SH1 Wellington Improvements

Community engagement: '*What we heard*'

18 March 2026

NZ TRANSPORT AGENCY WAKA KOTAHI

Roads of National Significance

Te Kāwanatanga o Aotearoa
New Zealand Government

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1 Introduction

State Highway 1 (SH1) through Wellington City is already heavily congested at peak times, causing delays, unpredictable journey times, and increasing traffic on local roads as people seek alternative routes. Without investment, travel times and reliability will worsen as the regional population grows, hampering productivity and restricting economic growth.

The SH1 Wellington Improvements Road of National Significance project will alleviate Wellington's longstanding bottlenecks, delivering faster and more reliable state highway journeys and driving regional economic growth.

The project includes a second Terrace Tunnel, a second Mt Victoria Tunnel, a major roading upgrade at the Basin Reserve, and improvements to the state highway corridor through Wellington including in Te Aro, Hataitai and Kilbirnie.

In August 2025, the NZTA Board endorsed an investment case for the SH1 Wellington Improvements project and approved funding for the next phase of the project's development. The next key project milestone is lodgement of an application for approvals under the Fast-track Approvals Act 2025 (FTAA). NZTA expects to lodge its application in mid-2026.

1.1 Engagement

To help inform the development of the project, NZTA is in ongoing dialogue with mana whenua partners (Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira). It is also engaging with council stakeholders (Wellington City Council and Greater Wellington Regional Council), landowners whose land may need to be acquired, and a range of other key stakeholders.

We also wanted to seek feedback from the wider Wellington regional community on the proposed design so that their views could be factored into project development ahead of lodging our FTAA application for statutory approvals. To inform that process, we hosted 6 community information days between 17 November and 14 December 2025, which were attended by approximately 850 people. We invited people to share their feedback and received 2,432 responses either through our online survey or through an email submission.

This report provides a summary of feedback received during the community engagement period. The purpose of this report is to summarise what we heard from community members and therefore comments have been reported verbatim.

1.2 Next steps

We received a lot of valuable feedback from the community. The insights we received during this process have now been analysed and are being considered alongside feedback from our project partners and other key stakeholders. We will also be taking account of advice from a range of independent technical specialists in fields such as noise and vibration, transport, active modes and social impacts, who have also been assessing the project.

Most immediately, this collective feedback is helping to inform refinements to the proposed design, the development of measures to mitigate the project's potential effects on the environment, and to inform the FTAA application for statutory approvals.

We will provide an update on what we have done in response to this feedback as part of our FTAA application. This application will be published on the FTAA website (expected mid-2026).

2 Methodology

An outline of the questions included in the community engagement survey can be found in Appendix 1.

A summary of the data collection and analysis methodology is attached as Appendix 2 and includes:

- Data collection approach
- Analysis approach
- Quantitative and qualitative analysis and reporting

To support the community to provide feedback, we published an overview of the proposed design for the SH1 Wellington Improvements project and its benefits and impacts. This community engagement brochure is available on the NZTA website.

3 Community feedback on the project

The community members who chose to respond provided extensive feedback through the online survey and by email submission.

Quantitative data was collected in the survey by asking respondents - *'How much difference will these SH1 improvements make to you?'* with options of rating the difference as making things *'much better', 'better', 'no difference', 'worse', or 'much worse'*. Respondents were asked this same question for the project as a whole and for each project section.

The quantitative community feedback is summarised in Section 5 of this report.

Qualitative data was also collected by inviting respondents to leave a comment on each project section, and a comment for the project as a whole. Analysis of the open text data sought to give deeper insights on the quantitative response by the community.

The qualitative feedback is summarised in Section 6.

4 Who participated?

A total of 2,432 responses were received through the online survey and email submissions. A total of 2,339 individuals and organisations responded to the online survey and 93 responded with an email submission. There were 56 responses made on behalf of organisations or businesses (26 online and 30 by email).

