



Online public opinion transport survey

Results of an online survey, conducted with a representative sample of people living in the Wellington Region, to measure their opinions about transport-related issues and possible solutions.

April/May 2018.



Foreword by Let's Get Wellington Moving

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

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

In November 2017 we ran a public engagement programme and released four scenarios for Wellington's transport future. Over 2000 people and more than 50 stakeholder groups gave us their feedback.

To supplement the feedback from the public engagement, LGWM commissioned Research NZ to survey a representative sample of Wellington City and Region residents.

We wanted to hear from a wide range of Wellingtonians about their travel habits, concerns, and views on some of the possible transport solutions we included in our public engagement.

This survey does not replace the public engagement feedback. It is just one input alongside our ongoing technical work.

LGWM is using all the feedback we've received to help develop a recommended programme of investment. This will lay out our preferred approach to Wellington's transport future.

We plan to publish our recommended programme later this year and look forward to the public's response.

The Let's Get Wellington Moving team

Table of contents	Page
The survey methodology	4
Definition of areas and Report structure	5
Section 1: Summary of survey results	6
Section 2: How often do people living in the Wellington Region travel to, or through Wellington City and other parts of the region, and which modes of transport do they use?	12
Frequency of travel	13
Modes of transport used to travel to or through Wellington City	14
Section 3: What are perceived to be Wellington City's main transport-related issues?	16
Transport-related issues or problems	17
Transport-related issues or problems respondents are most affected by	19
In which area of Wellington City are the car and public transport-related issues mainly occurring	21
Section 4: Level of support and opposition for possible solutions to Wellington City's transport-related issues	23
Public support for and opposition to possible public transport solutions	25
Public support for and opposition to possible solutions that involve building new tunnels and the introduction of congestion pricing	31
Public support for and opposition to possible solutions relating to the road layout at the Basin Reserve	37
Public support for and opposition to possible solutions aimed at improving safety and amenity issues for Wellington City's cyclists and pedestrians	42
Public support for and opposition to possible solutions relating to reducing on-street carparks and removing car access on the Golden Mile	48
Appendices	53
Survey methodology	54
Combined results for Wellington City and the Wellington Region	55
Survey questionnaire	62

The survey methodology

This survey was completed with people living in the Wellington Region who are 18 years and over. The interviewing was completed online, between 10 April and 6 May 2018.

Survey respondents were sampled and the results analysed and reported in relation to three geographic areas: people living in the inner Wellington City area, the outer Wellington City area, and in the rest of the Wellington Region. Please refer to the next page for a definition of these areas.

The total sample interviewed was n=1,334, with a minimum of n=400 interviewed in each of the three areas. Please note that these respondents represent the people who were specifically invited to complete the survey*.

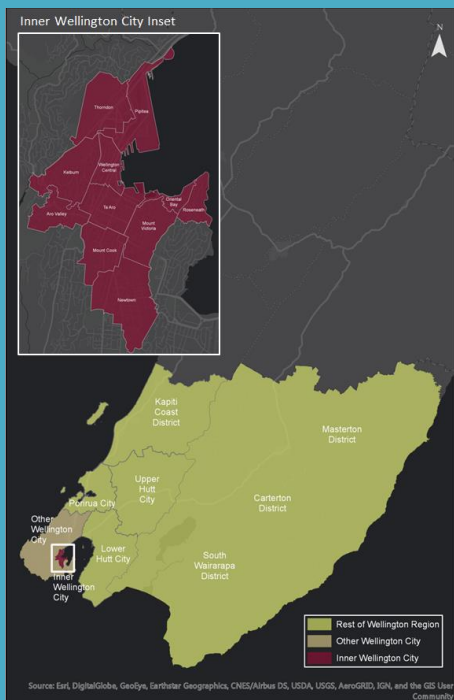
The survey data has been 'weighted' by area population, age, gender and regional population to ensure the results are representative of the three areas covered by the survey and the Wellington Region as a whole (weighting parameters were sourced from the 2013 Census of Population & Dwellings).

Only statistically significant differences (at the 95% confidence level) are commented on in this report.

Please refer to Appendix for more detailed information about the survey methodology.

* A number of other people responded to the survey, although they were not invited to do so. A thorough process was completed to identify and remove these people from the survey dataset.

Definition of areas



The three areas covered by the survey were defined as follows. During the survey, respondents were referred to the map to the left:

- The **'inner Wellington City area'** was defined as including Pipitea, Thorndon, Wellington Central, Kelburn, Aro Valley, Te Aro, Mount Cook, Mount Victoria, Newtown, Oriental Bay and Roseneath.
- The **'outer Wellington City area'** was defined as including other areas of Wellington City (e.g. Miramar, Island Bay, Karori, etc.), up to and including the northern boundaries of the Wellington City Council; Churton Park, Glenside, Grenada North, Grenada Village, Horokiwi, Johnsonville, Newlands, Ohariu, Paparangi, Takapu Valley, Tawa and Woodridge.
- The **'rest of the Wellington Region'** was defined as including Porirua, Kapiti, Lower and Upper Hutt and the Wairarapa.

Report structure

This report is structured as follows:

1. An overview of the survey findings.
2. A section outlining how frequently people living in the Wellington Region travel to and through Wellington City and other parts of the region – and how.
3. A section presenting opinions about the main transport-related issues affecting Wellington City.
4. A section presenting the level of support for and opposition to possible solutions to Wellington City's transport-related issues.

Section 1

Summary of survey results

Summary of results

The main survey findings are summarised as follows:

1. Seventy percent of all respondents identified at least one transport-related issue impacting travel to or through Wellington City that **personally affected** them.
2. When respondents were asked what was the single most important thing that should be done to improve transport in Wellington, improving **public transport** was most frequently identified on a **totally unprompted** basis.
3. When **prompted** with five possible issues, three specific issues were frequently identified by respondents as personally affecting them regardless of where they live:
 - Reflecting the unprompted result quoted above, 38% of all respondents identified 'long and variable times getting to, from or through the central city by public transport' as 'a major personal issue' for them.
 - Forty-two percent reported being personally affected by 'long and variable times getting to, from or through the central city by car'.
 - Forty-one percent reported being personally affected by 'too many cars in the city'.

While issues relating to cycling and walking in the central city were also identified as personally affecting respondents, these were mentioned less frequently overall.

Summary of results

4. Areas **north** of the central city (Johnsonville, Hutt Valley, etc.) were **most frequently** identified by respondents who were personally affected by long and variable travel times when travelling by car (50%) and those personally affected by long and variable travel times when travelling by public transport (46%). This did not differ by where respondents live.

Areas **east** of the central city (Hataitai, the airport, etc.) were also frequently identified by respondents who were personally affected by long and variable travel times when travelling by car (22%).

Areas west and areas south of the central city were also identified by some respondents as personally affecting them when travelling by car/public transport, although these areas were identified less frequently.

Summary of results

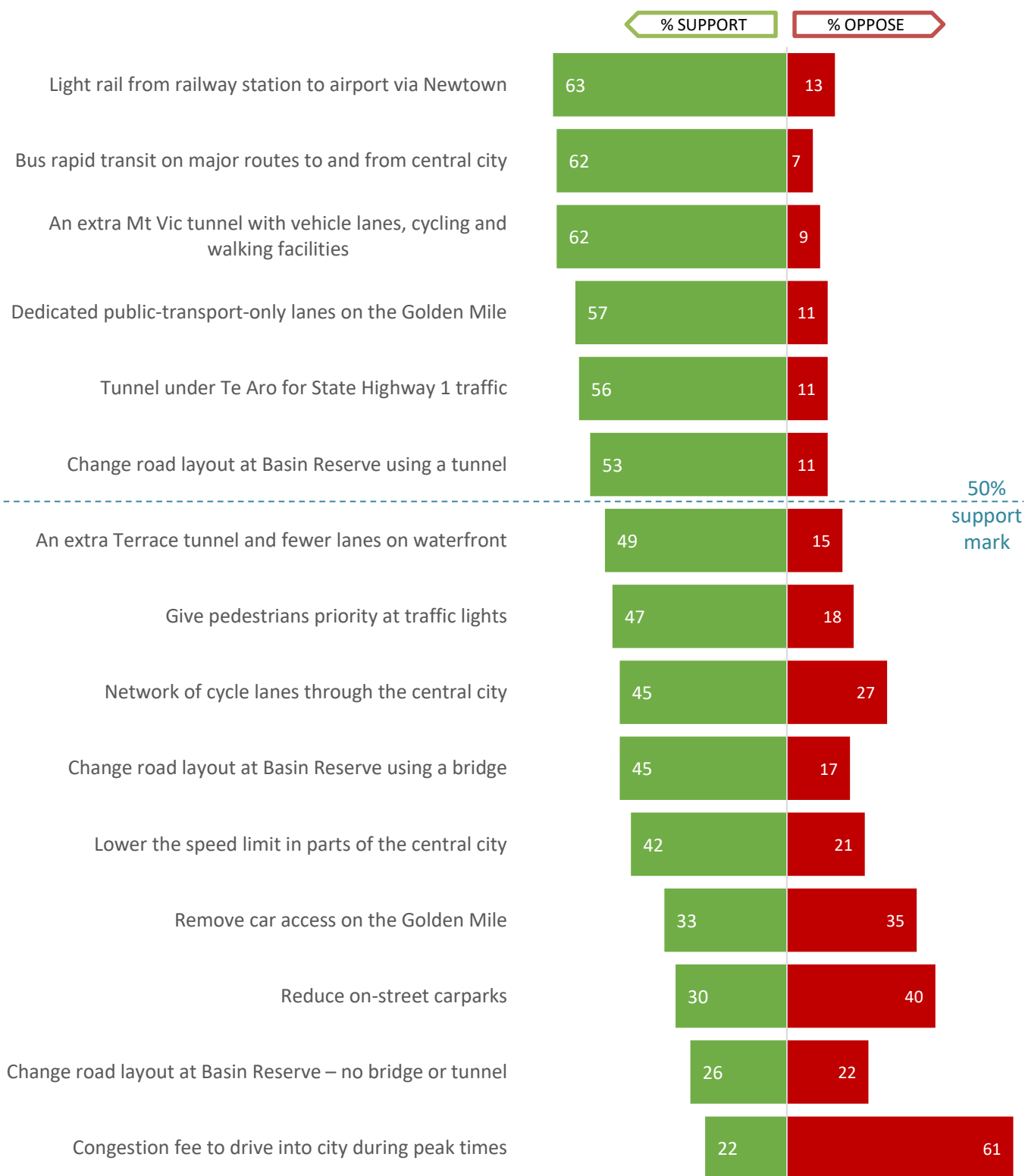
Figure 1 overleaf provides an overview of the extent to which each of the possible transport-related solutions were supported or opposed overall; that is, by all survey respondents. In the body of this report and the appendix are similar figures, showing in greater detail the levels of support for or opposition to the solutions (e.g. by respondents living in each of the three areas, by respondents who live in Wellington City and those who live in the wider Wellington Region).

