to be unified across both Wellington and the Country.
My bus commute to work, the buses are always full when passing through Newtown and are often cancelled.
Continued regular bus service
Not economic/feasible to do shorter city trips in the car so we walk instead. Easier light rail would be a useful option 2) Need to have a good number of pool cars available for client visits as public transport not fully connected
Connectivity to the wider suburbs and regions - in particular from Kapiti to Porirua by road; from Paraparaumu north to Otaki and Levin by train, and within Kapiti itself through other modes of public transport such as by bus.
Buses are too full having to pass many commuters on the way to work and back.
Not enough public transport options to home. Too many cars in the city
Not enough buses. Patchy train network.
The Wairarapa train service is so expensive and has a ridiculous timetable as well as insufficient seating and stupid weekend timetables we are forced to drive and catch a train from heretaunga The wairarapa service is consistently late or 'affected' There are firstly not enough services and secondly the services are run to suit the operator or timetable producer and not the commuters
Commuter options
Regular, convenient, reliable and affordable public transport.
too many cars
Staff delayed when metro trains go out of action.
Lack of an integrated transport system.
Very few but less cars and more bikes and public transport is always the answer.

Too many cars and a negative impact on the environment
Lack of buses from Waikanae to Paraparaumu and further south
When there are no buses when the train comes in at night
Bus delays and inconsistent services (not to timetable)
kaiwharawhara station needs to be enabled
Using non-environmentally friendly transport (cars, and now diesel buses)
Staff reliance on public transport eg trains which are often late/disrupted and prone to strike action!
Reliable ferry timetable (regularly late outside peak hours)
Changes by WCC to public transport. No consultation with consumers
Cost and availability
Crowding on buses.
Lack of cycle lanes
Too expensive to slow not in the right place
Bus in the early evening from CBD to Khandallah
Limited runs for buses
regular & reliable public transport
Irregularity of bus timetables, unsafe biking options. I would love to cycle but I am genuinely afraid.
Risk to business continuity if there were an earthquake that created slips that blocked transport to and from Wellington.
Concern with isolation in case of a major disaster.
Delays occur when accidents happen along the SH2 and there is no alternative route to divert too.
Increasingly we encourage our staff to be able to work from home. So events such as bad weather, strokes and even earthquakes do not have the effect upon us and our clients as they might have in the past. There is still an effect but if it does not last too long it is manageable.
Unexpected Strikes

Q.7: Why do you support this particular scenario you selected?

### Support Scenario D, comments

Responses
Terrace Tunnel causes huge congestion and major issues going to the Airport (Mt Vic tunnel adding to that problem)
Reduce Waterfront congestion and ease northern traffic to Wellington Airport. If Wellington Airport had been relocated to the North, Scenario D not needed.
Potential to make waterfront much better but connected , free space up there and draw traffic from ngauranga to airport cleanly
Need tunnel to airport Extra terrace tunnel will ease traffic in city
The cbd should have less traffic, there should also be as many back up transportation option for disaster recovery reasons. Bottlenecks like tunnels should be duplicated to reduce risk in case of failure through an earthquake. The airport should have a direct light rail connection to central station for transit traffic.
need fast route to airport, hospital, and easier access within Wellington cbd
We need a motorway all the way to the airport and back. This is the only option that does that
Better access to the airport and southern suburbs
Part of an effective through road from the airport to the city and beyond.
I would actually prefer to divert more traffic and buses along the quays and away from the central city. Access to the waterfront could be maintained with more bridges or underpasses. We need to be thinking long term and improve access to the city and the airport from all directions.
I'm not sure it is the best option, but radical change and light rail to the airport are needed to help traffic issues and make the city more people friendly
I would support D with light rail, but start with encouraging public transport as most of the traffic into and out of the city has 1 person in a vehicle. Put lanes in place for commuters with four people in the vehicle, plus electric vehicles. When looking at this please consider the pollution caused by vehicles.
Need to plan LONG TERM
Better long term benefits
because i believe a significant investment needs to be made and more tunnels are required to reduce the congestion when trying to get from north through the city and out to the southern suburbs
best long term solution
Have to invest in the future with these big infrastructure projects - think big
We should learn from Auckland's history, invest now and avoid major issues in years to come
Sort it out sooner rather than later - the longer we wait, the more it will cost
Because it will be required in 10 to 20 years' time
Long term solution covering all the pain points and provides solution to future requirements
because we need to think long term, not restrict development of our nation's capital city because of short term thinking

Need to take a holistic approach now to future proof the city for growth
Future proofing - investing in the longer term future with a broader benefit - making it easier for people to use CBD based services, work in town and live away from town, enjoy the benefits of living in a city and not being out off by how long it takes to get to and fro..
Wellington needs a longer term solution
Do it right and start with the long term objective. Anything less will require further upgrading. The long term plan should be designed now and worked towards completion over the next decade.
Future proof Wellington for population growth and receiving more visitors. There are too many bottle necks, mainly at Basin and The Terrace Tunnel for getting across the city fast. The other day the Terrace Tunnel closed and so for me getting to airport I got caught up with all of the other traffic wanting to go into the city,
If you are going to do this, do it with the vision of the long game. Don't bandaid this situation, do the thing that will get the most benefit, even it it takes slightly longer and costs slightly more. Do it now as you well know, volumes of cars, people, traffic, businesses etc.. are only going to grow over the next 10 years. Plan for that now, not for a short term gain that will just need to be revisited in another 5 years' time.
Because it actually looks to the future instead of putting a bandaid on the situation. But none of these options deal with SH2 congestion. If that's not dealt with then there's no point in doing business in Wgtn for those who live in the Hutt Valley or have clients in the Hutt Valley.
long term goal is more efficient
make sense for the future
It is the most comprehensive and future proof
long term solution
We need to build for the future, light rail from the airport must be a part of any solution.
Let's plan for the future (as well as we can see ahead), not just tinker at the edges!
It is important to achieve the maximum benefit possible. Half-baked solutions only postpone the inevitable of finally having to undertake these measures. Do it now, do it right, and invest in the future.
Looking ahead to the future needs of a growing population throughout the Wellington Region.
Best outcome for future generations. Will have a positive impact 20-30 years into the future
Long term view to help Wellington into the future
Wellington needs to be forward planning!
future planning
Long term vision
Our city and nation was built on investment in the past. It is time the current people who have benefited from past investments and struggles did something for themselves and future Wellingtonians. If you can afford a second car in a family you can afford this.
Ultimately we will need it, population growing. It is best to be proactive rather than trying to fix a problem once it occurs
we need to think long term

We need to think to the future and the additional arriving traffic flows from the north with current projects
Because it removes more problems and would provide a much longer term solution.
Because I believe it will meet the longer term traffic issues the city has and will have over time
Long term solution
Future proof Wellington with meaningful long term investment
Think big. Spend the money, NZ has underinvested in infrastructure since the 1990s
We need to look to the future and have the best system
We need to be bold with our planning to solve the transport issues of our city now and for the foreseeable future. Options A & B are too limited in scope to really make a long-term difference.
better long term solution
long term solution worth the investment
It seems to be the most future proofed
I think it's better to invest for longer term solutions. Personally I think there should be a trans-city tunnel from the terrace tunnel to Hataitai with one midway exit/entry at the basin reserve.
Most comprehensive and complete long term solution towards thinking for the future. But yes cost is high, but feel a given/required and a no-brainer. Sometimes you simply have to spend serious money to resolve fundamental long term issues rather than crowing on about high costs. This is future proofing for our next generations to have the right level of infrastructure to meet the expected urban needs/growth.
The city is going to continue to grow no matter what. The road infrastructure is already 40 years behind what it needs to be and has been neglected for too long. It is going to hurt the pocket of the government and be frustrating, but that's growing pains. Look what the government has spent on Auckland roading to date and what has not been spent on Wellington roading!
The city is only going to get busier and more crowded and a proper solution is needed
Our roading has not changed over the past 30 years- we need to spend with foresight
Need to think long-term
It is the most future thinking and would solve a variety of problems over the timeframe it was constructed in.
Wellington needs to invest now to solve existing problems and anticipated population growth. Investment in all modes is needed ie roads, tunnels, public transport and demand management (road pricing)
More forward thinking, however none of the options think about getting people into the city only once they are here.
Most comprehensive, unfortunately the most expensive and will take the longest, but the most future proofed also.
Although expensive, it helps future proof the city. It has to be efficient for all forms of transport. Private and public. Cars will not go away as they are the most convenient form of transport.
Long term view cheaper option