Most responses to the online survey were from those residing within the Wellington City Council boundaries (Table 4-1). Of the 755 online survey responses from people in the eastern suburbs, a disproportionally large number (399) were from the inner eastern suburbs of Hataitai and Kilbirnie. Conversely, relatively few survey responses were received by respondents reporting they were professional drivers or representing a local business (such as retailers) and organisations, meaning their views may be under-represented in the findings.

Table 4-1: Community survey (online) – respondent type, residential location and mode

Respondent characteristics	Category	Whole community feedback dataset n = 2,339	%
Who is responding	Individuals	2,313	99%
	Organisations etc.	26	1%
Residential locations*	**Wellington City**	**1,994**	**85%**
	Wellington – CBD	*446*	19%
	Wellington – northern & western suburbs	*443*	19%
	Wellington – eastern suburbs	*755*	32%
	Wellington – southern suburbs	*350*	15%
	Hutt Valley	**126**	**5%**
	Porirua	**59**	**3%**
	Region (Kapiti, Wairarapa, Horowhenua)	**78**	**3%**
	Outside of region	**53**	**2%**
	No location provided	**3**	**>1%**
Mode of transport ***Multiple selection***	Car or motorbike	2,148	92%
	Truck	35	2%
	Walking or scooting	664	28%
	Cycling	566	24%
	Bus	813	35%
	Other	85	4%
	N/a	10	>1%

**Residential locations for individual responses correspond with Wellington City Council ward boundaries*

When asked about their current travel on the SH1 corridor, respondents reported a wide variety of travel frequency and times, and a range of transport mode (Table 4-1) and trip purposes (Table 4-2). *'Daily'* (31%) and *'several times a week'* (39%) were the most commonly reported travel frequencies. While 64% reported travelling at peak times, weekend travel (71%) and off-peak weekday (58%) were the most frequently selected responses.

The most commonly reported trip purposes were *'social and recreational'* (82%) and *'personal appointments / travelling with others'* (67%).

Table 4-2: Community survey (online) – travel frequency, timing and trip purpose

Respondent characteristics	Category	Whole community feedback dataset n = 2,339	%
Travel frequency	Daily	716	31%
	Several times a week	909	39%
	Weekly	403	17%
	Monthly	191	8%
	Several times a year	106	5%
	Never	14	1%
Time of travel ***Multiple selection***	Peak hours	1,531	64%
	Off-peak weekday	1,398	58%
	Evenings and nighttime	1,220	51%
	Weekends	1,711	71%
	No particular time	274	11%
	N/a	19	1%
Trip purpose ***Multiple selection***	Commute to work or education	1,268	53%
	Social and recreational	1,969	82%
	Shopping	1,337	56%
	Professional driver	33	1%
	Personal appts / travelling with others	1,598	67%
	Other	827	35%
	N/a	15	1%

5 Quantitative analysis of community feedback

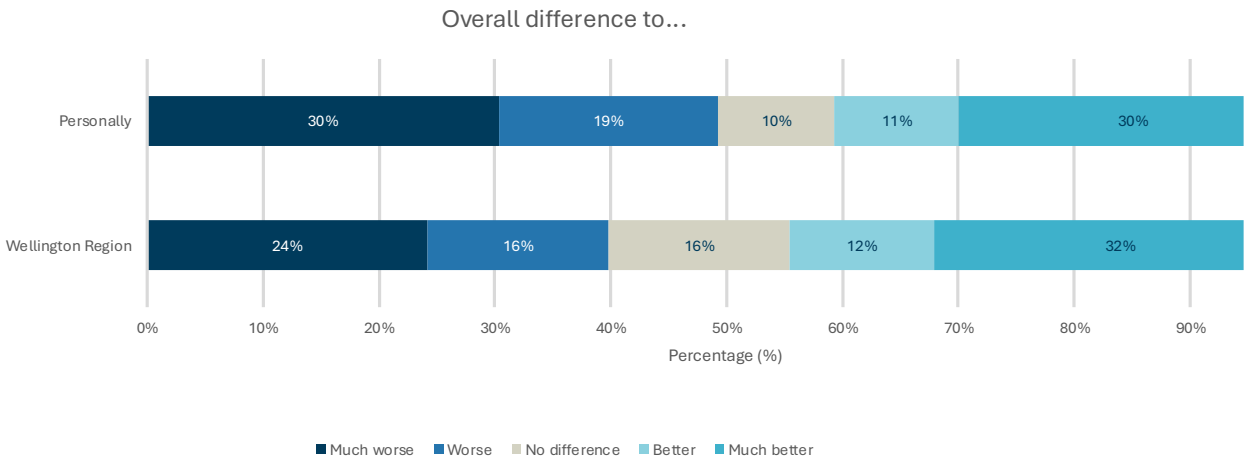
Note: Percentages in this report section are rounded to whole numbers, therefore totals may not equal 100%.

