

# NGAURANGA TO WELLINGTON AIRPORT

## Stage 3 Consultation

## SUBMISSIONS ON DRAFT CORRIDOR PLAN

## Addendum – Website submissions

## Introduction and Summary

It was noted that in comparison with second stage consultation there were no submissions via website included in the 558 submissions on third stage consultation of the Ngauranga to Wellington Airport Corridor Study analysed earlier. It was discovered that there were a further 86 submissions received on the GW website. This report presents the analysis of website submissions only, and includes tables updated to present grand totals.

The online format follows the feedback form included in the draft corridor plan booklet, requesting feedback on support of the plan, reasons for opinions, and particular likes or dislikes. Prepared form submissions are not present in website returns. 6 website submissions are from submitters represented in earlier batches and 1 form is blank.

The origins, content and views of website submissions mirror the characteristics of general submitters reported earlier. As with general submitters, 80% are from individual Wellington city residents. There are 2 organisations amongst website submitters. Website submitters address the same major issues as general submitters (the overall plan, light rail's inclusion, relative urgency of works, and roading projects) slightly more actively. They also express similar views - the majority support public transport and active mode interventions above roading improvements, a noticeable group supports the plan's multi-modal approach and some favour roading improvements. Most direct comments on text elements are supportive or seek more urgency; opposition to roading projects is less pronounced than in the balance of submitters.

Website submitters display one distinguishing characteristic: they contain a higher proportion of cycling supporters and advocates. Including website submitters, the level of interest in and concern about cycling matters rises to a clear third in the list of all concerns. The direction of their concern is that the draft plan is sparse in its commitment to cycling. Web submitters also add to previously reported concerns that fuel price and climate change challenges are not taken seriously enough.

On balance, website views echo the main themes reported earlier – overall support for themes and projects in the draft plan is modified by concern about a perceived lack of urgency, especially around public transport and active mode investment and action. There is debate about the detail and priority of proposed roading works but consensus around progressing a public transport spine, including investigation of light rail.

## Origins

79 website submissions need to be added to those reported in the earlier report, bringing total submissions received to 637. There are no prepared forms amongst website submissions, so the proportion of prepared forms in total submissions becomes 54%. There are 2 organisations amongst website submitters, raising total organisation submitters to 41, 6.5% of the total.

Geographic origin of website submitters mirrors that of general submitters – 63 (80%) are from Wellington city, with 17 (27%) from Wellington central, the rest from outer suburbs. Other origins

also follow the patterns in general submitters, for instance 7 website submitters (8.75%) are from Hutt City, and 4 (5%) addresses are not given, compared to 8.5% and 4% respectively amongst general submitters. Table 1 becomes:

**Table 1 – Form and Respondent Type**

FORM		RESPONDENT	
Prepared form	344	Individuals	596
Feedback form	91	Key submitters	12
RMA form	16	Other organisations	29
Letters	84		
Emails	23		
Website	79		
TOTALS	637		637

## Concerns of submitters

The 79 website submissions generate 315 comments, an average of 3.9 each, slightly more than the 3.6 comments per general submitter. There are fewer single-topic, single-comment submissions amongst website submitters, and there is some repetition of content amongst the cycling advocates.

Overall distribution of the content of comments follows that of general submitters. Website submitters generate 132 comments on projects, 54 on the overall plan, 45 additional comments, 44 comments on light rail, and 40 on plan principles. This distribution follows the reported pattern in general submitters, except there is a higher level of interest in overall support of the plan (the first box on the web form). The earlier conclusion holds: apart from the direct question of overall support, submitters are more interested in specific projects than plan principles. Table 2 becomes:

**Table 2 – Concerns of general submitters**

Section	Issues	Comments	Comments per issue
Overall support	3	367	122
Principles	55	418	8
Light Rail	2	243	121
Action plan	15	758	51
Additional comments	48	553	12
Totals	113	2349	21

## Overall Support

Website comments on the overall plan reflect the reported pattern in general submitters, that comments generally favour public transport and active mode interventions. In the website sample,

20% of comments support the plan's balanced approach without qualification, but the majority qualify this as supporting the public transport and active mode "parts of" the plan , and a noticeable group note that they oppose roading elements. <10% support only the roading elements. The remainder discuss pace and substance of the plan. Table 3 becomes:

**Table 3 – General submitter response to overall plan**

	Support	Question	Oppose	Propose	Accelerate	Delay	TOTALS
Support draft plan	54	97*	15	9	7	0	182
*Support pt/w-c parts	71	13	3	9	13	0	109
*Support roading parts	22	7	43	0	2	2	76
TOTALS	147	117	61	18	22	2	367

Overall, website submitter comments maintain the pattern that they are mostly supportive of the elements in the draft plan that they address, but opposition clusters around proposed roading projects. In addition there are numerous additional proposals (especially for cycling) and frequent requests for acceleration of elements. Table 4 becomes:

**Table 4 – General submitter response to elements in draft plan**

	Support	Question	Oppose	Propose	Accelerate	Delay	Totals
Principles	460	249	110	86	116	4	1025
Projects	227	114	135	179	94	9	758
TOTALS	687	363	245	265	210	13	1783

38% of all comments are supportive of the plan , 20% questioning , 14% opposing, 15% propose alternatives or more specifics, 12% want acceleration, and 1% prefer to delay or postpone elements.