The Most Logical longer term plan
All requirements met
It provides the most comprehensive solution for the future
All options (which scenario D covers) need to be done at some point in the future, regardless. All these options are in need now as well. The investment needs to be made now or otherwise Wellington will continue to restrict itself from its full potential.
If we do nothing now, it'll be absolutely shambolic in ten years' time. The answer is not 'riding bikes'. This doesn't fit for a lot of commuters who work in Wellington but drive or train in from all over the outlying suburbs as well as Porirua, the Kapiti Coast, Hutt Valley, Wairarapa even up to Palmerston North. It's great for 'younger' locals, but it's not the answer for travellers getting to the airport or ferry terminals. It's not the answer for people needing to get to the hospital (as a patient, visiting a patient, picking up or dropping off a patient).
Stronger future proofing; enables accommodation of growth; makes access to more of the eastern suburbs and therefore light industry growth and employment opportunities more plausible; has greatest linkage to airport (which as an aside never seems to be included in the business case for transport development)
NZ population will continue to grow and for a city of this size there needs to be considerable investment in infrastructure. Further, better infrastructure will attract business to the city, especially as Auckland grapples with numerous issues caused by population growth.
Build what we are going to need in the future now. Stop or lessen traffic congestion in the city by making the bypass actually bypassing the city. This way we won't have vehicles sitting at traffic lights producing more pollution than if they drive straight through. An extra tunnel at Mt Vic and at The Terrace would allow traffic to get out of the city better.
We need to do all possible for the next 50 years asap
We need to invest in solving the problems. This saves both major problems and sets us up well for an autonomous car future
Wellington is a growing city, in business and in tourism. We need to be able to move around and not become like Auckland. The short-sightedness of not building the tunnel under the Cuba/Te Aro area on initial construction of the motorway is now causing part of this problem. Let's get it sorted so traffic can keep moving..
Because short-sighted developments never took into account future requirements - for example, why make the original Terrace tunnel only 3 lanes. Do all the changes now before we run into further issues
Second Mt Victoria Tunnel is essential as it's a bottleneck and a major cause of congestion at the Basin. Longer term adding a new Terrace Tunnel (as originally envisaged in the 70s) would reduce central city congestion and improve SH1/SH2 flows.
Would future proof wellington to enable growth and economic development
As I strongly support the Airport runway extension it is very simple math in order to secure future growth in Wgtn as we do not need a scenario such as the past 40 years of Auckland's adhoc

approach.
Effective long term solution which will better the cities requirements in the future as well
This is a long term solution the others are short term
We need to invest for the future and do it all at once
Any infrastructure plan needs to be long term rather than a quick 2yr low cost vision
Doing smaller scenarios just adds more time and money in the long run
Need to consider continual improvement over time
Do it properly full long term plan - no one thing will fix it by itself MWay should always have carried on underground through to Basin if they did it properly the first time
We need to build for the future, not the now
I think it has a longer shelf life
Its is the most complete solution into the future. Although it may be the most expensive it will never get cheaper - bite the bullet
Invest now for the infrastructure needed to support a growing city. Do it once and do it right.
It affects me and has done for years. Also it doesn't matter how long it takes, how much it costs. The benefits will last generations. The terrace tunnel should have been built with 4 lanes to begin with
Because we need to think and plan long term. Everything to date like the arras tunnel, terrace tunnel extension, and one way system in te aro has been piece meal and adhoc.
we have to think long term - this is the best solution long term
Partly because I am from the north and affected most by getting in to the city; and partly because getting the long term development right from the start seems the best strategy for the future
Because we need to look long term at the bigger picture
This is no time to be cheap. Do the best solution for the next 50 years.
Wgtn should be planning at least 10 years in advance for the greatest level of benefit
It is a long term solution that suits my needs best.
builds for the future
Allows for future development and likely traffic scenario
Best long term solution
Creates a true future for the city and transport needs over all areas
future proofing
this needs to be an ongoing future proof model - so a long term solution of scale is the way to go.
Better in the long run for everyone
We have to take a long term view. Any short term solutions can compromise what is best long term.
It future proofs Wellington for decades.
It will truly resolve the issues for a long future - look at what Seattle are doing; we can do it too.
It is the best long term solution so why not start this now
Investment into the community infrastructure is short term pain for long term gain. Strategically more sound to cater for large growth. As soon as you build it they will surely come as the region becomes an attractive area to navigate. Tolls on sections of roading and tunnels would assist with cost funding.

Future proof. Flyover should of been started.
We need long term solutions that cater for the growing population, but we need to encourage more pedestrian and cycle friendly routes
The sooner we make a start on real change with a view to the future and a growing population the better. Wellington has been sorely in need of this for some time. It is will be very reassuring to know that in the future movement around the city will be improved. Wellington is often gridlocked in the weekends and this can only get worse if nothing is done about it. The costs may be high but this will will never be cheaper than the day it is started.
It has a wider vision for all residents of Wellington, and is more forward thinking ahead
I believe we need to invest and build now for the future. Incremental change just kicks the can down the road. This is a first class city and could be world class with improved transportation
Better to invest for the longer term than piece-meal improvements that won't last. Support tunnelling through the city rather than at grade or elevated solutions to retain the nature of Wellington. Support the removal of capacity along the waterfront to improve connectivity with the city. High quality public transport options also good for travel to the CBD, with staged introduction over time (bus lanes initially, to bus ways, and then light rail when the demand supports)
It is future thinking, not only solving short term issues but future proofing Wellington transport issues
Future proofing wellington
We must plan for the future and given the time frame option D won't fully solve the issues that will exist 10 years from now.
We need to actually get ahead of the game, instead of always playing catch up.
Boldest in it's ambition and far more future focussed
Future proofing the city - and there's been little investment in this for many years!
should aim for best solution possible and think long term
commit the money now
It's the only credible, future proof solution that gives anything like the throughput required
Its future-proofing - it's what we'll eventually require anyway so why not get started now.
A long term view should always be taken we making infrastructure investment decisions. Under scenario D, Wgtn would be barely keeping up with demand from a growing city. The cost is high, but the cost if further congestion and the inevitable stagnation that would occur as businesses make decisions to relocate or at least defer investment that isn't investing I'm itself.
Big is better. Stop doing small, short sighted fixes
Need to do all we can to improve traffic flow and make Wellington the place of choice when choosing conference venues etc, particularly if we extend the airport runway.
The problem need to be tackled from multiple angles and with the long term future in mind. The extra terrace tunnel is important as more people will be commuting from the Hutt Valley and Kapiti as house prices become un-affordable in central Wellington.
We are already compromised on travel options and the future is not going to be easier as more people try and work and live in Wellington and the greater area. Should be the biggest focus of

Wellingtons future - and don't forget the runway extension and extra beds (new hotels)/ people in the city on a daily basis to come
A lot Wn population grow will occur in the city zone more than doubling pedestrians and cyclist. In the long run they will have priority over cars (commuters). I don't think it goes far enough. I would like to see Jervois Quay closed to through traffic, and consequently giving the city dwellers access to the harbour and some outdoor space.
Wellington is 40 years behind the pace in its infrastructure development. It has for too long been subject to localised self-interest group to the detriment of the Wellington region as a whole.
There needs to be a long term solution to traffic congestion not a quick fix. One must think of others who live in Wgtn but are not living in the CBD area. Easy access to the hospital and airport should be available to all Wellingtonians. Light rail will not benefit those who come from outside the area. If the airport extension is to go ahead then significant infrastructure to get to the airport and back needs to be done. Dual tunnels at the Tce. And Mt Victoria with 4 lanes along Ruahine and Wgtn Rd. is a necessity for this. The airport is busy enough today and the current system is near capacity so if increased travel numbers happens major congestion is going to occur.
If we are going to do the changes we should do them for the longer term and do them once, properly
We need to look long term - we always look short term so when a project is finished its never fixed the problem as the problem has gotten worse in that timeframe
Takes the longest costs the most but it delivers the best result.
I think we need to future proof as much as possible - current problems are often caused by short term outlook
Future proofing the economic
Future focused
Most of the congestion is created by traffic coming into and leaving Wellington CBD from SH 1 & 2. If this isn't addressed then the congestion will only get worse in future
I believe this is the best option to future proof the traffic situation in Wellington, Option A, while the price I like, has a limited life
Wellington needs to consider the long term benefits and look at this as an investment for everyone down the track, we need to plan further ahead in the future i.e. 30- 50 years down the track and not 10-15 years time. This will also have substantial economic gains to the city and with technological advancements in electric vehicles, emissions will soon start to decrease.
We need to think about the future and stop prevaricating
Will make commute into city from north slightly better and improve travel to and from airport
Because i live north of wellington but also want ready access to the eastern suburbs including the airport
I need to connect to CBD from the north
Free up the waterfront and better access from North
travel time from Hutt to airport
It's the closest to what I would like i.e. motorway through to airport

Access from the North and congestion on the water front will always be an issue until another route is found. The is a huge investment, but ultimately it must be made or the city will stagnate.
With the increased traffic flows that will result from Transmission Gully and resultant population/commuter growth to the north, the flows into the city and cross flows within the city need to be addressed
Living in the northern suburbs, the easing of traffic congestion towards the city is important to me.
we use the port area and travel to and from the Hutt Valley
the traffic is just terrible coming into wellington from the hutt valley
To aid smooth travel from Kapiti to the airport
The loading on the roading infrastructure south of Aotea off ramp and the terrace tunnel is going to increase dramatically with the completion of transmission gully and the northern road to Levin. This road network is already overloaded during peak hours.
Access to hospital and airport improved
Better access for those coming from the north of Wellington
I live in the North so access to town and the airport faster is appealing
Entering town from north it can be k offs.
We work in the city centre and hutt valley and are situated in Rongotai
Access to the north needs to include a better public transport link, in order to keep cars out of the city. Park and ride type opportunities at say Tawa and Haywards in order to provide greater flexibility bot to transport connections and then parking in the city
Based in the Wairarapa this would therefore provide the most benefit to our business
I live in the north
I live and work in the Hutt Valley like a lot of other people I come into Wellington at different times for appointments etc.
Northern access is critical for easy flow in and out of the city
all the infrastructure listed is required
I really dont care - I will be dead by the time any of the options are actually built
Let's just get on with it...
This scenario would affect me the most.
we need to aim for what we need and plan and pay for it over the time proposed
No major infrastructure project will ever be cheaper than it is right now, so we need to get the best wide ranging solution underway now.
Reduce the timeframe by half and this is a winner
I do not have sufficient in depth knowledge to make proper decision as to the options
Delays frustrating
But forget light rail concentrate on electric buses
absolutely stupid that across town traffic has to use inner city streets
Scenario D will take 10+ years. The congestion problems of today will have advanced by that time. We need to have a big plan now.