5. Six possible solutions recorded support by 50% or more of all respondents, regardless of where respondents live (i.e. in the inner Wellington City, outer Wellington City or in the rest of the Wellington Region).
6. The three solutions relating to **public transport** were among those that recorded the highest level of support:
 - Providing light rail from the railway station to the airport (63% were 'in support' of this solution).
 - Providing bus rapid transit on major routes to and from the central city (62% were 'in support' of this solution).
 - Providing dedicated public-transport-only lanes along the Golden Mile (57% were 'in support' of this solution).
7. Support is also strong across the region for the following solutions, which would mainly impact travel by private motor vehicles:
 - An extra Mt Victoria tunnel with vehicle lanes, cycling and walking facilities (62% were 'in support' of this solution).
 - A tunnel under Te Aro for State Highway 1 traffic (56% were 'in support' of this solution).
 - Changing the road layout at the Basin Reserve using a tunnel (53% were 'in support' of this solution).

Summary of results

8. The solutions which were **most opposed** (where the percentage of respondents 'in opposition' was higher than the percentage 'in support') were:
- Charging people a fee to drive into the central city during peak times (61% were 'in opposition' to this solution).
 - Reducing on-street car parks to provide more space for people using public transport, cycling and walking in the central city (40% were 'in opposition' to this solution).
 - Removing car access from the Golden Mile (35% were 'in opposition' to this solution).

Figure 1: Support for and opposition to each of the possible solutions (based on all respondents)



Section 2

How often do people living in the Wellington Region travel to or through Wellington City and other parts of the region, and which modes of transport do they mainly use?

Frequency of travel

Respondents were asked how often they travelled to or through the inner Wellington City area, as well as other parts of the Wellington Region. Respondents who stated they travelled to or through these areas between 5-7 days each week are described as being ‘regular’ travellers.

With this definition in mind, most (86%) of the respondents who live within the inner Wellington City area stated they **regularly** travel to or through this area, compared with 62% of those living in the outer Wellington City area, and 25% of respondents living in other parts of the region (Table 1).

The table below also shows the frequency of travel in relation to the outer Wellington City area and other parts of the region.

Table 1: Frequency of travelling to, or though the three areas, by people living in each area

This table shows % of respondents who reported that they travel to or through each of these areas 5-7 days per week	Inner Wellington City residents n=402	Outer Wellington City residents n=518	Rest of Wellington region n=414
Travel regularly* to or through the inner Wellington City area	86	62	25
Travel regularly to or through the outer Wellington City area	21	73	20
Travel regularly to or through the rest of the Wellington Region	7	10	62

*Regular travel has been defined as 5-7 days per week within the past month.

Modes of transport used to travel to or through Wellington City

Respondents who had travelled to or through Wellington City were asked to identify all the methods of transport they had used to do this in the last month. Respondents who stated they had used more than one method were asked to identify the mode they had **mainly** used (refer to Table 2 overleaf).






Most frequently, respondents stated they used **private motor vehicles or buses**, although there were some notable differences.

For example, while many respondents living in the inner Wellington City area stated they had used private motor vehicles and buses to travel through the city in the last month (78% and 72% respectively), they most frequently identified **walking** as their **main** mode of transport (41%).

In contrast, private motor vehicles were identified as both the most common mode of transport **and** the main mode of transport by respondents living in the outer Wellington City area and those living in the rest of the Wellington Region.

- Ninety-three percent of respondents living in the outer Wellington City area stated they had used a private motor vehicle to travel to or through Wellington City and 54% identified this as their main mode of transport. Sixty-two percent also reported having travelled through Wellington City by bus in the last month, with 27% identifying this as their main mode of transport.
- Similarly, 87% of respondents living in the rest of the Wellington Region stated they had used a private motor vehicle to travel to or through Wellington City and 61% identified this as their main mode of transport. Forty-six percent also reported having travelled to Wellington by train in the last month, with 22% identifying this as their main mode of transport.

Table 2: Modes of transport used in the last month to travel to or through Wellington city, by people living in each area

This table shows % of respondents who identified each of the following modes of transport as one (or the main) mode used to travel to or through Wellington City within the past month	Inner Wellington City residents n=402		Outer Wellington City residents n=518		Rest of Wellington region n=414	
	All modes	Main mode	All modes	Main mode	All modes	Main mode
Private motor vehicle (car/van/truck/motorbike) 	78	28	93	54	87	61
Bus 	72	22	62	27	29	8
Train 	24	2	29	7	46	22
Walk 	75	41	50	5	25	3
Bicycle 	14	6	12	6	5	0

Section 3
What are perceived to be Wellington City's main
transport-related issues?

Transport-related issues or problems

In answering the section on Wellington City's transport-related problems, respondents were initially given the opportunity to provide a free-text response to identify the 'single most important thing that should be done to improve transport in Wellington'.

Over one-half of the responses to this question related to improving **public transport** (e.g. cheaper fares, increased frequency, improved reliability).

"More reliable, frequent and on-time buses. More bus lanes so buses are not held up by traffic."

"Trains are unreliable and too expensive. Plus, paying with cash is ridiculously outdated. Where is the app? Buses are also too expensive to use frequently. Would love a monthly pass option."

"Reliable bus or train schedule. With backup options if those are not available. These will make people trust the public transport system and not bring their private vehicles daily."

"It is cheaper for me to drive into the city than to take the train. This is ridiculous. As a parent I would rather be taking the train with my children but it is not an option."

"Have one payment card that works on all forms of public transport, and that gives you a discount when you use it."

Transport-related issues or problems

Respondents were then presented with five specific transport-related issues and using a rating scale from 0-10, asked to identify the extent to which each issue affected them personally. Respondents who rated each issue 7-10 are described as being '**personally affected**' by the issue*. The results are presented in Table 3.

At least two-thirds of respondents living in each area stated they were personally affected by **at least one** of the issues.

Compared to respondents living in the outer Wellington City area and the rest of the Wellington Region, respondents living in the **inner Wellington City** area were **more likely** to state they were personally affected by **all five** issues.

However, of the five issues, respondents in the inner Wellington City area most frequently stated being personally affected by there being '**too many cars in the central city**' (41%) and '**long and variable times getting to, from or through the central city by public transport**' (37%), followed by '**long and variable times getting to, from or through the central city by car**' (31%).

These issues were also the three most frequently mentioned issues for respondents living in the outer Wellington City area, with 45% affected by long and variable travel times by public transport, 44% affected by long and variable travel times by car and 43% affected by there being too many cars.

- Note that outer Wellington City respondents were (statistically-speaking) significantly more likely to report being personally affected by these issues than those living in the inner Wellington City area.

Respondents living in the rest of the Wellington Region also frequently stated that they were personally affected by long and variable travel times by car (43%) and by public transport (34%), and that they too were personally affected by there being too many cars (41%).

*The 0-10 scale was used to measure opinion on the basis that this would provide a finer measure compared with a smaller 1-5 scale for example. Focusing on 7-10 ratings reflects accepted convention.

Transport-related issues or problems respondents are most affected by

Respondents who rated more than one of the five issues as personally affecting them were asked to identify the 'one that **most** affects you personally'. These results are also presented in Table 3 overleaf.

All five issues were identified as **most affecting** respondents living in the inner Wellington City area by reasonably large percentages of respondents.

For example, 17% stated that they were **most** affected by 'long and variable times getting to, from or through the central city by car', 16% by 'too many cars in the city', and 15% by 'long and variable times getting to, from or through the central city by public transport'.

Another 12% said their main Wellington transport issue was 'cycling in the central city, including safety issues', while 11% were mostly affected by 'walking in the central city, including safety issues because of traffic'.

In contrast, respondents living in the outer Wellington City area were more likely to state they were most affected by just two of the issues: long and variable travel times by car (24%) and by public transport (23%).






Respondents living in the rest of the Wellington Region most frequently stated they were most affected by long and variable travel times by car (23%), too many cars (17%) and long and variable travel times by public transport (15%).

Respondents were also given the opportunity to identify any other transport-related issues that personally affected them. Many respondents gave highly specific responses to this question, but two frequently mentioned issues related to (a generally negative view of) cyclists and a perceived lack of parking facilities in the city.

"Ill-discipline of cyclists. They seem to operate to a road code different to motor vehicles, taking their life in their hands darting through traffic."

"If one travels via car, parking is a problem, parks must be more easily accessible, or provide more park & rides."

Table 3: Transport-related issues, by people living in each area

This table shows % of respondents who reported that they had been personally affected by each transport-related issue.	Inner Wellington City residents n=402		Outer Wellington City residents n=518		Rest of Wellington region n=414	
	All issues	Main issue	All issues	Main issue	All issues	Main issue
Long and variable times getting to, from or through the central city by car 	31	17	44	24	43	23
Long and variable times getting to, from or through the central city by public transport 	37	15	45	23	34	15
Too many cars in the city 	41	16	43	14	41	17
Cycling in the central city, including safety issues 	27	12	28	11	21	7
Walking in the central city, including safety issues because of traffic 	29	11	23	5	19	5
% majorly affected by at least one of the above issues						
	71		77		67	
% not majorly affected by any of the above issues						
	29		23		33	

*Results based on the issues that respondents rated 7-10 using a scale where 10 = "a major personal issue for me".

In which area of Wellington City are the car and public transport-related issues mainly occurring

Respondents who identified themselves as personally affected by long and variable travel times by car and/or public transport were asked to identify **where** they mainly experienced these issues when travelling to and from the central city. The results to this question are presented in Table 4 overleaf.

Many of the respondents who reported having transport-related issues when travelling to or through Wellington City by **car**, reported that those issues mainly happened when travelling between the central city and areas **north** of the city.



Fifty-seven percent of respondents who lived in the rest of the Wellington Region reported that the issues they had when driving to or through the city by car mainly occurred when travelling between the central city and areas north of the city, as did 37% of respondents who lived in the outer Wellington City area and 24% of respondents who lived in the inner Wellington City area.

Relatively large percentages of respondents who live in the rest of the Wellington Region and the outer Wellington City who were personally affected by long and variable travel times by **public transport**, also reported that these issues mainly happen when travelling between the central city and areas **north** of the city (52% and 33% respectively).

Other problem areas were identified by particular groups of respondents:

- For example, respondents who live in the inner and outer Wellington City area were more likely than other respondents to report that that the issues they have when travelling through Wellington City by car mainly happen between the central city and areas **east** of the central city (i.e. Hataitai, the airport, etc.) (32% and 29%, respectively).
- In contrast, respondents who live in the outer Wellington City area were more likely than other respondents to report that the issues they have when travelling by public transport mainly happen when travelling between the central city and areas **west** of the city (Karori, Ngaio, etc.) (23%).

Table 4: Area in which respondents experience most difficulties when travelling by car and/or public transport, by people living in each area

This table is based on % of respondents who reported that they were personally affected by long and variable travel times by car	Inner Wellington City residents n=128	Outer Wellington City residents n=225	Rest of Wellington region n=180
 Issues when traveling by car, <u>mainly</u> happen when traveling between the central city and...			
Areas north of the central city (Johnsonville, Hutt Valley, etc.)	24	37	57
Areas south of the central city (hospital, Island Bay, etc.)	21	11	11
Areas east of the central city (Hataitai, the airport, etc.)	32	29	17
Areas west of the central city (Karori, Ngaio, etc.)	6	14	2
This table is based on % of respondents who reported that they were personally affected by long and variable travel times by public transport	Inner Wellington City residents n=151	Outer Wellington City residents n=228	Rest of Wellington region n=144
 Public transport issues <u>mainly</u> happen when traveling between the central city and...			
Areas north of the central city (Johnsonville, Hutt Valley, etc.)	15	33	52
Areas south of the central city (hospital, Island Bay, etc.)	30	13	10
Areas east of the central city (Hataitai, the airport, etc.)	20	16	11
Areas west of the central city (Karori, Ngaio, etc.)	6	23	2

Section 4

Level of support for and opposition to possible solutions to Wellington City's transport-related issues

Measuring public support for and opposition to possible solutions to Wellington City's transport-related issues

Respondents were presented with a range of possible solutions, and asked to rate their level of support or opposition for each solution using a 0-10 rating scale:

1. Solutions relating to public transport.
2. Solutions relating to tunnels and congestion pricing.
3. Solutions relating to the Basin Reserve.
4. Solutions relating to cyclists and pedestrians.
5. Solutions relating to car parks and car access.