5.1 Overall difference

After considering the information on the overall SH1 Wellington Improvements project and its potential benefits and/or opportunities, respondents were asked to rate how much difference the project overall would make to them personally and to the wider Wellington region.

The responses were equally split between respondents rating it as either *'much worse'* (30%) or *'much better'* (30%) for them personally (Figure 5-1). A stronger positive response was seen when respondents were asked to consider the impact on the wider Wellington region with 32% rating it would be *'much better'* compared to 24% rating it *'much worse'.*

Figure 5-1: How much difference do you think the SH1 Wellington Improvements project will make to you personally and to the wider Wellington region?



Residential location sub-group analysis

To examine the pattern of responses by residential location, suburbs were grouped into 5 sub-groups (Table 5-1).

Table 5-1: Number of survey responses from individuals by residential location sub-group

Residential location	Survey responses
Wellington CBD	446
Wellington northern & western suburbs	443
Wellington southern suburbs	350
Wellington eastern suburbs	755
Outside Wellington City	319

When the community feedback dataset was grouped by respondent residential location (Figure 5-2 and Figure 5-3), those living in the northern suburbs (such as Churton Park and Tawa) and western suburbs (such as Karori and Ngaio) and those outside of Wellington City (such as Porirua and Kapiti) were more likely to rate the overall changes proposed by the project as making a positive difference to them both personally and the Wellington region.

Those living in the southern suburbs (such as Newtown and Ōwhiro Bay) and the CBD suburbs (such as Te Aro and Thorndon) were more likely to rate it as being *'much worse'*. The responses from those living in the eastern suburbs (such as Hataitai and Miramar) saw the biggest variation between the difference they felt the project would have on them personally as opposed to the wider Wellington region.

Figure 5-2: Responses to the question 'Overall, how much difference do you think the SH1 Wellington Improvements project will make to you personally' by residential location