Reluctantly as I support getting rid of the Basin all together.
I don't travel to the other side of town often enough.
Most effective for my needs
We need it all. We also need the construction work for Wellingtonians
Prioritises car
make the city people centric while enabling public and private transport to run smoothly and efficiently
Traffic congestion can sometimes be a put off when wanting to come into wellington city.
There are peak hour pinch points at Mount Vic and the Terrace Tunnel, and a more friendly inner city for walking and cycling
Easier access to the waterfront
Improve overall traffic flow and reduce congestion
Keep the traffic moving on SH1 and less likely to clog city streets trying to shortcut the delays,
Congestion chokes cities & destroys the quality of life for the occupants. Cars are the preferred transport option for most people. Also cars (in one form or another) are going to be with us for a very long time.
Hopefully free up the motorway??
Relatively moderate disruption time for most efficient outcome
we need to get real, having to move through the city to go from A to B does not make sense in today's day and age.
easy traffic flow
Reduce southbound traffic congestion into the city in the morning
It is important not to just create a walking cycling Wellington, but also to enable rapid transit through the city
It attempts to resolve most of the issues but is still not adequately resolve key Sh1 issues in city and terrace tunnel, and sh2 from ngauranga to Featherston are not addressed
No through traffics as inner Wellington City will become a knowledge based work and living environment. No smart to cut it up
Takes traffic out of the City
Less disruption and visually ok.
It separates traffic which wants to get across the city and allows the city to develop.
it is crazy to have the east west and north south traffic on the same tarmac at the basin and need intersections but also need to reduce cars in the inner city
Lots of space for walking in the central city, removes traffic from CBD
Problem is getting across the city so would be better for those of us who do not live in Wellington City
We can't ignore cars as a primary source of transport. Head in the sand views about public transport and main solution must be balanced
less queue
As I am personally affected by the terrace tunnel.

I do not want more big trucks etc along the waterfront .It could spoil it but we need traffic to move quickly over to the southern side
The extra tunnel would be more worthwhile and ease traffic flow .
I've experienced the underground/tunnel motorways in Brisbane City & it is an amazing way to by-pass &/or connect/emerge up to the surface of the city at different points of your travel - it's fast travelling, non-obtrusive to the city above & we need to take a bold decision on committing to this initiative. Another tunnel through Mt Victoria to the Eastern Wards good be a positive option but how do you channel that extra traffic volume on the Hataitai side without creating a bottleneck around the Kilbirnie area
The City needs to be easily and quickly accessible by road. Redevelopment and growth will come as a result of the improved infrastructure.
better flow of traffic means less CO2 emissions and faster traffic flow is more productive
Most likely to reduce congestion
We need another tunnel but all this pedestrian right of way stuff is the actual problem we need to fix. Clear off the crossings, get rid of the traffic lights and get the cars moving.!!!
alleviates congestion and allows for growth
peak hour traffic congestion at both Mt Vic and the Terrace tunnels has a flow on effect through the rest of the city centre
Easier access into Wellington.
The extra Terrace tunnel in particular.
less traffic congestion anywhere will benefit all of us
Waterfront needs more developing. Extra Terrace tunnel will help if done in conjunction with Mt Vic tunnel
The present terrace tunnel is a bottle-neck
I think that we need to improve the public transport systems and traffic flows in Wellington to all areas and including cycle and walk ways for both commuting and recreational use. This will also make Wellington a more attractive place to conduct business: new or continuing.
Allows people to access our businesses eases cross town conflicts and better provides for the future, ultimately will be required anyway all other solutions are merely window dressing and delaying tactics
We need a second Terrace Tunnel and we should have built a tunnel under Te Aro in the first place. This would have improved traffic flows and allowed for better public walking cycling and general movement within the CBD.
It includes an extra Terrance Tunnel
Stop bottlenecks and construct a link road from Grenada (Transmission Gully) to Petone. A large chunk of traffic would then be diverted away from Ngauranga Gorge.
Because the congestion is ridiculous. Light rail idea will make it worse though.
It makes absolutely no sense having the current Mt Vic tunnel and the Terrace tunnel at single lanes given the volume of traffic. The development is long overdue.
An extra Terrace Tunnel is fundamental to relieve the existing one lane bottleneck at the end of the

motorway. None of the other options address this urgent need.
improving terrace tunnel traffic
If a revamp is to be done - do it properly
Best option
other options short sighted as not considering the holistic impact of traffic congestion - most options only shift problems to next bottleneck
I don't see the use of smaller, halfway house solutions. The Northern access issue can't be ignored.
Done well this could solve a number of access issues
A, B & C will not accommodate future expansion of the city and surrounding areas.
holistic answer
I believe that comprehensive investment in world class infrastructure will truly keep wellington ahead of the curve and continue to grow with the city.
A more holistic approach
Better connect more efficient transport system... Business drive do not walk or cycle.
Wellington typically goes for cheaper options and does not take account the wider view e.g. terrace tunnel bottleneck
If you are going to do something, do it once and do it properly
better for our business
Full suite of improvements desirable
It fixes all the problems with Wellington transport
Looking at the problem more holistically to give a more viable fix to the problem.
it provides a comprehensive solution to the issues we face
Best of a really bad lot. Motorway tunnels are expensive. Cheaper to bulldoze the hills
Because we need to do it properly not a piecemeal approach
because it is the only option that really improve the infrastructure
The traffic system has been neglected for years and we need to look at the best option rather than tinkering around the edges.
Most comprehensive and logical set of solutions
Takes care of all issues
It's the closest to what we need.
Makes the city a modern city
Gives the most bang for bucks. Can do it once good or not at all...
do it right from the start
It fixes the issues properly...not just a part fix. Much better for PT
Highest level of investment. Total solution.
My self-interest is B but D is needed for whole of Wellington
Gets the most done.
Need much better flow all over the city
It looks at addressing a substantial set of issues rather than one or two



It fixes the key problem of the terrace bottleneck.
It gives allows the creation of a true transport corridor through the CBD, and allows all modes of transport to be expanded - plus it will increase the liveability of the City
It addresses all of the issues, not just some of the issues.
It includes the others. But I think we can start with A and then develop the others over time
The others will simply move the problem further on
Scenario A only supports local residents and doesn't take into account a significant portion of city works do not live within walking or cycling distance of the city. Nor does public transport have capacity to manage a significant increase in use. Car use will need to be accepted as an ongoing transport method to ensure the city doesn't become too expensive to work in.
it's what the city needs
Tackles the whole problem. i still think the original basin plan could go ahead. Flyover
The initial plans way back when always included additional tunnels for improved traffic flow for exactly the situation we are in now. It is well overdue
Will get wellington moving better
Do it once and do it right
I'm for reducing the number of cars int eh city, but to do that we need a way of getting them around the city. It is ridiculous that it can take 45 minutes to get from the city to the airport. It can take just as long to get across town on the weekends. I'd like to see improved public transport - whether it's light rail, BRT or a dedicated bus lane system, all need a transport corridor which requires fixing the cross town problem, tunnels at Mt Vic and the Terrace, and most importantly fixing the choke point at the Basin. As I understand it, the current configuration is too narrow for some modern bus options. At the end of the day, buses need roads too, and dedicated transport corridors require significant infrastructure development.
Because it addresses many of our pinch points
Most compressive option.
Makes the most sense.
Best outcome
Most effective/comprehensive
It's clearly the best.
We need more and better roads
It's the most comprehensive option
Helps most people
Seems best, although each sound good.
Past experience has shown the consequences of not applying the optimum solution
We need to maximum work to be done - INCLUDING LIGHT RAIL
So long as the planning has been done correctly then go for the best overall solution.
As D includes a/b/&c it resolves the most issues
Comprehensive solution

Action is needed across the region, not just one area.
It would address all traffic issues getting to the city
The most comprehensive, of course the ludicrous idea of having 'light rail' will need to be scrapped immediately
Only one that addresses all the issues
Otherwise it's mostly just benefitting the city
Way overdue but needs A&B not C
Best serves the wider Wellington region rather than just CBD. Most of the manufacturing base is outside of the central city.
An integrated/whole solution to the problem areas
Total solution. Large numbers of people commute into Wellington contributing to the cities economic health and vibrancy. Getting into and across the city centre to the airport at peak times is frustrating and time consuming.
The city needs to grow and access to and through are critical to achieving that growth
Would provide the most improvement and development to our infrastructure.
Will have the greatest positive impact for the city
Support Wellywood development in East, will accommodate future autonomous e vehicle growth
Keep Wellington Moving during day improving economy, Also more social benefit, i.e. Time with Family instead of stuck in traffic
The government (local & central) need to urgently make a much greater investment in our regional roading, or Wellington and its surrounding regions will grind to a halt because of our 19th century roading and 21st century traffic.
It recognises the need to integrate multiple transport modes and allows for the city's growth and development.
We are playing catch up and need to invest heavily for actual gains in the future.
It will cover us for the future and then give us the opportunity to develop lite rail and other public transport options
Wellington's residents and businesses will benefit from this long term investment at least in the next 50 years
We need to do as much as possible to allow for growth in the future wellington transport has been woefully inadequate for years and more cars more people means we need more routes around the city
Because Wellington is the CAPITAL city and the seat of Government and we need to reflect that and become a progressive city.
Access for business interest which are becoming more broad around the Wellington Region
This should be more about a city redevelopment and growth opportunity than a roading proposal
need to maximise efficiency while city continues to grow
All are issues that are holding back the development and growth of Wellington
Wellington needs this to retain standing as one of the world's great little cities. Anything less well

inevitably see Wellington decline. Business and community needs the best transport infrastructure we can build

We need to encourage more people into the city and to use the airport - increases economic benefits significantly.