In order to avoid introducing bias, no reference was made to benefits or cost in the presentation of these possible solutions. These solutions were presented to respondents in three groups and the order with which these groups were presented was randomised to also avoid introducing bias.

Public support for and opposition to possible **public transport** solutions

Respondents were asked to rate their level of support for or opposition to three **public transport** solutions:

- A bus rapid transit system on major routes to and from the central city.
- Light rail from the railway station to the airport via Newtown.
- Dedicated public-transport-only lanes along the Golden Mile.

Respondents who rated the solution 7-10 were considered to be '**in support**' of the solution, whereas those who rated the solution 0-3 were considered to be '**in opposition**' to the solution*.

*The 0-10 scale was used to measure opinion on the basis that this would provide a finer measure compared with a smaller 1-5 scale for example. Focusing on 7-10 ratings reflects accepted convention.

Public support for and opposition to possible public transport solutions

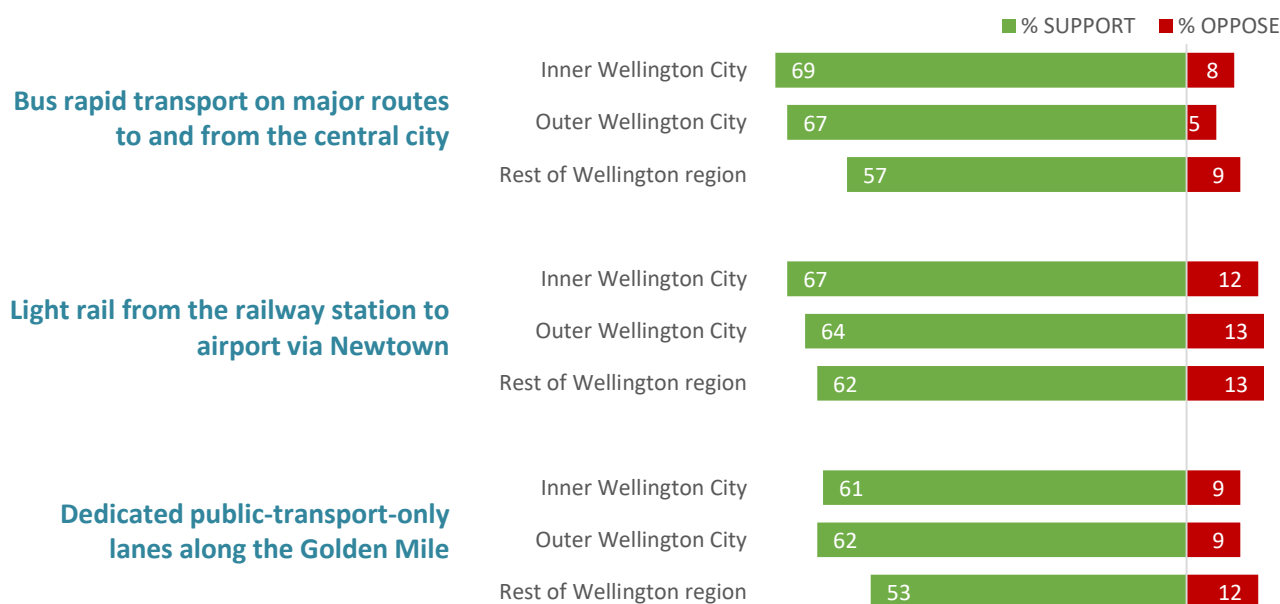
As shown in Figure 2 below, regardless of where they live, over 50% of respondents in each area were 'in support' of each of the three public transport options, with the highest support for a **bus rapid transit** system and **light rail**, compared with dedicated public transport-only lanes along the Golden Mile.

Support for these two solutions was highest for respondents living in the inner and outer Wellington City areas.

- For example, 69% of respondents living in the inner Wellington City area were 'in support' of a bus rapid transit system, 67% 'in support' of light rail, and 61% 'in support' of dedicated public transport-only lanes along the Golden Mile compared with 57%, 62% and 53% respectively for respondents living in the rest of the Wellington Region.

Reflecting the relatively high level of support for all three solutions, the percentages of respondents 'in opposition' are small at between 5-13%.

Figure 2: Support for and opposition to possible public transport solutions



Public support for and opposition to possible **public transport** solutions

The level of support/opposition has been examined by other factors, including the frequency with which respondents travel to or through Wellington City; their main mode of transport; and the main transport-related issue that personally affects them. The following results are noteworthy:

Support varies by the **frequency of travel** to or through Wellington City.

- Regular, occasional and irregular travellers* were (statistically-speaking) significantly more likely to support the bus rapid transit and/or light rail solutions compared with the dedicated public-transport-only lanes solution.
- Furthermore, regular travellers were more likely to be 'in support' of each solution compared with occasional and irregular travellers. For example, 66% were 'in support' of the bus rapid transit solution compared with 57% of irregular travellers.

Support also varies by **main mode of transport**.

- Respondents who stated they mainly travelled to or through the city by private motor vehicle were (statistically-speaking) significantly more supportive of light rail (62%), than they were in relation to bus rapid transit (55%) or having dedicated public transport-only lanes (50%).
- While a similar percentage of respondents who stated they mainly travelled to or through the city by bus in the last month supported light rail (59%), support for bus rapid transit and dedicated public transport-only lanes was (statistically-speaking) significantly higher (77% and 72% respectively).

*Regular travellers travel to, or through Wellington City 5-7 days per week. Occasional travellers travel at least once a fortnight and Irregular travellers less frequently.

Public support for and opposition to possible **public transport** solutions

Support for the three public transport solutions also varies by the **main transport-related issue** that respondents considered most personally affected them.

- Respondents who stated they were most affected by long and variable times by car showed higher support for light rail (69%) compared with dedicated public transport-only lanes (57%).
- Respondents who stated they were not majorly affected by any of the five transport-related issues were (statistically-speaking) significantly less likely to support any of the public transport solutions. For example, 42% of these respondents were in support of bus rapid transit, compared with 76% of respondents who stated they were most affected by long and variable times by public transport.

Table 5: Support for and opposition to public transport solutions, by people living in each area

This table shows % of respondents who support or oppose each of the possible solutions The table does not show those who provided a neutral or don't know response	Inner Wellington City residents n=402		Outer Wellington City residents n=518		Rest of Wellington region n=414	
	✓	✗	✓	✗	✓	✗
Provide bus rapid transit on major routes to and from the central city	69	8	67	5	57	9
Provide light rail from the railway station to the airport via Newtown	67	12	64	13	62	13
Provide dedicated public-transport-only lanes along the Golden Mile	61	9	62	9	53	12

Table 6: Support for and opposition to public transport solutions, by frequency of travel

The table shows % of respondents who support or oppose each of the possible solutions The table does not show those who provided a neutral or Don't know response	Regular travellers n=750		Occasional travellers n=358		Irregular travellers n=217	
	✓	✗	✓	✗	✓	✗
Provide bus rapid transit on major routes to and from the central city	66	8	60	7	57	8
Provide light rail from the railway station to the airport via Newtown	66	13	63	14	59	11
Provide dedicated public-transport-only lanes along the Golden Mile	61	11	56	10	51	12

Table 7: Support for and opposition to public transport solutions, by main mode of transport

The table shows % of respondents who support or oppose each of the possible solutions The table does not show those who provided a neutral or Don't know response	Private vehicle n=651		Bus n=263		Train n=137		Walk n=199		Bicycle n=54	
	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗
Provide bus rapid transit on major routes to and from the central city	55	9	77	2	65	7	69	7	69	2
Provide light rail from the railway station to the airport via Newtown	62	13	59	13	68	13	67	8	77	13
Provide dedicated public-transport-only lanes along the Golden Mile	50	13	72	4	60	13	67	9	67	9

Table 8: Support for and opposition to public transport solutions, by main transport-related issue

The table shows % of respondents who support or oppose each of the possible solutions The table does not show those who provided a neutral or Don't know response	Long and variable travel by car n=289		Long and variable travel by public transport n=245		Too many cars in the city n=207		Cycling in the central city n=136		Walking in the central city n=83		No major issues affect me n=374	
	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗
Provide bus rapid transit on major routes to and from the central city	63	12	76	2	73	4	69	8	72	5	42	9
Provide light rail from the railway station to the airport via Newtown	69	13	74	11	74	7	66	19	69	6	44	16
Provide dedicated public-transport-only lanes along the Golden Mile	57	15	66	9	71	6	68	11	59	7	39	13

Public support for
and opposition to
possible solutions
that involve new
tunnels and
**congestion
pricing**

Respondents were asked to rate their level of support for or opposition to three **new tunnel** options:

- Building an extra Mt Victoria tunnel, with dedicated cycling and walking facilities, as well as vehicle lanes.
- Building an extra Terrace tunnel for SH1 traffic, and having fewer traffic lanes on the waterfront quays.
- Building a new tunnel under Te Aro for SH1 traffic, thereby avoiding the current route through Vivian Street.

They were also asked to rate their support for or opposition to congestion pricing, which was described to them as ‘charging people a fee to drive into the central city during peak times’.

Respondents who rated the solution 7-10 were considered to be **‘in support’** of the solution, whereas those who rated the solution 0-3 were considered to be **‘in opposition’** to the solution.

Public support for and opposition to possible solutions that involve new **tunnels** and **congestion pricing**

Figure 3 shows that, regardless of where they live, respondents' support was highest for the **Mt Victoria** and the **Te Aro Tunnels**, compared with an extra Terrace Tunnel.