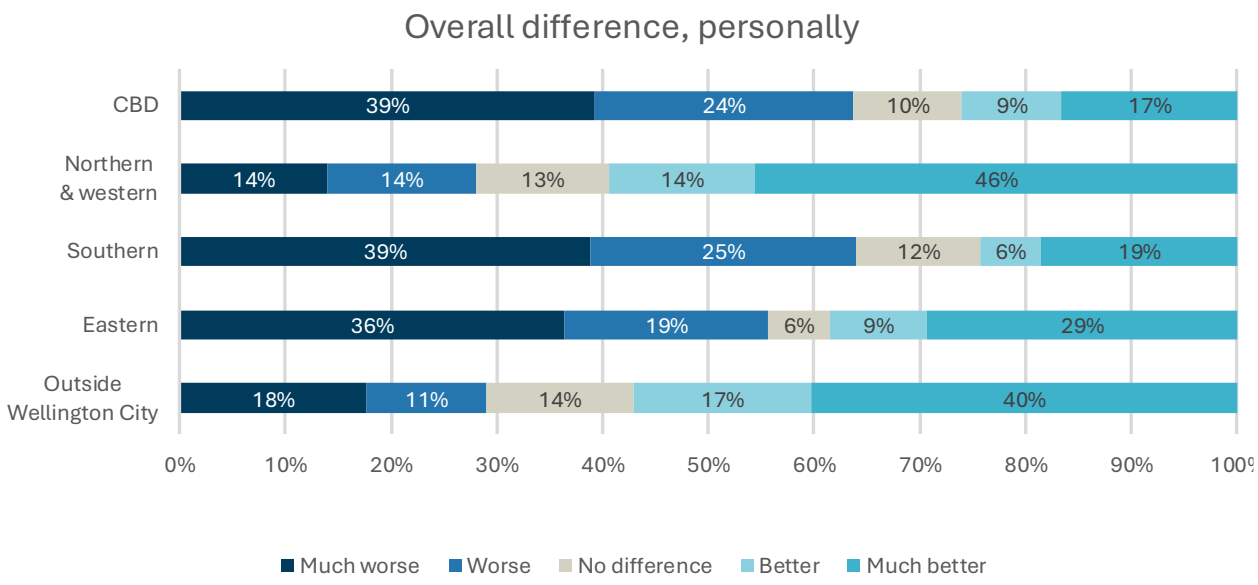
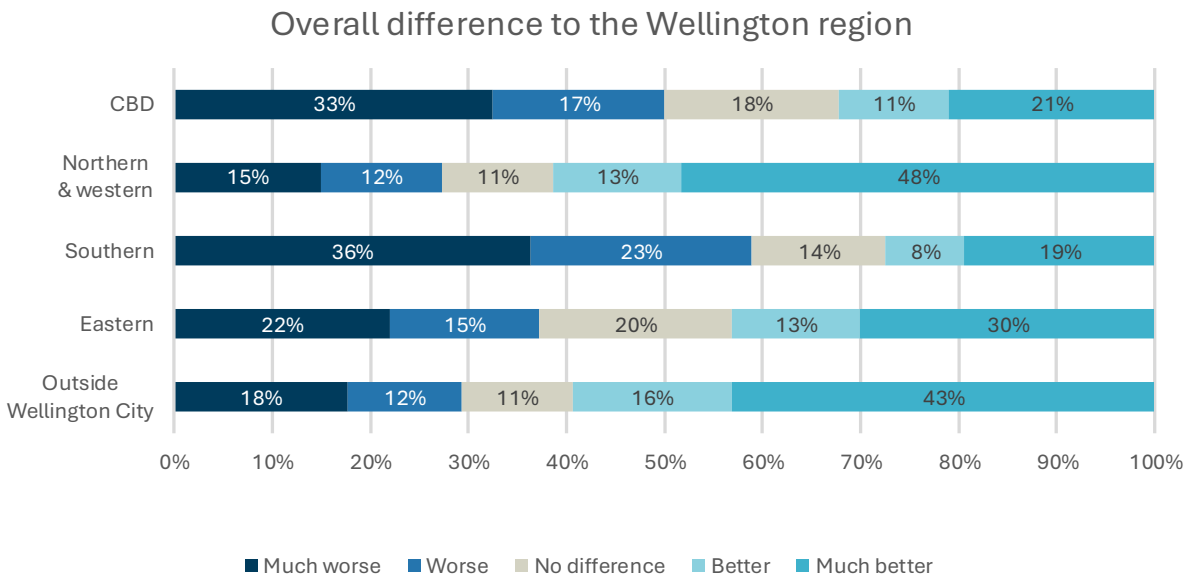


Figure 5-3: Responses to the question 'Overall, how much difference do you think the SH1 Wellington Improvements project will make to the overall Wellington region' by residential location