### Support for Scenario C, comments

Responses
Most achieved against cost
The opportunities and solutions this scenario presents would provide the best value for money.
I personally don't think B is vital, but A & C are absolutely key for the efficiency and safety of the community. It would allow better traffic flow and better reliability on public transport. D would be fantastic, but if price is the issue, then it is unnecessary.
Best out of the bunch and where the most holdups are
The problem needs a one off long term solution and scenarios A and B are piecemeal band aids and do not address the depth of the issues or provide for future growth. Scenario D is too expensive so Scenario C falls in the middle of the options.
Cost and timeframe
Seems reasonable trade off across all modes of travel
A is waste of money.C accommodates future growth and better planning. This should not be a tax payer funded project / or a hike in rates.
I don't want to see flyovers at the basin, the Arras tunnel has delivered significant benefits so i assume Scen C might deliver similar benefits. Scen D seems just too big at present to make any headway. a s
Most benefit for the cost & time taken.
Scope and timeframe
From my point of view, this would be the best compromise between results and cost.
Trade off between costs & benefits
Urban redevelopment opportunities to keep the city vibrant, there other ways bridges and underground walk ways to continue to link the CBD to the waterfront, parking disruption will not be a problem in the future with automated vehicles. the main issue we need to solve is traffic from CBD ti airport and southern suburbs. Obviously if transmission gully etc. increases through traffic a second terrace tunnel would be good but not at the cost associated with delaying fixing the main issue.
most cost effective
cost effective
Huge move to improve problem for reasonable cost and time
Gets most of what we need at a reasonable cost in terms of money and disruption and allows for D in the future
Greatest benefit to the city region while not overburdening with cost
Time and cost focused on the most important areas first

It makes the most logical sense in regards to value for money
balance need vs. cost and time
I think it is the minimum the city needs longer term
long term its what's needed
Allows for intensification of the city while future-proofing transport in the city
Because it provides more improvement overall and would make a positive impact to my journey to & from work.
This is a long term development, not a short term "sticking plaster"
Future planning
A staged infrastructure programme would be sensible, this option gives the ability to grow into Option D if necessary. After all, the city is not growing smaller, we need infrastructure to meet the size of our growing population over time.
Need a long term plan - need light rail to airport/Miramar and Newtown.
Not a quick fix solution like plan A&B. We need to do something that will benefit Wellington for decades not years
remove the cars from the people
Any redevelopment needs to have a real impact, not just shifting bottlenecks elsewhere.
Just solve problem & make investment!!
Would support anything to help - but not walking lanes and cycling tracks. Hard to do business on a bicycle
Prioritising public transportation, walking and cycling is the only worthy aim here. It does not need expensive solutions to further encourage car use.
I work in Te Aro and live in the Eastern suburbs.
support light rail
Seems most likely to impact me in the most positive way.
I live there
to make wellington a more liveable city
better all-round access
Traffic will flow much better
reduce travel from airport to town a priority and also separate the walking/traffic within town
It provides better opportunities for travel in and across the city
a tunnel will ease traffic flow
Better city links for both ends of the city is required - can't stop on one side or it'll continue to be a fragmented solution
The bottle next is Mt Vic tunnel plus getting vehicles out of the central city enhances the City/environment. Needs to be very strong emphasis on encouraging walking & cycling as we must reduce our carbon footprints but limit the increase of fossil fuelled transportation
Allow for smoother and more efficient traffic flow
Open up the major A to B corridors

keep traffic moving through the CBD - speed up access to and from airport
The city's transport issues are both access from the north and connections to the east and south.
Yesterday it took me one hour to drive from Airport to Courtenay Place, needs to be solved.
High use area
I think it's the option that suites the city's needs best
We don't want to reduce being able to have our own transport in town. Access to airport is terrible
Better for the city overall
broad impact across the city and benefits people moving about the city by bike, bus or foot
Improved access to south and east and incorporating urban development within inner city and access to western suburbs
Te Aro redevelopment
Agree with the indicated reasons
redevelopment of te aro
The basin and Te Aro intersections with additional tunnel is a priority
focus on te Aro
provides opportunities for e.g. traffic and redevelopment of Te Aro

### Support for Scenario B, comments

Responses
Better connections to the East and South
Actually I think D without section C, so have noted B above
Includes Public Transport Development plus betterment of the public & tourists
Just do
seems good
it would be of greatest benefit to those living on the Kapiti Coast - to access hospital & airport
less disruption and cost than other scenarios but helps address congestion to and from the airport
As a resident of the Hutt Valley my only concern with Wgtn is getting to work or the Airport
Getting to and from the Airport quicker and more scenic is important to Wellington we are the capital city.
Light rail to the airport is important
Less bottlenecks getting to airport would be great
Improving transport to airport
viable option that delivers good benefits, enables mass transit and improved access to the airport
I don't believe alternative transport encourage will deliver the benefits required for transit across town to and from the airport.
Feel would improve traffic flow to and from the airport.
Regardless of extra tunnels, etc (in the other models), Wellington turns into single lanes in significant arteries. For example, even with an extra Mt Vic tunnel would that mean traffic on the eastern side still moves into single lanes on the eastern side? With the single lane for the Terrace tunnel, that will still

clog up work in other areas. Having rail from the train station through to the airport will also allow commuters from the east to travel quickly into the CBD for work. Long term thinking, and we keep putting off strategic projects like rail, should involve a comprehensive rail solution from the CBD to the east and south.
Only care about the airport
Airport and Hospital flow is a must.
Our experience is the biggest traffic issues are between the city and the airport. Plus the time frame
Just makes sense, especially to the airport
The airport needs to be more accessible without all the traffics delays
Airport access is vital
i live in the eastern suburbs and the traffic congestion has become exponentially worse over the last few years. with an airport extension et al infrastructure upgrades and improvements should be mandatory
must concentrate on getting people to the airport, dual carriage ways to keep traffic moving
Airport access is key
Getting across town From northern suburbs to airport etc. is an increasing problem. no traffic takes 20minutes. Lots of traffic takes 45mins plus. Getting cars out of the city would make biking safer and more enjoyable.
Would open access in and out of Airport.
Better link to airport
It looks to me that this is where the bulk of the congestion happens at the moment.
Clear up basin
Faster traffic flow
This would relieve the biggest choke point in the CBD
I feel this is the area of most disruption, relatively cheap compared to other scenarios and could be done within a reasonable timeframe. In 10 years many more options will have become available that we have not even thought about yet.
Addresses key concerns
Cost effective and i think the biggest issue is airport traffic as northbound traffic can be solved through improved light rail service
Basin Reserve area is congested most of the day.
Obvious congestion issues we all are putting up with and needs to change urgently
I view this area as Wellingtons biggest problem.
Because this is where, when needed to travel, I have experienced most congestion.
One of the main congestion points is Basin Reserve/Mt Vic Tunnel. If these are unclogged the whole city's traffic will flow
I live in the East
that's the bottle neck ie at the tunnel
mount vic tunnel

Congestion around the basin and Victoria tunnel
need to sort out congestion around the Basin, and so that traffic can get of the motorway without undue delays
I have to pass through the Basin Reserve often
Hopefully more efficient travel from eastern suburbs to the motorway
To reduce congestion as quickly as possible given the timescale. Option C would be even better but the time scale and cost would delay further the need for congestion relief.
It will clear traffic more quickly to and from the east and south and have a flow on affect to clearing traffic in the city. It also sets up options for further work in the future. Let's get something done that is affordable and gold plate it later
the waterfront traffic is minor compared to across town and southern traffic
Addresses main congestion points
Would free up traffic immensley
Better transport connections
Because it creates a safer central city for pedestrians and cyclists but also creates better flow of traffic around the Basin which to me is a severe bottleneck.
The basin is a massive pain point for Wellington and something needs to be done. Start with this
Basin Reserve traffic affects out business
It is ridiculous trying to get from one side of town to the other
Because I live in Newtown
Tunnel under Te Aro does not make sense. Redirection traffic away from this area makes sense to alleviate congestion. Fix the Basin bottleneck and Vic Tunnel is a start, but alternative main roads are required.
It is the most congested inner city area
I live in Hataitai and previously Miramar, the traffic issues are not only present on weekdays but weekends too can see traffic backed up to the airport
Free up the cross town traffic and make the rest flow far better
better traffic flow
I believe this would resolve one of the greatest bottlenecks
It addresses the immediate issues. Ideally longer term a second Terrace tunnel would be ideal to remove Water Front traffic
Relives congestion at the Basin Reserve and improves public transport through that area
I see the traffic in this area as the main problem
This would address the most significant bottleneck. The other scenarios are too expensive, placing an unacceptable burden on ratepayers
The Mt Victoria tunnel is the most critical investment required.
Biggest immediate issue
Addresses the primary issue, less expensive so likely to get adopted, get on with it.
Live in newtown