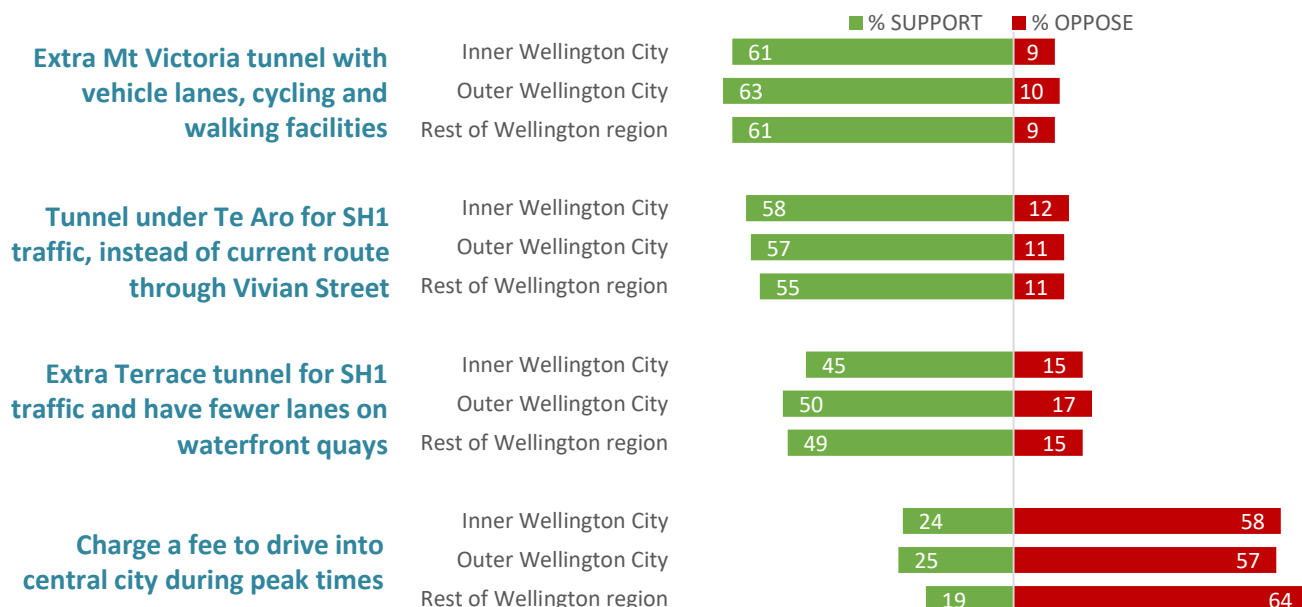
The highest level of support was for an extra Mt Victoria Tunnel, with 63% of respondents living in the outer Wellington City area, 61% of respondents living in the inner Wellington City area, and 61% of respondents living in the rest of the Wellington Region 'in support' of this solution.

Support for a Te Aro Tunnel was slightly behind with 58% of respondents living in the inner Wellington City area in support, 57% of respondents living in the outer Wellington City area, and 55% of respondents living in the rest of the Wellington Region. The level of support in the latter two areas is (statistically-speaking) significantly lower when compared with the level of support for an extra Mt Victoria Tunnel.

Reflecting the relatively high level of support for all three tunnel options, the percentages of respondents 'not in favour' are small at between 9-17%.

Support for congestion pricing was low. While about one-in-four respondents were in favour of this solution, the percentages of respondents who were 'not in favour' are at least double that, with all areas well over 50%.

Figure 3: Support for and opposition to possible transport solutions relating to tunnels and congestion pricing



Public support for and opposition to possible solutions that involve new **tunnels** and **congestion pricing**

The level of support/opposition has been examined by other factors, including the frequency with which respondents travel to or through Wellington City; their main mode of transport; and the main transport-related issue that personally affects them. The following results are noteworthy.

Support does not vary by the **frequency of travel** to or through Wellington City.

Support varies by **main mode of transport**.

- Respondents who stated they mainly travelled to or through Wellington City by private motor vehicle in the last month expressed greater support for an extra Mt Victoria Tunnel and a Te Aro Tunnel compared with an extra Terrace Tunnel (62%, 58%, and 52% respectively).
- While a similar percentage of respondents who stated they mainly travelled by bus supported an extra Mt Victoria Tunnel (58%), (statistically-speaking) significantly fewer were in support of the Te Aro and Terrace tunnel solutions (49% and 41% respectively). Twenty-nine percent of these respondents were also in support of congestion charging, (statistically-speaking) significantly more so than respondents who mainly travelled by private motor vehicle (29% compared with 15%).

Support also varies by the **main transport-related issue** that respondents considered most personally affected them.

- Respondents who were most affected by long and variable travel times by car expressed greater support for an extra Mt Victoria Tunnel in comparison with the Te Aro and Terrace tunnel solutions (75%, 69%, and 56% respectively).
- While 64% of respondents who were most affected by long and variable travel times by public transport also supported an extra Mt Victoria Tunnel, their level of support was (statistically-speaking) significantly lower, as it was for the Te Aro and Terrace tunnel solutions (59%, and 53% respectively).

Table 9: Support for and opposition to tunnel solutions and congestion pricing, by people living in each area

This table shows % of respondents who support or oppose each of the possible solutions The table does not show those who provided a neutral or don't know response	Inner Wellington City residents		Outer Wellington City residents		Rest of Wellington region	
	✓	✗	✓	✗	✓	✗
Build an extra Mt Victoria tunnel that includes vehicle lanes and dedicated cycling and walking facilities	61	9	63	10	61	9
Build a tunnel under Te Aro for State Highway 1 traffic, instead of using the current route through Vivian Street	58	12	57	11	55	11
Build an extra Terrace tunnel for State Highway 1 traffic and have fewer traffic lanes on the waterfront quays	45	15	50	17	49	15
Charge people a fee to drive into the central city during peak times	24	58	25	57	19	64

Table 10: Support for and opposition to tunnel solutions and congestion pricing, by frequency of travel

The table shows % of respondents who support or oppose each of the possible solutions Does not show those who provided a neutral or don't know response	Regular travellers		Occasional travellers		Irregular travellers	
	✓	✗	✓	✗	✓	✗
Build an extra Mt Victoria tunnel that includes vehicle lanes and dedicated cycling and walking facilities	64	10	61	9	61	8
Build a tunnel under Te Aro for State Highway 1 traffic, instead of using the current route through Vivian Street	58	13	56	12	54	8
Build an extra Terrace tunnel for State Highway 1 traffic and have fewer traffic lanes on the waterfront quays	49	17	51	14	46	15
Charge people a fee to drive into the central city during peak times	25	58	20	69	19	56

Table 11: Support for and opposition to tunnel solutions and congestion pricing, by main mode of travel

The table shows % of respondents who support or oppose each of the possible solutions The table does not show those who provided a neutral or Don't know response	Private vehicle n=650		Bus n=263		Train n=137		Walk n=199		Bicycle n=54	
	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗
Build an extra Mt Victoria tunnel that includes vehicle lanes and dedicated cycling and walking facilities	62	8	58	13	63	8	66	10	59	17
Build a tunnel under Te Aro for State Highway 1 traffic, instead of using the current route through Vivian Street	58	9	49	18	54	11	62	11	54	20
Build an extra Terrace tunnel for State Highway 1 traffic and have fewer traffic lanes on the waterfront quays	52	15	41	19	48	14	50	15	52	23
Charge people a fee to drive into the central city during peak times	15	69	29	54	29	53	30	53	56	22

Table 12: Support for and opposition to tunnel solutions and congestion pricing, by main transport-related issue

% of respondents who support or oppose each of the possible solutions	Long and variable travel by car n=289		Long and variable travel by public transport n=245		Too many cars in the city n=207		Cycling in the central city n=136		Walking in the central city n=83		No major issues affect me n=374	
	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗
Build an extra Mt Victoria tunnel that includes vehicle lanes and dedicated cycling and walking facilities	75	3	64	12	64	11	63	13	65	5	48	11
Build a tunnel under Te Aro for State Highway 1 traffic, instead of using the current route through Vivian Street	69	5	59	12	55	14	46	18	59	7	47	12
Build an extra Terrace tunnel for State Highway 1 traffic and have fewer traffic lanes on the waterfront quays	56	11	53	16	55	18	49	20	50	12	37	17
Charge people a fee to drive into the central city during peak times	14	72	29	54	39	47	28	53	30	54	10	67

Public support for and opposition to possible solutions relating to the road layout at the Basin Reserve

Respondents were asked to rate their level of support for or opposition to three Basin Reserve solutions:

- Change the road layout around the Basin Reserve by using a tunnel to separate east-west traffic from other traffic.
- Change the road layout around the Basin Reserve by using a bridge to separate east-west traffic from other traffic.
- Change the road layout around the Basin Reserve without using a bridge or tunnel.

Respondents who rated the solution 7-10 were considered to be **'in support'** of the solution, whereas those who rated the solution 0-3 were considered to be **'in opposition'** to the solution.

Public support for and opposition to possible solutions relating to the road layout at the Basin Reserve

Figure 4 shows that, respondents who live in the outer and inner Wellington City areas were most likely to be 'in support' of changing the road layout around the Basin by **using a tunnel** (to separate east-west traffic from other traffic) (62% and 50% respectively).

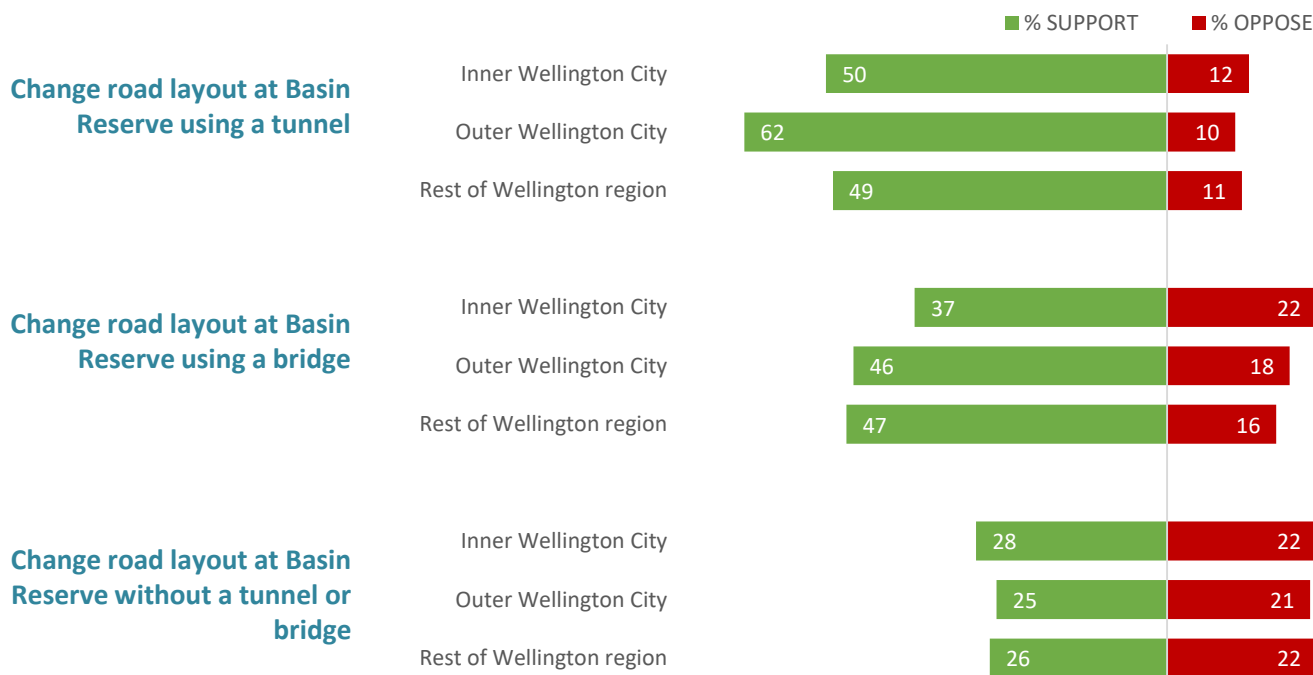
The level of support for a bridge solution was much lower. For example, 46% of respondents who live in the outer Wellington area were 'in support' of this solution compared with 62% for a tunnel.