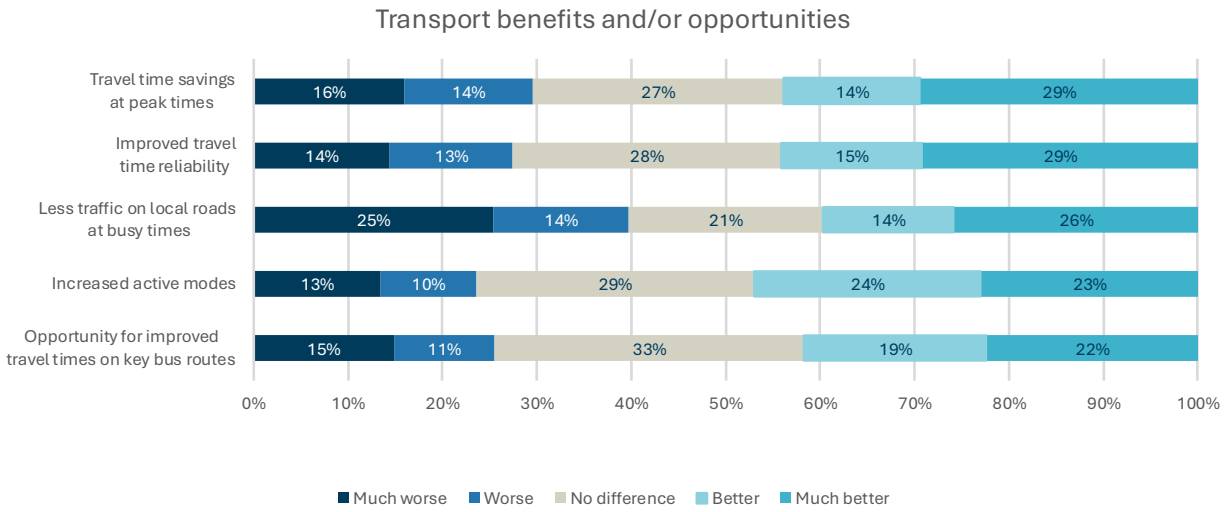


5.2 Transport benefits and/or opportunities

Respondents were asked to rate how much difference the project's 5 major transport benefits and opportunities would make for them. Overall, approximately 40% of the responses (Figure 5-4) were generally more positive with the benefits and opportunities rated as making things *'better'* or '*much better.*

'Travel time savings' and *'improved travel time reliability'* benefits were seen as making things *'much better'* by 29% of respondents, however, almost as many rated those benefits as making *'no difference'*. The *'less traffic on local roads'* benefit had the highest number of 'much worse' responses (25%).

Figure 5-4: Responses to the question 'How much difference will these SH1 improvements make to you? It will make things...'



Residential location sub-group analysis of transport benefits

When broken down by residential location respondents from the northern and western suburbs and those outside of Wellington City were more likely to rate the travel time savings and reliability benefits as making things *'much better'* (Table 5-2). The most frequent rating for the active modes (walking and cycling) benefit and opportunity for public transport improvements was *'no difference'* across almost all location sub-groups.

Table 5-2: Transport benefits and/or opportunities ratings by residential location

Note: Cell colours use a tonal gradient to show relative values within each column. Darker shades indicate higher percentages, while lighter shades represent lower percentages. Colours are for visual comparison only.