Mt Vic tunnel is horrific
Moderate cost
Seems to be the best bang for the buck. Wellington is not a big city so has to be able to afford it but it does get more traffic each year. Having the additional tunnel would ease the most congested point in the city and provide cycling/ walking benefits.
It's a good compromise and will enable the immediate issues to be addressed.
Affordable by city in medium term
efficient changes , but doesn't require too much investment
Get us up and running sooner rather than later
Better time constraints and value for money
Most efficient use of money in terms of benefits to Wellington
Cost and time
More immediate results.
I actually support B & D need a starting point and just get it done to reduce increased costs.
Time and money - we need it soon but it has to be affordable.
Quick, cheap and enough benefits
not too expensive
cost effective and timely
time frame we need something done now
easiest one to get on and do
Most likely to proceed budget ways and would solve our eastern suburbs problems.
provides balance between speed, cost and need
Middle expensive for best solution for me where I live
long term benefit for less cost
Faster and less expensive. Buys time to see how self-drive cars and other technologies will impact traffic.
Less cost and less disruption
Will get things moving with a reasonable timespan and cost - can be added to later
With light rail provides a timely and cost effective start. Other options could be done in out years. If we go for option D we will have the same fights and delays that we have had for Transmission Gully. It's better to choose a less expensive faster option so we can get something done NOW rather than arguing over it for 20 years as the costs sky rocket
Cost effective and realistic timeframe for roll-out.
Best compromise between cost and improving traffic flow
Seems logical
It can be down quickly-can add on other options later
The benefits at a reason cost
Balance between benefits, costs and time frame
Its a deliverable scenario based on what the Government of the day would be willing to invest and the



delivery timescale
seems to offer best return
It's a compromise that might provide sufficient benefits - but definitely no light rail.
biggest gain for least cost , Sec A will not have any real impact
Can be effected in a reasonable time frame.
Cost & helps with congestion
cost benefit seems reasonable
Balance of cost, timeliness
most economically efficient
Emphasis on pedestrians, cycling, etc.
I believe that prioritizing public transport and cycling is the most important first step. Regarding the extra mt Vic tunnel, due to where I live, this would be most beneficial for me.
Make the city more pedestrian friendly, if you need to get to the other side of Wellington enhancing north to south car traffic would be important
I believe we should be putting the most focus on active and public transportation and moving away from single occupant vehicles as much as possible. The more we make it easier for mass travel, the more people you will move faster and the less congested the roads become. Putting more emphasis on active transportation to make these attractive and safer options (walking/cycling) the better health benefits we'll gain.
Don't want to encourage more cars in the city. Develop public transport options.
It promises to improve flows from Wellington city and increase the use of rail (heavy and light).
Traffic in the CBD is a bottleneck because there a few alternative routes. Need to encourage cycling and walking.
Increasing public transport and walking options is proven to yield high results
Public transport has to always be at the front of everything we do. And the more people who use it and cycling and walking the less need for the other scenarios.
Greener option but recognises need to address inner city congestion. Does not encourage more private vehicles into city
suits my business better
As a transport operator with 20 trucks we spend a large part of the day working in and around construction and the port. We do not go into Wgtn for any other reason than requirement. To exclude trucks from Wellington means closing down the CBD. Building materials, consumer deliveries, stationary, IT electronics just a few we deliver daily in the CBD
most needed
Seems logical
looks smart
D would be better but more chance of getting B
c & d would cause to much disruption
I would prefer a blend of Scenario B and D

Covers all bases and reasonably future-proofed
Needs a combination of all but B & D
I think something also needs to be done re Terrace Tunnel but don't necessarily think more around Te Aro is necessary - may be my lack of understanding
tunnels in te aro are not a great idea in an earthquake prone city
that would be of the most value to our business

*Q.16 Do you have any final comments?*

Open-ended responses (285 responses)
Scenarios A, B, & C do not adequately support the impacts of the Transmission Gully and Smart Motorway projects. The key to these projects' success (especially Transmission Gully) is efficient dispersal of traffic before, throughout and beyond the CBD. Total grade separation is needed across the CBD, with more exits available and easy-access car parking to accommodate traffic before it can enter the CBD. Effective public transport from car parking areas to the CBD.
Transmission Gully will only move the congestion closer to the end of the line. It will do nothing for the congestion on Petone foreshore. It will do nothing for the congestion on the bridges into Lower Hutt. Its a shame Hutt City seem intent on poking their noses into Wellington Council issues instead of addressing the issues in their own back yard. I'll vote accordingly at the next election.
Take the long view and get it right. Most of us will complain about the cost regardless, but if it works most will also be thankful.
Does not seem to demonstrate broad thinking about how the nature of work is changing and what impacts that may have.
The Kaikoura quake forced a lot of businesses usually based in the CBD to adopt more flexible ways of working. What other incentives are there to continue this trend?
Our business does need access to the streets around Wellington and will need the use of loading zones (as we need to drop off signs and install them to buildings, however if less private traffic was on the road, that may alleviate the traffic.
Exploring large satellite carparking on city fringes. technology is changing so quickly with mobility light rail will be outdated shortly
The introduction of a bus lane from Old Hutt Road to Wellington Railway Station and v.v. at morning & afternoon peak hours would reduce travel times for those people using public transport. Cyclist could use these lanes too which would make life safer for them.
Get on with something! The investment North is great but the Basin flyover/2nd tunnel/light rail debate has gone on too long.
Preference for scenarios that reduce congestion at source - in our habits of convenience versus public good
Need to deal effectively with small lobby groups with their own short term selfish agenda

Increasing road, cycle and pedestrian safety important, as is reducing emissions.
Not living in this area, it's difficult to answer
A cheaper starting point is to increase the size of bus stops (more shelter etc) and introduce articulated or double-decker buses (depending on tunnel access) from Wellington eastern, western and southern suburbs.
From current rail destinations 2 and 3 level parking buildings should be looked at for appropriate train stations with longer and more frequent trains.
No point in worrying about a longer airport runway until we can actually get to the airport efficiently
Important we get it right so we avoid the issues Auckland now face by not planning and implementing public transport initiatives decades ago
Take the lead of other cities around the world who have had success, and get on with it. Too much talking about it and not enough doing it
Virtually all the problems that Wellington faces relate only to peak travel times, the other 20 hours a day are very adequate.
I don't understand the focus on cycling to reduce congestion. While I agree it's nice to have better recreational cycling areas, I don't see cycling as a significant solution to congestion. In my view, cycling currently impedes other transport and the room required to solve that, i.e. separate cyclists from other traffic, would consume way more much space than it would provide benefit.
Access and the aging population will increase demand on excellent public transport options.
Congestion chokes cities & destroys the quality of life for the occupants. Cars are the preferred transport option for most people. Also cars (in one form or another) are going to be with us for a very long time. Adequate provision must be made for car usage.
As mentioned before I believe transport as we know it will have changed dramatically in 10 years, like electric cars, Amazon, Uberisation of everything so I don't think we should commit to huge projects which will take many years to build as needs will have changed in that time.
Need to ensure the proposal is not a stop gap that has to be revisited in 5 years
Better access from Petone is a must! There is a bottle neck there that needs addressing right along the esplanade to Wainuiomata.
Sooner we start the better as costs only rise.
Wellington and the surrounding areas are growing and will continue to grow. Decision makers appear to sit on their hands until they find themselves in a crisis. Crisis reaction management does not promote strategic planning or decision making. Stop worrying about the impact on Voters and just do what needs to be done. Be bold and build a great city!
Plan for the future, do not band aid this, you need to have the end game in mind, not just some short term plan that will need to be revisited and drastically changed in the next 10 yrs.
There probably needs to be more pressure on using public transport for those who don't need their own vehicles in the city. User pays for city centre traffic like is being done in London would help ease congestion.

Sort out SH2 and take a long term approach for future transportation. Stop building overpasses over SH2 that restrict SH2 to just two lanes when those two lanes are already at capacity. Think big.
Congestion and public transport are already issues - these need to be improved
The impact of traffic from Transmission Gully needs to be factored into any solution. As I said, I do not want vehicle access to Lambton Quay and streets nearby to be hindered. It will cause more problems than solve them.
The basin is a significant bottleneck that needs to be fixed. The previously proposed solution was an excellent one that got derailed by a few NIMBY protestors. It would have built a new stand for the ground which it's crying out for.
Diversion of traffic from the Hutt North needs to be integral to any plans.
Let's do what is needed, not what is easy. The benefits from this level of investment will sustain the economy for generations. The others are short term only.
Losing more car parks in the CBD to bike lanes is not ideal
Make a decision in good time and then get on with it.
Let's get it going !!
Light rail would be a long term solution but more economic as the population increases
The transport issue cannot be single out from the big picture. As an example, the intensification of housing is making the traffic issue worse.
In addition, the solutions offered need to be technologically driven. Recently, China has tested magnetic guided tram on wheels that share road with other vehicle. It is a very smart, flexible, less intrusive and cost effective transport solution that many currently on the drawing board.
We also need to change our thinking by tapering into the international expertise instead of trying to be so focused on the made in NZ. PPP gives the framework to combine technical expertise, access to funds and project management.
Given the long time to delivery of some of these proposals the introduction of driverless cars/buses will have a significant impact on future demand for cars (ownership, parking) and the need for this type of infrastructure. The introduction of light rail whilst a good idea provides an expensive solution particularly to the airport for to peak demand periods of the day morning and night. Given the relatively short distance to the city buses with dedicated bus lanes and the bus tunnel provide a more flexible solution that can be scaled up or down to meet demand. In my view the current airport flyer provides a great service, it is often faster than a taxi, considerably cheaper but is underutilised.
There is not enough thought given to how to reduce the traffic flow from Highway 1 to HWY 2 and visa versa in these proposals.
any progress is good