Respondents living in the rest of the Wellington Region supported the tunnel and bridge solutions to the same extent (49% and 47% respectively).

Compared to the level of support for the tunnel and bridge solutions, the level of support for a road layout change that did **not** involve either a tunnel or bridge was (statistically-speaking) significantly lower in all cases. For example, 25% of respondents who live in the outer Wellington area were 'in support' of this solution compared with 62% for a tunnel.

Reflecting the relatively high level of support for a tunnel, the percentages of respondents 'not in favour' of the other two solutions is between 16-22%.

Figure 4: Support for and opposition to possible transport solutions relating to the Basin Reserve



Public support for and opposition to possible solutions relating to the road layout at the Basin Reserve

The level of support/opposition has been examined by other factors, including the frequency with which respondents travel to or through Wellington City; their main mode of transport; and the main transport-related issue that personally affects them. The following results are noteworthy.

Support varies by **frequency of travel** to or through Wellington City. Statistically-speaking, irregular travellers expressed a significantly lower level of support for a tunnel compared with frequent travellers (46%, compared with 56%).

Support does not vary by **main mode of transport**.

Support does not vary by the **main transport-related issue** that respondents considered most personally affected them.

Table 13: Support for and opposition to Basin Reserve solutions, by people living in each area

The table shows % of respondents who support or oppose each of the possible solutions The table does not show those who provided a neutral or don't know response	Inner Wellington City residents n=402		Outer Wellington City residents n=518		Rest of Wellington region n=414	
	✓	✗	✓	✗	✓	✗
Change the road layout around the Basin Reserve by using a tunnel to separate east-west traffic from other traffic	50	12	62	10	49	11
Change the road layout around the Basin Reserve by using a bridge to separate east-west traffic from other traffic	37	22	46	18	47	16
Change the road layout around the Basin Reserve without using a bridge or tunnel	28	22	25	21	26	22

Table 14: Support for and opposition to Basin Reserve solutions, by frequency of travel

The table shows % of respondents who support or oppose each of the possible solutions Does not show those who provided a neutral or don't know response	Regular travellers n=750		Occasional travellers n=358		Irregular travellers n=217	
	✓	✗	✓	✗	✓	✗
Change the road layout around the Basin Reserve by using a tunnel to separate east-west traffic from other traffic	56	11	54	12	46	9
Change the road layout around the Basin Reserve by using a bridge to separate east-west traffic from other traffic	47	18	44	20	44	14
Change the road layout around the Basin Reserve without using a bridge or tunnel	29	19	24	23	23	24

Table 15: Support for and opposition to Basin Reserve solutions, by main mode of travel

The table shows % of respondents who support or oppose each of the possible solutions	Private vehicle n=651		Bus n=263		Train n=137		Walk n=199		Bicycle n=54		
	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗	
The table does not show those who provided a neutral or don't know response											
Change the road layout around the Basin Reserve by using a tunnel to separate east-west traffic from other traffic	57	10	48	14	45	15	52	8	48	12	
Change the road layout around the Basin Reserve by using a bridge to separate east-west traffic from other traffic	49	16	42	20	46	15	37	19	26	41	
Change the road layout around the Basin Reserve without using a bridge or tunnel	25	24	24	20	30	18	24	28	41	14	

Table 16: Support for and opposition to Basin Reserve solutions, by main transport-related issue

The table shows % of respondents who support or oppose each of the possible solutions	Long and variable travel by car n=289		Long and variable travel by public transport n=245		Too many cars in the city n=207		Cycling in the central city n=136		Walking in the central city n=83		No major issues affect me n=374	
	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗
The table does not show those who provided a neutral or don't know response												
Change the road layout around the Basin Reserve by using a tunnel to separate east-west traffic from other traffic	68	7	60	9	52	14	45	13	49	6	41	13
Change the road layout around the Basin Reserve by using a bridge to separate east-west traffic from other traffic	54	19	54	14	46	19	39	24	38	21	36	14
Change the road layout around the Basin Reserve without using a bridge or tunnel	27	28	25	21	31	21	26	24	36	13	21	19

Public support for
and opposition to
possible solutions
aimed at
improving safety
and amenity
issues for
Wellington City's
cyclists and
pedestrians

Respondents were asked to rate their level of support for or opposition to three **cycling and pedestrian-related** solutions:

- Give pedestrians greater priority at traffic lights (e.g. shorter waiting times) along major walking routes in the central city.
- Create a network of cycle lanes through the central city, separating cyclists from other vehicles.
- Lower the speed limit in parts of the central city.

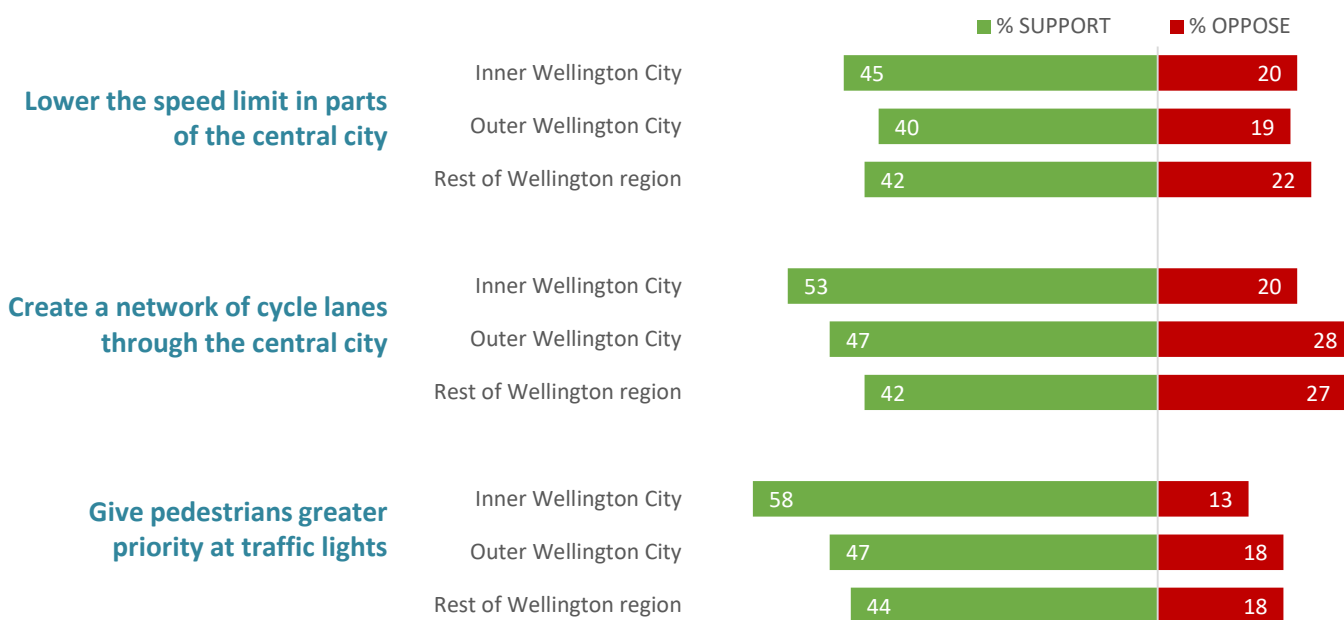
Respondents who rated the solution 7-10 were considered to be **'in support'** of the solution, whereas those who rated the solution 0-3 were considered to be **'in opposition'** to the solution.

Public support for and opposition to possible solutions aimed at improving safety and amenity issues for Wellington City's **cyclists** and **pedestrians**

As shown in Figure 5 below, at 13-28%, the percentages of respondents stating they were 'in opposition' to the cycling and pedestrian-related solutions is (statistically-speaking) significantly higher than the percentages of respondents 'in opposition' to other solutions. This is the case regardless of where they live.

With this in mind, the level of support for all three solutions is highest amongst respondents who live in the **inner Wellington City area**. These respondents were most in favour of 'giving pedestrians greater priority at traffic lights' (58%) and 'creating a network of cycle lanes' (53%) compared with 'lowering the speed limit' (45%).

Figure 5: Support for and opposition to possible transport solutions relating to cyclists and pedestrians



Public support for and opposition to possible solutions aimed at improving safety and amenity issues for Wellington City's **cyclists** and **pedestrians**

The level of support/opposition has been examined by other factors, including the frequency with which respondents travel to or through Wellington City; their main mode of transport; and the main transport-related issue that personally affects them. The following results are noteworthy:

Support varies by **frequency of travel** to or through Wellington City.

- For example, whereas regular travellers were most 'in support' of both giving pedestrians greater priority at traffic lights and creating a network of cycling lanes (51% and 47% respectively), occasional travellers were most 'in support' of creating a cycling network (49%) and irregular travellers were most 'in support' of both lowering the speed limit and giving pedestrians greater priority at traffic lights (47% and 45% respectively).

Support also varies by **main mode of transport**.

- For example, respondents who identified their main mode of transport in the last month as 'bicycle' expressed very high levels of support for creating a network of cycle lanes (95%). This result is (statistically-speaking) significantly higher than for any other group. For example, fewer than one-half (43%) of respondents who mainly travelled to or through the city by private motor vehicle supported this solution, likewise respondents who mainly travelled by bus (44%).
- Cyclists were also (statistically-speaking) significantly more likely than any other group to support lowering the speed limit (72%, compared with 38% who mainly travelled by private motor vehicle and 44% who mainly travel by bus).

Public support for and opposition to possible solutions aimed at improving safety and amenity issues for Wellington City's **cyclists** and **pedestrians**

Support for these particular solutions also varies by the **main transport-related issue** that respondents considered most personally affected them.

- Respondents who stated they were most affected by 'cycling in the central city, including safety issues', expressed higher levels of support for all three solutions compared with respondents who stated they were most affected by 'long and variable times getting to, from or through the central city by car'.
 - For example, 70% of those most affected by 'cycling in the central city, including safety issues' expressed support for 'creating a network of cycle lanes through the central city, separating cyclists from other vehicles' compared with 39% of those most affected by 'long and variable times getting to, from or through the central city by car'.
- Respondents who were most affected by long and variable travel times by car were also (statistically-speaking) significantly less likely than any other group (based on mode) to support giving pedestrians greater priority at traffic lights. For example, 38% of these respondents were in support of this solution, compared with 64% of respondents who were most affected by difficulties walking in the central city.
- Just over one-third (37%) of respondents who were most affected by long and variable travel times by car (and 38% by public transport) were in support of lowering the speed limit in parts of the central city. However, support for this solution was (statistically-speaking) significantly higher amongst those who were most affected by 'too many cars in the city' (59%), difficulty cycling in the central city (50%) and difficulty walking in the central city (49%).