## Staging and timing

Web submitters add to the reported view that the pace of the proposed plan is disappointing, or "lacking urgency and commitment". 11 such comments are recorded amongst 79 respondents, and there is 1 "satisfied". A related view that the plan "lacks substance" is pronounced in the cycling advocate group. These submitters cite numerous instances where intervention could improve safety and reliability and contrast these with the lack of detail in the plan.

## Light Rail

Web submitters add 44 comments to those on including light rail in the draft plan, a third supporting inclusion, a third asking for acceleration, the remainder contesting the view that suburban rail can't be extended. This level and direction of view is consistent with the balance of general submitters. Table 5 becomes:

**Table 5 – General submitter response to rail issues**

	Support	Question	Oppose	Propose	Accelerate	Delay	Totals
Light rail invest	79	26	6	5	43	1	160
Sub rail extension	44	8	0	7	23	1	83
TOTALS	123	34	6	12	66	2	243

## Issues of Interest

Web submitters add proportionately to the issues of interest to general submitters, as seen in the amended Table 6 below.

As noted, web submitters contain a considerable group who target cycling issues in their comments, invariably with the view that the proposed cycling strategy is deficient in detail and resourcing, and proposing a number of interim measures and improvements. Web submitters add 46 comments to the 86 previously recorded on cycling, underlining the prominence of the topic. Safety and completion of arterial cycleways are common themes in comments, for example Thorndon Quay cycling safety (versus angled parking) is a matter that combines both themes, and generates several comments. Others draw distinctions between commuter and recreational cyclists, with the view that the needs of growing numbers of commuter cyclists are being overlooked in traffic management and planning – Wellington’s eastern and southern suburbs were common examples.

Other views that receive a boost from web submitters are global environmental pressures (up 15), and favouring bus priority and lanes ( up 14). Amongst new additional comments, web submitters promote congestion charging, discuss local freight, and introduce discussion of changing school closing hours, especially at the Basin.

**Table 6 – Issues of most interest to general submitters**

Section	Issue	Level of interest
Feedback form	Support of plan	216
Introduction	Light rail inclusion	160
Action Plan	Cycling strategy	132
Action plan	Mt Vic Tunnel	104
Action plan	Basin Flyover	97
Introduction	Suburban rail extension	83
Action plan	Walking strategy	80
Action plan	Waterfront/Terrace	76
Action plan	Bus priority/CBD PT initiatives	61
Current Initiatives	PT initiatives	60
Additional comment	Disappointing pace	59
Action plan	Wellington/Ruahine	58
Introduction	Modelling	43
Action plan	Cobham roundabout	40
Foreword	Global envt pressures	39
Additional comment	More bus initiatives	36
Current Initiatives	Flyer improvements	30

## Noted Issues

This section canvasses web submitter response to particular issues noted in the general report.

- Like general submitters, web submitters do not comment much on plan principles. One topic that generates attention is global environmental pressures, where web submitters contain a handful who assert that peak oil and climate change mean that the end of the private motor vehicle is imminent, and therefore transport planning needs to take on a new approach;
- The few web submitters who comment on urban form matters support the proposed densification/spine principles, but also observe that attention needs to be paid to planning transport arrangements for key nodes – Kilbirnie and Karori are particularly mentioned;
- Like general submitters, web submitters support current initiatives, particularly public transport initiatives –increased capacity, renewed trolleys, real time information; TDM also attracts attention, with divided views on proposed parking tariff adjustments;
- Like general submitters, web submitters observe that current (bus) services need further improvement, especially around capacity (they are overcrowded at peak) , reliability (late or non-running) , and evening and weekend timetables;
- Web submitters strongly support bus priority and busway proposals;
- Web submitters question the proposed Cobham roundabout improvements , but note the need for more attention to the needs of cyclists and pedestrians in this area;
- Web submitters address Basin Reserve issues, a quarter of them commenting on the topic. They are slightly more favourably disposed to roading improvements - 7 support or want acceleration, 7 oppose or want delay, the rest question or propose alternatives. This compares with a one-third support/two-thirds oppose split in other general submitters;
- Web submitters are also actively interested in the Mt Victoria Tunnel proposal, and again are more favourably disposed to roading improvement than general submitters – 9 supporting, 6 opposing, and several observing that a critical factor is design for cyclists. This compares with a one-third support/two-thirds oppose split in other general submitters.

## Conclusion

Adding web submitters to the tally of general submissions brings the total response to third stage consultation on the Ngauranga to Wellington Airport Corridor Study to 637 submissions, with slightly over half (344) of these being prepared forms. 80% of submitters are from Wellington city, and 93% are individuals.

Submitters concentrate their comments on a few main issues, especially the question of overall support for the plan, the inclusion of light rail, and a few of the proposed projects, with roading

projects in particular attracting divided views. Submitters express support for public transport and active mode improvements, including investigation of light rail options, but disappointment with the proposed pace and timing of the plan, regarding it as lacking urgency or commitment. There is a high level of interest in local movements (rather than arterial connections) amongst submitters, especially cycling and walking, and a feeling that the proposed plan neglects these modes.

Proposed roading improvements generate high levels of interest, expressed in noticeable support but clear opposition, and active discussion of alternative designs. The most prominent examples are the Basin Flyover and Mt Victoria Tunnel. Submitter support for public transport improvements extends to endorsement of current initiatives and requests for further attention to capacity and reliability issues in the current service.