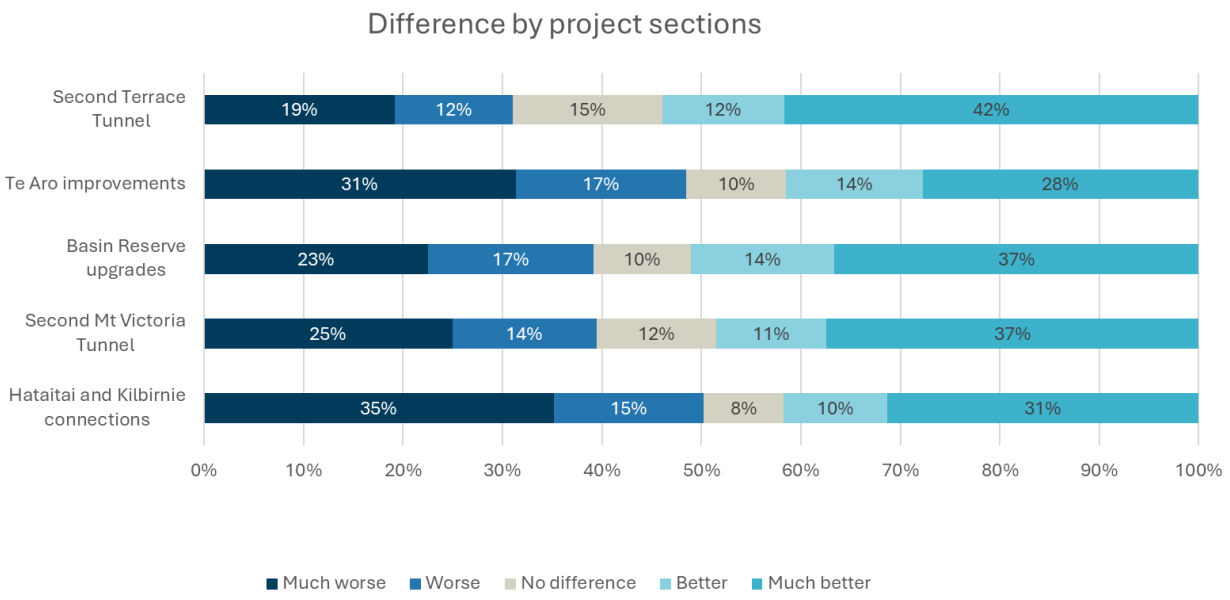
Transport benefits and/or opportunities	Respondent residential location*	*'Much worse'*	*'Worse'*	*'No difference'*	*'Better'*	*'Much better'*
Travel time savings	CBD	20%	15%	35%	11%	19%
	Northern & western	8%	9%	20%	18%	45%
	Southern	22%	21%	29%	12%	16%
	Eastern	19%	15%	24%	14%	28%
	Outside Wellington City	8%	6%	27%	19%	41%
Improved travel time reliability	CBD	18%	17%	34%	12%	19%
	Northern & western	8%	9%	20%	18%	45%
	Southern	22%	17%	35%	9%	17%
	Eastern	16%	14%	28%	15%	27%
	Outside Wellington City	7%	6%	27%	21%	39%
Less traffic on local roads	CBD	28%	15%	27%	11%	18%
	Northern & western	12%	12%	19%	19%	38%
	Southern	32%	17%	24%	11%	17%
	Eastern	34%	17%	15%	10%	24%
	Outside Wellington City	12%	9%	24%	23%	33%
Increased active modes	CBD	17%	16%	29%	23%	16%
	Northern & western	9%	7%	30%	24%	31%
	Southern	23%	13%	32%	19%	14%
	Eastern	13%	9%	27%	26%	26%
	Outside Wellington City	7%	7%	35%	27%	25%
Opportunity for improved travel times on key bus routes	CBD	18%	12%	35%	19%	16%
	Northern & western	8%	7%	27%	25%	33%
	Southern	20%	12%	39%	14%	15%
	Eastern	18%	13%	32%	17%	21%
	Outside Wellington City	7%	7%	35%	25%	27%

*Refer to Table 5-1 for the number of respondents in each residential location category

5.3 Proposed changes by project section

Respondents were invited to give feedback on how they would be affected by the proposed changes in each section of the project. The second Terrace Tunnel and Basin Reserve upgrades project sections both had over half of respondents rating the changes as making things *'better'* or *'much better'*. The second Terrace Tunnel had the highest percentage of *'much better'* responses (42%) while almost one third of respondents rated the Te Aro improvements and Hataitai and Kilbirnie connections sections as making things *'much worse'* (Figure 5-5).

Figure 5-5: How much difference will these changes make for you? It will make things...