Table 17: Support for and opposition to cyclist and pedestrian solutions, by people living in each area







The table shows % of respondents who support or oppose each of the possible solutions Does not show those who provided a neutral or don't know response	Inner Wellington City residents n=402  		Outer Wellington City residents n=518  		Rest of Wellington region n=414  	
Give pedestrians greater priority at traffic lights (e.g. shorter waiting times) along major walking routes in the central city	58	13	47	18	44	18
Create a network of cycle lanes through the central city, separating cyclists from other vehicles	53	20	47	28	42	27
Lower the speed limit in parts of the central city	45	20	40	19	42	22

Table 18: Support for and opposition to cyclist and pedestrian solutions, by frequency of travel







The table shows % of respondents who support or oppose each of the possible solutions Does not show those who provided a neutral or don't know response	Regular travellers n=750  		Occasional travellers n=358  		Irregular travellers n=217  	
Give pedestrians greater priority at traffic lights (e.g. shorter waiting times) along major walking routes in the central city	51	19	42	17	45	16
Create a network of cycle lanes through the central city, separating cyclists from other vehicles	47	26	49	25	35	30
Lower the speed limit in parts of the central city	40	23	41	22	47	16

Table 19: Support for and opposition to cyclist and pedestrian solutions, by main mode of travel

The table shows % of respondents who support or oppose each of the possible solutions Does not show those who provided a neutral or don't know response	Private vehicle n=651		Bus n=263		Train n=137		Walk n=199		Bicycle n=54	
	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗
Give pedestrians greater priority at traffic lights (e.g. shorter waiting times) along major walking routes in the central city	40	21	51	12	52	20	63	9	72	10
Create a network of cycle lanes through the central city, separating cyclists from other vehicles	43	29	44	25	39	31	50	16	95	3
Lower the speed limit in parts of the central city	38	25	44	15	43	18	48	16	72	14

Table 20: Support for and opposition to cyclist and pedestrian solutions, by main transport-related issue

The table shows % of respondents who support or oppose each of the possible solutions Does not show those who provided a neutral or don't know response	Long and variable travel by car n=289		Long and variable travel by public transport n=245		Too many cars in the city n=207		Cycling in the central city n=136		Walking in the central city n=83		No major issues affect me n=374	
	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗
Give pedestrians greater priority at traffic lights (e.g. shorter waiting times) along major walking routes in the central city	38	25	53	17	63	8	62	11	64	10	33	20
Create a network of cycle lanes through the central city, separating cyclists from other vehicles	39	39	49	25	60	16	70	24	48	19	30	26
Lower the speed limit in parts of the central city	37	28	38	18	59	13	50	24	49	14	34	21

Public support for
and opposition to
possible solutions
relating to
reducing on-
street **carparks**
and removing
car access on
the Golden Mile

Respondents were asked to rate their level of support for or opposition to two **car parking-related** solutions:

- A reduction in on-street car parks to provide more space for people using public transport, cycling and walking in the central city
- The removal of car access along the Golden Mile.

Respondents who rated the solution 7-10 were considered to be **'in support'** of the solution, whereas those who rated the solution 0-3 were considered to be **'in opposition'** to the solution.

Public support for and opposition to possible solutions relating to reducing on-street **carparks** and removing **car access** on the Golden Mile

Compared to the level of support expressed for other solutions, the level of support for this group of solutions is (statistically-speaking) **significantly lower**. In fact, in all cases, regardless of where respondents live, the percentage 'in opposition' is similar if not greater than the percentage 'in favour'.

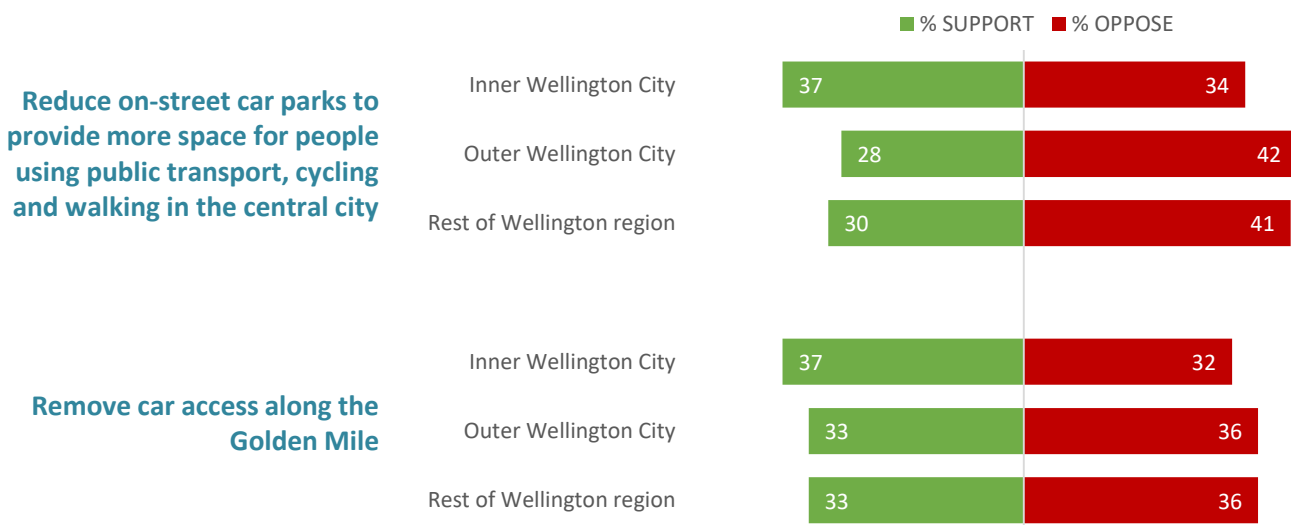
For example, 42% of respondents who live in the outer Wellington City area were 'in opposition' to 'reducing on-street parks to provide more space for people using public transport, cycling and walking in the central city', compared with 28% 'in support'.

Similarly, 41% of respondents who live in the rest of the Wellington Region were 'in opposition' compared with 30% 'in support'. Opinions were more evenly

divided in this regard amongst respondents from the inner Wellington City area, with 34% 'in opposition' and 37% 'in support'.

Approximately one-third of respondents from all three areas were also 'in support' and one-third 'in opposition', of removing car access along the Golden Mile.

Figure 6: Support for and opposition to possible transport solutions relating to carparks and car access



Public support for and opposition to possible solutions relating to reducing on-street **carparks** and removing **car access** on the Golden Mile

The level of support/opposition has been examined by other factors, including the frequency with which respondents travel to or through Wellington City; their main mode of transport; and the main transport-related issue that personally affects them. The following results are noteworthy:

Support does not vary by the **frequency of travel** to or through Wellington City.

Support varies by **main mode of transport**, with respondents who stated they mainly travelled by private motor vehicle being the least supportive of both solutions.

- For example, 23% of respondents who mainly travelled by private motor vehicle supported ‘reducing on-street parks to provide more space for people using public transport, cycling and walking in the central city’. In comparison, support for this solution was (statistically-speaking) significantly higher amongst those who mainly walked (35%), travelled by bus (37%), or cycled (83%).
- Similarly, 28% of respondents who mainly travelled by private motor vehicle expressed support for ‘removing car access along the Golden Mile’, compared with 76% of those who cycled, 40% who travelled by bus, and 41% who travelled by train.

Support also varies by the **main transport-related issue** that respondents considered most personally affected them.

- Respondents who stated they were most affected by ‘too many cars in the central city’ and those who stated they were most affected by ‘cycling in the central city, including safety issues’ expressed higher levels of support for both solutions compared with respondents who stated they were most affected by ‘long and variable times getting to, from or through the central city by car’.
- For example, 45% of those most affected by difficulties cycling in the central city, expressed support for ‘reducing on-street parks to provide more space for people using public transport, cycling and walking in the central city’ compared with 24% of those most affected by long and variable travel times by car.

Table 21: Support for and opposition to solutions that involve a reduction or removal of car parks and car access, by people living in each area

The table shows % of respondents who support or oppose each of the possible solutions Does not show those who provided a neutral or don't know response	Inner Wellington City residents n=402		Outer Wellington City residents n=518		Rest of Wellington region n=414	
	✓	✗	✓	✗	✓	✗
Reduce on-street car parks to provide more space for people using public transport, cycling and walking in the central city	37	34	28	42	30	41
Remove car access along the Golden Mile	37	32	33	36	33	36

Table 22: Support for and opposition to solutions that involve a reduction or removal of car parks and car access, by frequency of travel

The table shows % of respondents who support or oppose each of the possible solutions Does not show those who provided a neutral or don't know response	Regular travellers n=750		Occasional travellers n=358		Irregular travellers n=217	
	✓	✗	✓	✗	✓	✗
Reduce on-street car parks to provide more space for people using public transport, cycling and walking in the central city	34	39	28	45	27	38
Remove car access along the Golden Mile	34	35	32	39	34	30

Table 23: Support for and opposition to solutions that involve a reduction or removal of car parks and car access, by main mode of transport

The table shows % of respondents who support or oppose each of the possible solutions	Private vehicle n=651		Bus n=263		Train n=137		Walk n=199		Bicycle n=54	
	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗
Reduce on-street car parks to provide more space for people using public transport, cycling and walking in the central city	23	47	37	30	34	38	35	35	83	12
Remove car access along the Golden Mile	28	41	40	27	41	35	37	29	76	9

Table 24: Support for and opposition to solutions that involve a reduction or removal of car parks and car access, by main transport-related issue

% of respondents who support or oppose each of the possible solutions	Long and variable travel by car n=289		Long and variable travel by public transport n=245		Too many cars in the city n=207		Cycling in the central city n=136		Walking in the central city n=83		No major issues affect me n=374	
	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗	✓	✗
Reduce on-street car parks to provide more space for people using public transport, cycling and walking in the central city	24	49	31	41	50	26	45	36	42	32	17	44
Remove car access along the Golden Mile	30	45	38	32	57	19	43	30	38	31	18	40

Appendices

Survey methodology

This survey was completed online, with people living in the Wellington Region who are 18 years and over. Interviewing was completed between 10 April and 6 May 2018.

The survey results are based on interviews completed with a total sample of $n=1,334$ respondents. Interviews with a minimum number of respondents were completed (viz. $n=400$) in each of the three areas covered by the survey (i.e. inner Wellington City, outer Wellington City, and rest of the Wellington Region) to enable the results to be examined with statistical confidence. A number of other people responded to the survey, although they were not invited to do so. A thorough process was completed to identify and remove these people from the survey dataset.

The sample for the survey came from two sources; the membership panel of a professional online panel provider (Research Now SSI) and a panel operated by Wellington City Council. The survey participation rate was 25% and 24% respectively.

The survey questionnaire was designed in collaboration with Let's Get Wellington Moving to take the average respondent about 10 minutes to complete (to minimise respondent burden and dropout). When the questionnaire was in draft form, it was cognitively tested in order to ensure the questions (and instructions) would be understood.

The questions about possible transport solutions was presented to respondents as objectively as possible, with no specific reference to benefits or costs. The possible transport solutions were presented to respondents in a randomised order, in three groups, in order to avoid positional bias.

The survey data has been 'weighted' by area population, age, gender and regional population to ensure the results are representative of the three areas covered by the survey and the Wellington Region as a whole (weighting parameters were sourced from the 2013 Census of Population & Dwellings).

The weighting process has resulted in representative results for:

- Each of the three geographic areas. Results based on each area are subject to a maximum weighted margin of error of $\pm 5.9\%$ (at the 95% confidence level) or better.
- The Wellington City area (i.e. the combined results for the inner and outer Wellington City areas). Results based on this area are subject to a maximum weighted margin of error of $\pm 3.9\%$ (at the 95% confidence level).
- The Wellington Region (the combined results of the three areas). Results based on this area are subject to a maximum weighted margin of error of $\pm 3.2\%$ (at the 95% confidence level).