<p>Roading needs to keep up with population growth.</p> <p>Wellington roading is well behind and investment needs to make it easier to get around the city. It will only get worse as the airport gets busier and through traffic (i.e to airport) needs to be removed as much as possible from city traffic.</p>
<p>You can't have a thriving city without congestion. What you can aim for is a city with good alternatives, so you can avoid the congestion by changing your travel habits.</p>
<p>Wellington cannot stand still and it needs to think and act for the future.</p>
<p>Need to address the cross flows that impact on travel times in and out of the city, more under/over passes and other traffic rerouting designs rather than traffic lights</p>
<p>I don't think that building tunnels will solve the issues as they don't change people's behaviour. In other countries companies pay workers public transportation. Take away parking subsidies and tax them while giving a tax break to both employees (no income tax on transportation benefit) and a tax break to companies to pay for bus and train passes. The buses need to be purchased and drivers trained and hired prior to this happening, not the other way around.</p> <p>In the end, the cost to the government will be quite insignificant compared to building a tunnel.</p>
<p>This needs to be thought about carefully so as to future proof for increased traffic for years to come</p>
<p>Having just yesterday driven from Auckland to Wellington it is my strong wish to see a dual carriageway the whole way - not just in small parts. It would be far quicker and safer.</p> <p>Also why are we still using coarse chip seal?? Hot mix is so much more efficient i.e. uses less fuel, reduces windscreen damage and noise</p>
<p>Needs to happen now</p>
<p>Need to think of cross valley link and petone to grenada link</p>
<p>Something needs to be done and now. If the extension to the airport run way is to proceed (I strongly support this as Wellington needs growth) and tourism numbers climb, we need to get the transportation systems in place first or at least started before we grind to a halt!</p>
<p>I absolutely detest the current diesel buses. The noise and air pollution are ruining the central city. Half the time the buses are not full. We need a fleet of smaller electric mini-buses conveying people from larger transport hubs located out of the central city.</p>
<p>A visionary long term solution is needed</p>
<p>Get on with something</p>
<p>Tunnels / Trenches under Willis St, Victoria St, Taranaki street, Basin Flyover asap to keep traffic in both directions moving.</p>
<p>The transport links from the north will increase traffic to the city. This needs to be fixed as soon as possible or the bottlenecks will continue and increase.</p>
<p>The issue of on-street parking is critical to any solution. Further work needs to be done on who uses parking and what impacts removal might have, and any alternatives.</p>
<p>Perhaps it's a good idea to remove the pedestrian/cycle lane in the Mt Vic tunnel. That would allow for</p>

the vehicle lanes to be widened, making the tunnel a more efficient and pleasant driving experience. An additional tunnel may be built nearby to cater for pedestrians and bicycles.
Stop talking, start work
If you are not having inner city car parking you need to have multilevel car parking by all surrounding areas with a fast loop public transport system.
Keep thinking big and scale up for the future constantly and ongoing. It can't just stop-start as a project but as a long-term sustainability framework for the city urbanisation which will only continue to grow.
The scenarios omit what has been proven to work: demand management such as congestion pricing, carp park controls; high quality public transport such as light rail.
Transmission Gully will just make traveling into Wellington City more difficult. We need to consider climate change and ways of reducing our emissions as much as possible.
Solution needed for Hutt motorway
Just get it done. It needs to be roads as public transport is not suitable for those of us that live outside Wellington City & need to get past the railway station in a reasonable time frame. Don't have 3 hours to waste on existing options ie buses & trains when we can drive it in less than 1/3 of that time.
Get on with it
SH2 needs significant focus and expenditure. Melling and Petone to Ngauranga especially need attention. An extra southbound lane should be added when cycleway work is done between Petone and Ngauranga
Learn from Auckland - there is a need for immediate action and long term planning - eg sir Dove Meyer Robinson was SO right in the 80's when he proposed light rail for Auckland - they are still talking about it up there.
Legislate for the building of the Basin Reserve overpass to circumvent NIMBY resistance. The east west link is "a road of national importance."
Light rail linking the airport to the train station, one payment system for all types of public transport and better access to CBD parking need to be priorities also
Just get the traffic problems sorted quickly
Only scenario D takes account of the impact of TGM etc and then only if it incorporates road pricing and improved PT to manage the volumes of private vehicles which can otherwise be expected.
I wish folk wouldn't get confused that more roads = more cars. Most of these plans are more roads = more public transport and active mode space in the corridor
The Petone / Grenada Link needs to be started sooner rather than later
The scope of this review needs to look at the greater wellington region and not just the CBD / surrounding suburbs. I don't believe the money is well spent on improving Lambton quay / Willis street as they are relatively safe and nice environments already. a more resilient transport network as required as the earthquakes and strikes continue to prove. let's focus on GWR
Only that the region requires action on this. Priority must be roading however we need to make future provision for light rail and prioritise bus rapid transit.

Let's get on with this, pronto.
What has not been mentioned and must be taken into consideration is the safety factor or the best plan that incorporates natural disasters.
I personally believe the Basin Reserve should go - just like Athletic Park. It is considerably under used and is a prime contributor to congestion.
Someone needs to show some leadership here with a vision for Wellington; the previous Mayor's shameful behaviour over the Basin flyover, and the dopey Island Bay cycleway, can't set the standard; let's go for excellence, not compromise and mediocrity.
We need a double lanes all the way from Levin to the Airport. The Airport Wellingtons gate way .This is urgent
Light rail should be included
Get it done
I feel NZ is very behind other countries. Trains are so amazing in other countries and are on time and there are not people clipping tickets-it is all automated and makes things flow. You can get trains around anywhere. Here the system is so far behind and not reliable and that is why people dont use as much public transport-get this efficient and reliable and more people will opt to use it!
Wellington needs a direct route for traffic to airport, hospital etc, and ring road concept for better movement through cbd, with fringe parking, and easy walking access into the city centre.
Change at the basin reserve is essential - It takes me 20min to get to work at 6.30am, and takes me 40-50min to get home at 6pm. Improving the traffic flow around the basin would have significant commercial benefits for the city
I believe there is an underestimated view on the likely increase in traffic volumes Transmission Gully (and the Kapiti Otaki expressways) will bring to Wellington, and its transport network. This is why these improvements need to be considered now. It occurs all too often when these decisions are finally made and then built long overdue from when they were actually needed.
Get a move on
Transmission gully is likely to compound the problem of the bottleneck at the base of the Guage. We need an alternative dual carriage way from Tawa into Wellington around behind johnsonville and Kandallah
The overall quality of streets has deteriorated with the large number of noisy diesel buses in the inner city. I would be in favour of some mass transit through the inner city at least to remove the rows of these things
Bottom line is that we need to acknowledge that Wellington's transport systems are not adequate to meet current and future growth in the region.
It takes brave leadership to make this happen. Hope we have that.
Get started now before it becomes even more expensive. The move to electric vehicles is going to be slow but it will also mean there will be even more vehicles not fewer so they need to be able to move freely.
The Chambers needs to (as it is) strongly lobby for as much investment in Wellington Transport

Infrastructure as can be willingly funded.
It is a no brainer to increase Mt Victoria tunnel capacity especially as the airport grows. Congestion has noticeably increased in the last 2 years.
Urgency be given to these projects
Get the Basin Reserve sorted out ASAP, it's a nightmare, should have been done 5 years ago, it's barely used, dig it up and let's get moving!
The problems will only get worse and the solutions dearer if nothing is done
Obviously getting to and from Wellington City (& the airport) for business or personal reasons in the quickest/most convenient way possible is on most people's mind - therefore eliminate all light signals on the main arterial routes into Wellington from Porirua & Hutt Valley so access/exit from the city is faster & to accommodate this influx of more vehicles to look at introducing more underground parking if possible/on top we are probably hampered by a lack of sites right now (maybe large parking precincts could be introduced on the outskirts of the city with regular light rail commutes to & from the city for the public/allow only commercial vehicles in the city
I believe that the impact of traffic into Wellington once transmission gully is completed will escalate, and if we are not careful we will end up like Auckland trying to play catch up if it is not addressed now.
Light rail should be integrated into the scenario; Changes around the basin have to be made. Future-proof roading should be considered taking into account electric vehicles, autonomous requirements, etc
The decisions we make now will affect the city for decades, so it's imperative we make decisions that consider everyone who works and lives in the city. At the moment the debate is very inner city resident focused.
Improve all NZ's roads
Wellington needs to be thinking 100 years ahead! With the advent of electric vehicles it is not likely that personal vehicle use will decrease over the next 3 generations. As I am a strong supporter of the runway extension this will also have a huge impact on future congestion if not addressed now.
Think long term & make a decision! Transmission Gully should have started 15 yrs ago. Be brave!
Consideration to large city fringe car parks with efficient bus/rail links into the CBD needs to be factored in
If you remove central city parking shoppers will just go out to the regions where they do not have to lug their baggage all over the place. Unless you can find a solution for this, shops will suffer in the central city.
These plans have been developed and shelved so many times there is now urgent need. If we don't future proof the city now we will become a backwater. The projects will be so expensive they won't ever be tackled.
Rather than sitting round arguing on the best strategy, Wellington Council, business and locals need to work together and agree on a solution soon to get the ball rolling
Improve public transport and encourage walking cycling etc. Encourage shared cars would also reduce the number of cars and parking.