Combined results for Wellington City* and the Wellington Region

Table 25: Frequency of travel

The table shows % of respondents who reported that they travel to or through each of these areas 5-7 days per week	Total sample n=1,334	Wellington City n=920	Rest of Wellington region n=414
Travel regularly* to or through the inner Wellington City area	44	69	25
Travel regularly to or through the outer Wellington City area	36	58	20
Travel regularly to or through the rest of the Wellington Region	40	9	62

Table 26: Main mode of travel in the last month











	Total sample n=1,334		Wellington City n=920		Rest of Wellington region n=414	
	All modes	Main mode	All modes	Main mode	All modes	Main mode
Private motor vehicle (car/van/truck/motorbike) 	88	55	89	46	87	61
Bus 	45	16	65	26	29	8
Train 	38	15	27	5	46	22
Walk 	38	8	57	15	25	3
Bicycle 	8	3	12	6	5	0

Table 27: All (and the main) transport issues respondents are personally affected by

	Total sample n=1,334		Wellington City n=920		Rest of Wellington region n=414	
	All issues	Main issue	All issues	Main issue	All issues	Main issue
Long and variable times getting to, from or through the central city by car 	42	23	40	22	43	23
Long and variable times getting to, from or through the central city by public transport 	38	18	43	21	34	15
Too many cars in the city 	41	16	42	15	41	17
Cycling in the central city, including safety issues 	24	9	27	12	21	7
Walking in the central city, including safety issues because of traffic 	22	6	25	6	19	5
<i>% majorly affected by at least one of the above issues*</i>	71		76		67	
<i>% not majorly affected by any of the above issues</i>	29		24		33	

*Results based on the issues that respondents rated 7-10 using a scale where 10 = “a major personal issue for me”.

Table 28: Direction in which respondents are most affected when travelling by car or public transport



This table is based on respondents who reported that they were personally affected by long and variable travel times by car	Total sample n=533	Wellington City n=353	Rest of Wellington region n=180
 Issues when traveling by car, <u>mainly</u> happen when traveling between the central city and...			
Areas north of the central city (Johnsonville, Hutt Valley, etc.)	47	34	57
Areas south of the central city (hospital, Island Bay, etc.)	12	13	11
Areas east of the central city (Hataitai, the airport, etc.)	22	29	17
Areas west of the central city (Karori, Ngaio, etc.)	6	12	2
This table is based on respondents who reported that they were personally affected by long and variable travel times by public transport	Total sample n=523	Wellington City n=379	Rest of Wellington region n=144
 Public transport issues <u>mainly</u> happen when traveling between the central city and...			
Areas north of the central city (Johnsonville, Hutt Valley, etc.)	41	29	52
Areas south of the central city (hospital, Island Bay, etc.)	14	18	10
Areas east of the central city (Hataitai, the airport, etc.)	14	17	11
Areas west of the central city (Karori, Ngaio, etc.)	10	19	2

Table 29: Support for and opposition to public transport solutions

The table shows % of respondents who support or oppose each of the possible solutions	Total sample n=1,334		Wellington City n=920		Rest of Wellington region n=414	
	✓	✗	✓	✗	✓	✗
Does not show those who provided a neutral or don't know response						
Provide bus rapid transit on major routes to and from the central city	62	7	68	6	57	9
Provide light rail from the railway station to the airport via Newtown	63	13	65	13	62	13
Provide dedicated public-transport-only lanes along the Golden Mile	57	11	61	9	53	12

Table 30: Support for and opposition to tunnel solutions and congestion pricing

The table shows % of respondents who support or oppose each of the possible solutions	Total Sample n=1,334		Wellington City n=920		Rest of Wellington region n=414	
	✓	✗	✓	✗	✓	✗
Does not show those who provided a neutral or don't know response						
Build an extra Mt Victoria tunnel that includes vehicle lanes and dedicated cycling and walking facilities	62	9	63	10	61	9
Build a tunnel under Te Aro for State Highway 1 traffic, instead of using the current route through Vivian Street	56	11	57	12	55	11
Build an extra Terrace tunnel for State Highway 1 traffic and have fewer traffic lanes on the waterfront quays	49	15	48	16	49	15
Charge people a fee to drive into the central city during peak times	22	61	25	57	19	64

Table 31: Support for and opposition to Basin Reserve solutions

The table shows % of respondents who support or oppose each of the possible solutions Does not show those who provided a neutral or don't know response	Total sample n=1,334		Wellington City n=920		Rest of Wellington region n=414	
	✓	✗	✓	✗	✓	✗
Change the road layout around the Basin Reserve by using a tunnel to separate east-west traffic from other traffic	53	11	58	11	49	11
Change the road layout around the Basin Reserve by using a bridge to separate east-west traffic from other traffic	45	17	43	19	47	16
Change the road layout around the Basin Reserve without using a bridge or tunnel	26	22	26	22	26	22

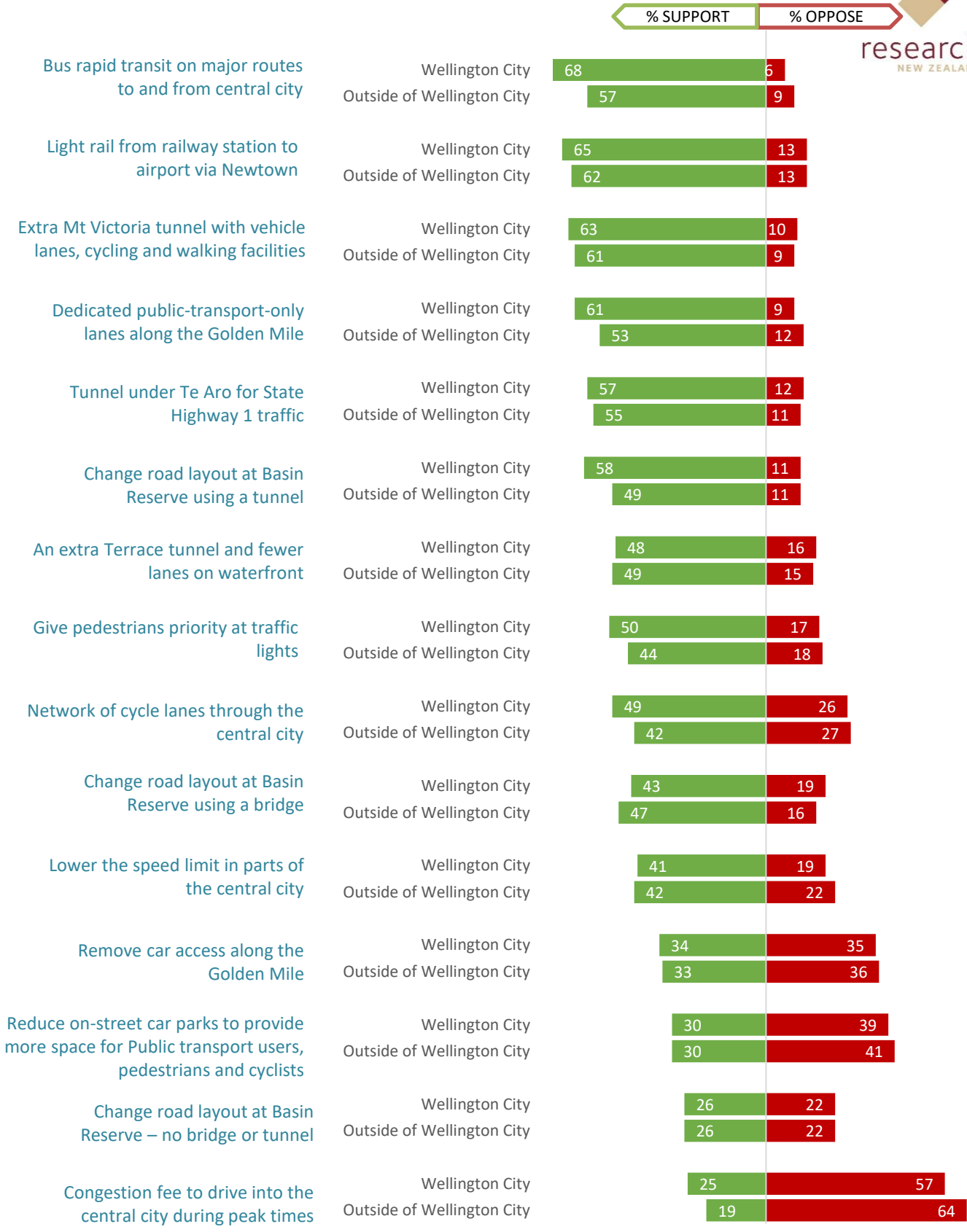
Table 32: Support for and opposition to cyclist and pedestrian solutions

The table shows % of respondents who support or oppose each of the possible solutions Does not show those who provided a neutral or don't know response	Total sample n=1,334		Wellington City n=920		Rest of Wellington region n=414	
	✓	✗	✓	✗	✓	✗
Give pedestrians greater priority at traffic lights (e.g. shorter waiting times) along major walking routes in the central city	47	18	50	17	44	18
Create a network of cycle lanes through the central city, separating cyclists from other vehicles	45	27	49	26	42	27
Lower the speed limit in parts of the central city	42	21	41	19	42	22

Table 33: Support for and opposition to solutions that involve a reduction or removal of car parks and car access

<p>The table shows % of respondents who support or oppose each of the possible solutions</p> <p>Does not show those who provided a neutral or don't know response</p>	<p>Total sample n=1,334</p> <p>✓ ✗</p>		<p>Wellington City n=920</p> <p>✓ ✗</p>		<p>Rest of Wellington region n=414</p> <p>✓ ✗</p>	
<p>Reduce on-street car parks to provide more space for people using public transport, cycling and walking in the central city</p>	30	40	30	39	30	41
<p>Remove car access along the Golden Mile</p>	33	35	34	35	33	36

Figure 7: Support for and opposition to each of the possible solutions (based on all respondents)



The survey questionnaire



Let's Get Wellington Moving

Research New Zealand #5010

DATE April 2018

WELCOME TO OUR SURVEY ABOUT IMPROVING TRANSPORT IN WELLINGTON CITY

Thank you for agreeing to take part in the survey.

Let's Get Wellington Moving is a joint initiative between Wellington City Council, Greater Wellington Regional Council, and the NZ Transport Agency. Our focus is the area from Ngauranga Gorge to the airport, including the Wellington Urban Motorway and connections to the central city, hospital, and the eastern and southern suburbs. We're working with the people of Wellington to develop a transport system that supports the city's growth and the public's aspirations for how the city looks, feels, and functions.

We're seeking views from a wide variety of residents from Wellington City and the region on a number of possible transport solutions. Results from this survey will help contribute to the development of future transport initiatives.

CONFIDENTIALITY

It is important to note that your participation in this survey is completely **voluntary** and at any time you can choose to exit the survey.

The answers you provide are completely **confidential** and **anonymous** and at no stage will we collect any personally identifying information from you.

COMPLETING THE SURVEY

The survey should take about 10 minutes to complete (excluding any additional comments you wish to make). As you move through the survey, please use the *Save and Continue* buttons - do not use your browser buttons. If you prefer, you can complete it in a number of sittings.

Section 1: About you and your travel experience in Wellington

Q1 Are you...?

Please select one option

- 1..... Male
- 2..... Female
- 3Gender Diverse
- 99Prefer not to say

Q2 Which age group do you belong to?

Please select one option

- 1..... 18-24
- 2..... 25-44
- 3..... 45-64
- 4..... 65-74
- 5..... 75 and over
- 6..... Under 18 **[non-qualifier] - exit from survey**

Q3 Which **one** of the following best describes your current living situation?

Please select one option

- 1.... One-person household
- 2.... Couple only
- 3.... Couple with child(ren)
- 4.... One parent with child(ren)
- 5.... Other multi-person household (e.g. flat, or multi-family household)
- 6.... Other Please specify: _____
- 99.. I'd rather not say

Q4 In which of the following areas do you **currently** live?

Please click on the map to select one option

- 1..... 'Inner' Wellington City area. This includes Wellington CBD, Aro Valley, Kelburn, Lambton, Mount Cook, Mount Victoria, Newtown, Thorndon and Oriental Bay.
- 2..... 'Other' Wellington City area. This includes other areas of Wellington City (e.g. Miramar, Island Bay, Karori etc.) up to and including the northern boundaries of the Wellington City Council; Churton Park, Glenside, Grenada North, Grenada Village, Horokiwi, Johnsonville, Newlands, Ohariu, Paparangi, Takapu Valley, Tawa, Woodridge.
- 3..... Poirirua
- 4..... Kapiti
- 5..... Upper Hutt or Lower Hutt
- 6..... Wairarapa
- 97... I do not live in any of these areas **[non-qualifier - exit from survey]**
- 98... Don't know

Q5 Are you...?

Please select as many options as apply

- 1.... A salary or wage earner
- 2.... An employer
- 3.... Self-employed
- 4.... Retired
- 5.... A full-time home-maker
- 6.... A student
- 7.... Unemployed
- 8.... Other
- 9.... I'd rather not say

Q6 Ask if Q5=1,2,3, or 6: In which of the following areas do you currently work and/or study?
Please click on the map to select all that apply

- 1..... 'Inner' Wellington City area. This includes Wellington CBD, Aro Valley, Kelburn, Lambton, Mount Cook, Mount Victoria, Newtown, Thorndon and Oriental Bay.
- 2..... 'Other' Wellington City area. This includes other areas of Wellington City (e.g. Miramar, Island Bay, Karori etc.) up to and including the northern boundaries of the Wellington City Council; Churton Park, Glenside, Grenada North, Grenada Village, Horokiwi, Johnsonville, Newlands, Ohariu, Paparangi, Takapu Valley, Tawa, Woodridge.
- 3..... Porirua
- 4..... Kapiti
- 5..... Upper Hutt or Lower Hutt
- 6..... Wairarapa
- 97... I work/study in an area outside of the Greater Wellington Region
- 98... Don't know

Q6a. If the response at Q4 is the same as Q6 AND Q5=1-3, ask: Do you work from home?

- 1..... Yes
- 2..... No
- 99... Would rather not say

Q7 About how many days during the last month have you travelled to or through each of the following areas? By 'travel' we also mean walking to or through each of these areas.

Refer to the map below for area boundaries.

	a) Inner Wellington City area	b) Other Wellington City Area	c) Rest of region (i.e. <u>Porirua</u> , <u>Kapiti</u> , Lower and Upper Hutt, <u>Wairarapa</u>)
Every day (7 days a week)	1	1	1
Every/most weekdays (5 days a week)	2	2	2
Once or twice a week	3	3	3
At least once a fortnight	4	4	4
At least once a month	5	5	5
Did not go to or through this area last month	6	6	6
Don't know	98	98	98

Q8 **If Q7a)=1-5 ask** Which of the following methods of transport have you used **at all** in the last month to travel to or through Wellington City? **Please select all that apply (Multi)**

Q8a **And** which one of these have you used the most often to travel to or through Wellington City?
Please select one option (Single)

	Used at all in the last month	Used most often in last month
Private methods of transport		
Car/Van	1	1
Truck	2	2
Motorbike/Scooter	3	3
Bicycle	4	4
Walked	5	5
Public methods of transport		
Taxi/Uber	6	6
Bus	7	7
Train	8	8
Boat/Ferry	9	9
Other (private or public) methods of transport, please specify	98	98

Section 2: Your opinions about the current transport issues in Wellington

Let's Get Wellington Moving is looking at the options available to improve transport and make Wellington City more liveable.

Q8c. In your opinion, what is the single most important thing that should be done to improve transport in Wellington, to make it easier for people to travel into, out of, or through the central city?

Please write a detailed answer below

Based on community feedback, Let's Get Wellington Moving has identified five key transport system issues and problems relating to the central city.

Scroll down to see a map of the 'central city'.

Q9 On a scale from 0-10, where 0="not personally an issue for me at all" and 10="a major personal issue for me", please rate each of these issues and problems.

Please select a rating for each statement using the scale across the top

	Not an issue for me at all	1	2	3	4	5	6	7	8	9	A major issue for me	Don't know
randomise	0										10	
1. Long and variable travel times getting to, from or through the central city by car	0	1	2	3	4	5	6	7	8	9	10	98
2. Long and variable travel times getting to, from or through the central city by public transport	0	1	2	3	4	5	6	7	8	9	10	98
3. Too many cars in the central city	0	1	2	3	4	5	6	7	8	9	10	98
4. Cycling in the central city, including safety issues	0	1	2	3	4	5	6	7	8	9	10	98
5. Walking in the central city, including safety issues because of traffic	0	1	2	3	4	5	6	7	8	9	10	98

Q10 If more than one problem or issue are rated equally as high at Q9, ask: If you had to choose one of the following problems or issues as the one that most affects you personally, which would that be? Only show the options that were rated highly at Q9

Please select one option

- 1 Long and variable travel times getting to, from or through the central city by **car**
- 2 Long and variable travel times getting to, from or through the central city by **public transport**
- 3 **Too many cars** in the central city
- 4 Difficulty **cycling** in the central city, including safety issues
- 5 Difficulty **walking** in the central city, including safety issues because of traffic
- 98... Don't know

Q11 Are there any other transport-related problems or issues that affect you personally getting to and through Wellington City? Please give a clear descriptions of these here.

Please write a detailed answer below

Q12 If they identify travelling by car as an issue (rating of 7-10), ask: Do the issues you have with long and variable travel times by car, mainly happen when you are travelling between the central city and...?

Please select one option

- 1 Areas North of the central city (Johnsonville, Hutt Valley, etc.)
 - 2 Areas South of the central city (the hospital, Island Bay, etc.)
 - 3 Areas East of the central city (Hataitai, the airport, etc.)
 - 4 Areas West of the central city (Karori, Ngajo, etc.)
- 96... Other **specify**
98... Don't know

Q13 If they identify travelling by public transport as an issue (rating of 7-10), ask: Do the issues you have with long and variable travel times by public transport, mainly happen when you are travelling between the central city and...?

Please select one option

- 1 Areas North of the central city (Johnsonville, Hutt Valley, etc.)
 - 2 Areas South of the central city (the hospital, Island Bay, etc.)
 - 3 Areas East of the central city (Hataitai, the airport, etc.)
 - 4 Areas West of the central city (Karori, Ngajo, etc.)
- 96... Other **specify**
98... Don't know

Possible transport solutions [randomise the three 'possible transport solution' sections].

The following are a number of transport solutions to improve the travel experience to, from and through the central city. Some of these may relate to transport issues that you have personally experienced, while others may not.

- But because we are interested in everyone's opinions, could you please rate the extent to which you support or oppose each of these options.

Q14 Charge people a fee to drive into the central city during peak times.

Strongly oppose this option 0	1	2	3	4	5	6	7	8	9	10	Strongly support this option 10	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q15 Build an extra Terrace tunnel for State Highway 1 traffic and have fewer traffic lanes on the waterfront quays.

Strongly oppose this option 0	1	2	3	4	5	6	7	8	9	10	Strongly support this option 10	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q16 Build an extra Mt Victoria tunnel that includes vehicle lanes and dedicated cycling and walking facilities.

Strongly oppose this option 0	1	2	3	4	5	6	7	8	9	10	Strongly support this option 10	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q17 Build a tunnel under Te Aro for State Highway 1 traffic, instead of using the current route through Vivian Street.

Strongly oppose this option 0	1	2	3	4	5	6	7	8	9	10	Strongly support this option 10	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Possible transport solutions (Basin Reserve)

Below are more transport solutions to improve the travel experience to, from and through the central city. Again, some of these may relate to transport issues that you have personally experienced, while others may not.

But because we are interested in everyone's opinions, could you please rate the extent to which you **support** or **oppose** each of these options.

Q18 Change the road layout around the Basin Reserve by using a bridge to separate east-west traffic from other traffic.

Strongly oppose this option 0	1	2	3	4	5	6	7	8	9	10	Strongly support this option	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q19 Change the road layout around the Basin Reserve by using a tunnel to separate east-west traffic from other traffic.

Strongly oppose this option 0	1	2	3	4	5	6	7	8	9	10	Strongly support this option	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q20 Change the road layout around the Basin Reserve without using a bridge or tunnel.

Strongly oppose this option 0	1	2	3	4	5	6	7	8	9	10	Strongly support this option	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Possible transport solutions (public transport, cycling and walking)

Below are more transport solutions to improve the travel experience to, from and through the central city. Again, some of these may relate to transport issues that you have personally experienced, while others may not.

But because we are interested in everyone's opinions, could you please rate the extent to which you support or oppose each of these options.

Q21 Provide dedicated public-transport-only lanes along the Golden Mile (from Courtenay Place through to the Beehive end of Lambton Quay).

strongly oppose this option 0	1	2	3	4	5	6	7	8	9	strongly support this option 10	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q22 Provide bus rapid transit (modern electric buses with dedicated lanes and priority over other traffic at intersections and traffic lights) on major routes to and from the central city.

strongly oppose this option 0	1	2	3	4	5	6	7	8	9	strongly support this option 10	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q23 Provide light rail (modern trams with dedicated lanes and priority over other traffic at intersections and traffic lights) from the railway station to the airport via Newtown.

strongly oppose this option 0	1	2	3	4	5	6	7	8	9	strongly support this option 10	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q24 Reduce on-street car parks to provide more space for people using public transport, cycling and walking in the central city.

strongly oppose this option 0	1	2	3	4	5	6	7	8	9	strongly support this option 10	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q25 Remove car access along the Golden Mile (from Courtenay Place through to the Beehive end of Lambton Quay).

strongly oppose this option 0	1	2	3	4	5	6	7	8	9	strongly support this option 10	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q26 Create a network of cycle lanes through the central city, separating cyclists from other vehicles.

strongly oppose this option 0	1	2	3	4	5	6	7	8	9	strongly support this option 10	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q27 Give pedestrians greater priority at traffic lights (e.g. shorter waiting times) along major walking routes in the central city.

strongly oppose this option 0	1	2	3	4	5	6	7	8	9	strongly support this option 10	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q28 Lower the speed limit in parts of the central city.

strongly oppose this option 0	1	2	3	4	5	6	7	8	9	strongly support this option 10	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Section 3: Final comments

Q29 Thank you for your feedback, if you have any final comments you would like to make about this topic, please do so in the box below.

Thanks again for completing this survey.

You may now close this browser window.