<p>I'm a proponent of systems thinking ie all things should be in balance - you pour more vehicles into Wgtn city you increase congestion, snarl ups and overload already deficient parking in the city. Ergo choose a solution based on end to end planning - not greenish fads and my pet project planks.</p>
<p>Please get on with it. More of the same is not an option.</p>
<p>We do not have the population density to support public transport system that meets the needs of the city beyond peak demands so private transport (cars, bikes, ride sharing, walking, etc) must always be in the mix.</p>
<p>We have to focus on carbon neutral options.</p> <p>Safe cycle ways - carbon neutral public transport.</p> <p>Growth models around air travel, and all other forms of carbon fuelled transport are unsustainable.</p>
<p>Wellington City Council need to increase the parking times available - 2 hours is not enough when you have to walk miles to a 2 hour meeting!</p>
<p>There are excellent examples of fully integrated transport strategies in a number of European cities: Amsterdam, for example.</p> <p>Get Welly Moving should have a truly regional focus. Pointless to ignore the congestion issues in Petone and Lower Hutt.</p> <p>The airport investment without a traffic infrastructure investment is ridiculous. Better moving the airport to Kapiti and integrating it into an effective, functional transport network.</p>
<p>Focus needs to be on intensification of the city and reducing reliance on Single Occupant Vehicles</p>
<p>Need more reference to earthquake resilience and wider infrastructure challenges such as water and electricity impacts</p>
<p>I believe the Basin Reserve should be moved. It may have been in the right place initially, but no longer is used to the same capacity and should be shifted or done away with completely.</p>
<p>I am continually frustrated and annoyed by the length of time it takes to get these projects underway and that small pressure groups can prevent action for the greater good (Basin Reserve).</p>
<p>Don't do it half pie like last time. Do it fully properly and linked across region</p>
<p>With the housing expansion on the Kapiti coast, and Transmission Gully, more and lots more traffic is coming. We can mitigate this with viable public transport solutions (upgrading rail, for example) and extending rail into the east and south of Wellington City, but adding more lanes for cars will only add more traffic. Have you driven in Auckland lately? That's what will happen if we don't build proper public transportation.</p>
<p>Reduce the areas that private motor vehicles can access over time in inner city Wellington</p>
<p>Let's get on with it - too much consultation and giving into small, but vocal, interest groups. We need to take the wider perspective into consideration and the benefits to all.</p>
<p>It would great for once for us to take a long term decision. Unlike the one we call the by-pass that was</p>

illogical, short sighted....
Extend the railway to the Airport through the city, underground
Any change to the current transportation system in Wellington will affect someone detrimentally but something has to change to make improvements to our wonderful capital city.
Only a fool would consider improving half of a transport network. Why is it not obvious that city wide bottle necks beyond belief will occur once trans gully is complete
Something urgently needs to be done to free up traffic heading out of Wellington
Let's get Wellington moving. I believe the council and Govt needs to solve the Mt Vic Tunnel and Hospital access issues as quickly as possible. Whatever option is chosen the cost will only continue to increase if there is continued procrastination. One option is to move the Basin Reserve closer to Pukeahu and the old museum. This would give straight access to the Hospital and keep the rarely used Basin Reserve if that is the populace's wishes.
Sort out Wellington parking!
Just get on with it
just get on with it look at Melbourne it a good model for us but i suppose we are a small banana republic pretending to be nation
Nike !!! Just do it !
Just do it
Just get on with it as soon as possible
Just do it
Just do it.
Don't dick around just get on and do it. There are numerous small roading improvements that could have been made over the years that incrementally would have been significant.
The productivity of the roading industry is questionable.
Just get on with it!
Growth is expected so let's just get on with it. I'm thinking about my grandchildren and the quality of life they will have if we don't do it now. We are the capital city, surrounded by water, with an airport on the wrong side of town - we also need to consider the northern access and joining up with Porirua and Kapiti.
Smart motorway doesn't work
The Smart Motorway has not delivered on its promises. It is highly reactive and slows traffic more than relieving it. An alternative solution needs to be found.
The Smart Motorway has not helped traffic heading north on SH2. If nothing done on SH1 to Airport all Transmission Gully does is bring the congestion point closer to Wellington.
it is clear that there is a major disconnect between planning and execution, the smart motorway has if anything made travel times longer, cycleways that connect to nothing etc etc until there are cohesive plans that engage the public the council and NZTA will continue to have major issues, it needs to make sense and gain a good buying from the public. Current thinking focuses on Green as the

answer to everything and that is too short sighted.
The Smart Motorway has not made any difference to travel times or congestion.
I would like to see the calculations behind these proposals that are promising faster travel times
The smart motorway is not smart. It is terrible.
Does the smart motorway really work? delays are still huge
In regards to the smart motorway, an extra lane is great but other than that there is nothing smart about it.
The Smart Motorway has not made a difference at all. The problem with our motorways are traffic lights all the way along them and not enough off/on ramps.
The smart motorway was a waste of time and money - it did not account for people's likely actions - that people would ignore it as they are interested in getting to where they want to go efficiently and not the greater good of everyone getting where they need to go faster. We need more lanes, more speed cameras and traffic cops keeping an eye on people. We need to remove all lights on motorways and make changes so that current roads are more efficient and designed to keep traffic flowing. And to spend less money on people "planning" but not doing anything.
Smart motorway is a disaster, waste of money and just hasn't worked. TG will increase volumes of traffic coming into city and make congestion far worse
It is critical to ensure that the decisions are really planning for the future of the city and not a compromise based out of fear of spending too much. Having a liveable city with a great infrastructure attracts economic growth.
Limited options will only ever deliver limited results
Please build the city/region transport infrastructure for the city we'll have 10 years from now; we know that public transport is more efficient, safer and more environmentally friendly; and that cars will automate so reducing the need for larger/more highways.
We need more parking in Wellington City
We live in a small compact commercial city that needs its transport hubs to survive build the roads and stop holding everything up in courtrooms
Work definitely needs to be done to reduce congestion.
The only way to really fix the problem would be to find ways to get some cars off the road otherwise all that will happen is that the problem will move to another part of the city.
Be aware of the burgeoning electric bicycle and scooters, I am a cyclist and have definitely noticed and increase of cyclists, but especially those on ebikes
Get rid of the basin reserve. It's a decaying eyesore that is past its use by date. Get a second tunnel through Mt Vic and two lanes in each direction from Haitaitai side to the airport. Underground from the end of the arras tunnel to the terrace tunnel.

<p>I'm not convinced a second tunnel at Mt Vic is necessary to sort out Mt Vic, although maybe it is. I am very unconvinced that Wlg has the population density to justify light rail, especially with Transport as a Service on the visible horizon. TaaS is one reason why a second tunnel may be unnecessary.</p>
<p>If the Basin Reserve is the holdup then that is insanity. It is hardly used and could be relocated elsewhere in the centre city</p>
<p>Perhaps we could look at large bridges similar to those built in Scandinavia (Sweden - Norway) to link the Air Port / Eastern suburbs towards Thorndon. This would greatly reduce the Vic tunnel and Basin traffic and could be constructed with minimal effect of current traffic flows</p>
<p>The plan needs to be presented in the context of a regional, or at least metropolitan, spatial plan.</p>
<p>We need to scope and cost a cross-city tunnel from Kilbernie Park to the Terrace Tunnel</p>
<p>Let's get cracking and get these changes moving.</p>
<p>For economic growth and to encourage diversification, transport has been and is an issue for many businesses and the growth of their businesses into other areas and markets.</p>
<p>Most of my traffic movements are through the city from Kapiti. Any solution must keep the movements from the north to either the regional hospital or the airport in mind.</p> <p>Having made the decision to hide the regional hospital at the far end of the region there is an obligation to ensure fast and efficient access to it.</p>
<p>This scenario is complex and is dependent on housing and commercial growth in the city. Other decisions need to be made in conjunction with transport and locked down.</p>
<p>I would like to see high speed intercity trains regularly running from other major cities like Palmerston North. Not just the one in and one out each day as it stands.</p>
<p>Wellington's growth is happening outside the inner city so more traffic is coming into town rather than being domiciled there.</p> <p>The city needs to operate efficiently from the airport to points north.</p>
<p>Sooner it is started the sooner we can all benefit from tourism and easier access to the airport</p>
<p>More and more people living North of Wellington who commute. I've been in Kapiti almost 20 years and the commute gets worse every single year. Something needs to be done, either move businesses out of Wellington or better roading (more lanes)</p>
<p>Basin reserve is the biggest traffic island in the country.....remove it to enable the traffic to flow better at the junction or raise it and have traffic underneath</p>
<p>Important to ensure that other roading improvements elsewhere in the Region, particularly SH2, do not get side-lined through all funding being directed to the Get Wellington Moving project.</p>
<p>We need light rail.</p>
<p>I am a cricket/basin reserve lover, but this needs to happen. A Northern Stand at the basin to block out Traffic and make the Basin Reserve a more attractive prospect for bigger events would be ideal</p>
<p>We must have a long term solution and single purpose protest groups should not be able to disrupt the whole thing - they are one orchestrated voice only. We need what's in it for the community, not</p>

what's in it for me approach.
FIX Petone esplanade please. It's rubbish
The only three major projects that will make any real difference to the Wellington region are Petone to Grenada, the Cross Valley Link road and Light Rail in Wellington. Anything else is just shuffling deck chairs.
We can't keep a car mind-set if we want the city to keep growing. Alternatives need to be made more attractive.
Get on with it this time. And advocate hard!!
Go for Option D
Need to think longer term solutions
I think an overpass or tunnel from the northern motorway through to the airport and southern suburbs would be beneficial, as would a separate motorway for hutt valley traffic.
There is no lack of funding if there is the will to get 'er done. There is only a lack of will to provide an efficient network due to the "greenies" getting in the way. Take for instance the bypass...which in fact is not a bypass because greenies did not want a tunnel under Te Aro...so instead we have bottlenecks in Caro Drive with lights breaking up the momentum and flow. There is no bypass..it is a misnomer. The tunnel should have been built. I am all for protecting the environment and trees...but c'mon the tree huggers need to get real as this is a city that is constantly growing because of it's better accessibility compared to Auckland. That reputation will be drastically diminished if the issues are not addressed soon.
Something has to be done & whatever plan is chosen will upset someone.
This is really complex and you are doing a great job looking at all the options.
My home town in California now regret the fact they chose NOT to extend Bay Area Rapid Transit through the county. Instead they have bigger motorways and huge congestion and no viable public transport system infrastructure.
Melbourne's transport system is a good model which could be adapted to our smaller city
These projects may seem big for Wellington but they are not big by world standards. We need to raise our horizons (same goes with the runway) so we can attract and comfortably house more people in the future
Keep up the progress - tolls a good idea
We still need to see Petone-Grenada link as well as Transmission Gully and Option D. We need to do anything we can to fast-track option D as 10 years is too long to wait.
To solve the transport problems in Wellington it has to be a whole system approach. Combine congestion charges with rapid, reliable and affordable transport to encourage people to use public rather than private transport. Dual tunnels are a must, this should have been done 30 years ago. We can no longer patch up a broken system, it needs to be rebuilt from scratch.
Too many other noisy minority groups should hold the city to ransom.
"Lets get Wellington Moving!"
Local government needs to "pull their finger out" and stop giving in to minority groups that do not want

<p>progress and improvements for our city. Without the new roads, tunnels and airport extension, the city will become a back water.</p>
<p>This is something that needs to be done for Wellington to ensure its viability as an attractive city to live/work/play in and be able to attract people to the city/region. Thought needs to be given to this problem not as a "band aid - short term solution" but as a "big picture, future development" solution. Easier said than done probably and funding will always be an issue but needs to be considered thoroughly.</p>
<p>Any changes need to be future proof - will the roads be big enough to handle increase in future traffic. For example the Terrace Tunnel is a white elephant as all roads lead in and out of the tunnel clogging up all the routes</p>
<p>I do not see an adequate response in these recommendations to making our city accessible (physical environment) to all people. Research has shown that cities that are more physically accessible promote employment and tourism opportunities not to just their citizens but to visitors as well. These options make no mention accessibility that impacts a quarter of the working age population and over 50% of people over 65 who live in Wellington.</p>
<p>I don't want to see vehicle access restricted in the CBD.</p>
<p>This is a critical issue and we need to address these (and stop the NIMBYs grid locking the whole city)</p>
<p>Study needs to include a regional perspective and consider other options like moving the hospital (or bits of it) to reduce demand</p>
<p>The sacred cow of the Basin Reserve is past its use by date. It should be removed from the site, given its utility to the city is at an all-time low. It will only get less so as world class venues around NZ push it further down the order of preferred venues.</p> <p>Without it a more cost effective option could be designed for through traffic, the city would not be burdened with maintaining a derelict site, and seriously, if we all loved it so much why is the site in such poor order?</p> <p>Thousands of commuters and their businesses are frustrated every day for the sake of one cricket test match every two years and the odd shield match. It's time the majority spoke up.</p>
<p>Let's get real and focus on the real issues which is East/West and continuation of State Highway 1 to the airport and address it as Regional issue not an inner city issue. Remove that traffic and your inner city options expand.</p>
<p>Airport access is very important.</p> <p>For light rail to the airport to be effective - the trains need to run at convenient times in the morning - say a 6am departure means regular trains need to run from 3am to connect with the light rail to the airport.</p>
<p>I understand that there is a need to sort out commuting but you also need a dynamic environment for people to do business and you can't deliver stuff or go to business appointments with clients on a</p>

<p>cycle. You also need to consider we have an aging population that need access to the hospital. It was probably a bad decision to have a primary hospital on the southern side of the city but now it is there you need to be able to get sick people there and for them to have visitors.</p>
<p>If trains were to allow, indeed encourage more bikes, especially at weekends, when the roads are busy, but the trains are not, it could decrease weekend congestion significantly, especially from suburbs where the ride home is uphill. Why can't we see transporting bikes as an opportunity, rather than a problem? It is currently not possible for the average family (2 adults 2Kids) to catch the train into and out of town with bikes.</p>
<p>By putting the improvements in place I don't expect improvement gain on today's situation. I expect that things will get worse at a slower rate. Happy with that outcome!</p>
<p>Prefer first investing in a mix of flexible road, car, bus and cycle way based solutions, considering likely future innovation in transport vs. light rail. LR may justify itself later with population growth but we have more pressing issues to invest in.</p>
<p>Get rid of Vivian street for through traffic. It divides the residential city too much. (And the homes of knowledge workers essential for Wn business growth) Make Karo 2 way and restrict Cuba, Victoria street to pedestrian and local cars only. A roundabout at Willis and Cambridge/Kent Buckle. Carparking structures at Vivian and Taranaki with grass/paving roofs for the locals to have a good life. A necessity for attracting quality staff</p>
<p>1) The "family mode" of transport is and will remain a pod of some description. This needs to be primary design parameter in any solution.</p> <p>2) GPS based automated vehicles will massively reduce following distances and increase capacity dramatically on existing access routes. This needs to be acknowledged in the planning.</p>
<p>For so long there has been too much posturing and not enough action about getting the region moving. For improvements in the Greater Wellington region to be stalled by a few who live in the Mt Victoria area and CBD is annoying to say the least. People want to be able to travel all around the inner city and beyond easily by any mode of transport they prefer and if this means building elevated express ways or underground express ways then so be it. Modern urban designs can make this happen without them being a blot on the landscape. As part of the Lets Get Wgtn Moving has any progress been made on the road from Transmission Gully to Petone through Horokiwi? This would also reduce traffic numbers down and up the Gorge. This should be included in the master plan of Lets Get Wgtn. Moving.</p>
<p>A solution must be found asap</p>
<p>NZ is a long narrow country that relies heavily on roading for movement of goods and people. We require purpose built major roads and highways, with a view to the future by way of 3-4 lanes in each direction, to ensure efficient travel between A &amp; B. The topography and geology of NZ requires motorised vehicle traffic for the majority of our trips, with cycling in the inner suburbs and cities. Better constructed roads, with more lanes and direct access (less curves and going around hills) would enable better productivity and would, I believe, lower the road toll.</p>
<p>Loan fund the projects and sort out the groups who should pay for the servicing of the loan</p>

The prosperity etc of Wellington does not depend on people walking or cycling, concentrate on making Wellington business friendly
A tunnel taking SH 1 & 2 travellers under the harbour to the airport would lessen congestion and improve travel time
The issues are immediate and should be addressed sooner, rather than later. 100 years to decide on Transmission Gully is an order of magnitude too long!
We need to do something to make sure that our city remains great and awesome to live in.
The RoNs project needs to be completed i.e.O2NL (to deliver regional economic benefits) and Ngarauunga to Airport
<p>1. WIDEN THE HUTT RD TO PETONE TO 6 LANES IN THE CHEAPEST AND FASTEST WAY POSSIBLE AND MOVE THE CYCLWAY/WALKWAY TO THE OTHER SIDE OF THE RAILWAY OR UP ON THE HILL</p> <p>2. OPEN THE MT VICTORIA BUS TUNNEL TO CARS - DIRECTION CHANGES AT MIDDAY AND MIDNIGHT</p> <p>3. IMPROVE KARORI-MAKARA-OHARIU VALLEY ROAD SUBSTANTIALLY AND OPEN UP SPICER FOREST TO CONNECT THRU TO KENEPURU INTERCHANGE TO TG.</p> <p>4. WIDEN THE RIVER RD TO 4 LANES AND DOUBLE BRIDGE</p> <p>5.MAKE HAYWARDS A MOTORWAY</p> <p>6.CONVERT JVILLE LINE TO BUSWAY OR CYCLEWAY TRAINS ARE A WASTE OF TIME ON THAT ROUTE AS MOVE SO FEW PEOPLE</p> <p>7. STOP MAKING CYCLEWAYS LIKE IB DISASTER</p> <p>8. DO THE CHEAP \$175M TUNNEL OPTION FOR RIMUTAKA- TUNNEL AT TOP OPTION</p> <p>9. NEW TERRACE TUNNEL AND OVERBRIDGE OVER TE ARO LIKE THORNDON</p>
It would seem wise to focus on the biggest impact project to get that underway first as opposed to confusing government with a plethora of options and ideas. BUILD THE BLOODY MT VIC TUNNEL
Improve the 'public' transport system should make travel times quicker and more efficient than bringing one's own car. The price would also have to reflect a benefit. Many people I know say it is cheaper to bring their own car from Paraparaumu to Wellington on a daily basis and halves the commute time. Let's improve transport and leave cars out of the city
A light rail system is also worth the option for public transport users. This will keep cars to a minimum around town to prevent stress on car parking arrangements in the central city.
Make it happen asap



Every time the Council delays a decision, it adds another 0 to the cost, eg: Transmission Gully. Get on with it!

Fix it now!