Residential location sub-group analysis of project sections

Analysis by residential location sub-groups showed large variability in whether respondents thought that the changes would make things *'much better'* or *'much worse'* (Table 5-3). Approximately half of those living in the northern and western suburbs and outside of Wellington City rated all project sections as making things *'much better'*, with the exception of the Te Aro improvements section, which saw a slightly lower percentage of around 40%. By comparison, those living in the CBD and southern suburbs were more likely to rate all of the project sections as making things *'much worse'*, as well as those in the eastern suburbs for the Hataitai and Kilbirnie connections section.

Table 5-3: Project section ratings by residential location sub-group

Note: Cell colours use a tonal gradient to show relative values within each column. Darker shades indicate higher percentages, while lighter shades represent lower percentages. Colours are for visual comparison only.

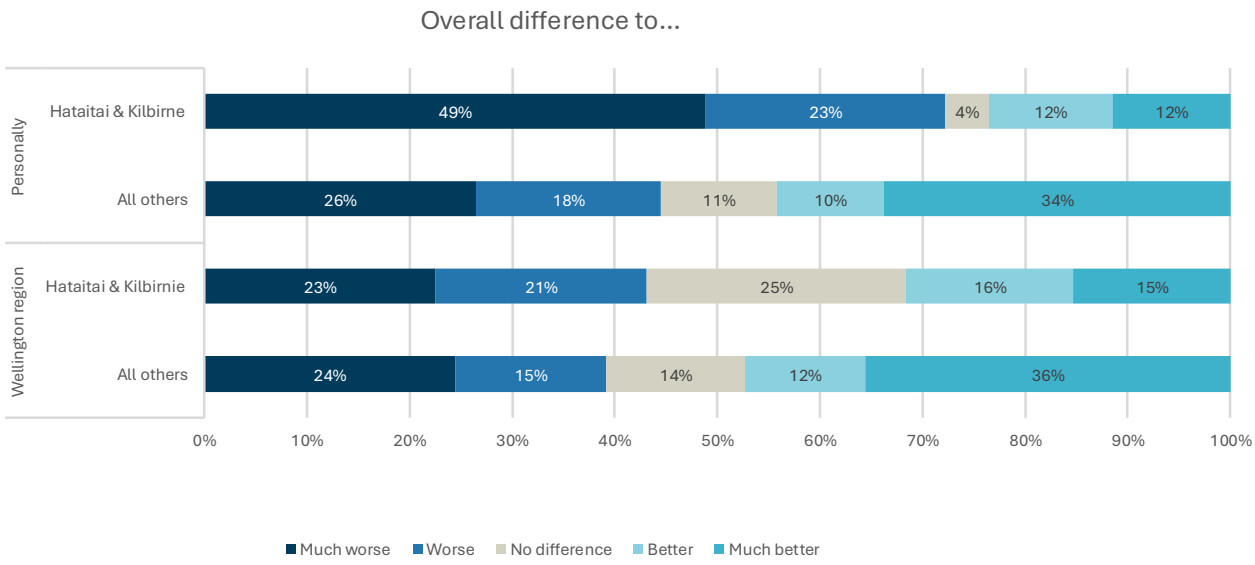
Project section	Respondent residential location	*'Much worse'*	*'Worse's*	*'No difference'*	*'Better'*	*'Much better'*
Second Terrace Tunnel	CBD (n=226)	34%	16%	17%	8%	25%
	Northern & western (n=289)	10%	8%	12%	14%	57%
	Southern (n=200)	26%	17%	22%	11%	26%
	Eastern (n=301)	17%	12%	13%	16%	43%
	Outside Wellington City (n=206)	13%	8%	15%	11%	52%
Te Aro improvements	CBD (n=250)	49%	20%	7%	8%	16%
	Northern & western (n=233)	19%	12%	10%	18%	41%
	Southern (n=181)	43%	20%	13%	7%	17%
	Eastern (n=263)	24%	19%	11%	18%	29%
	Outside Wellington City (n=130)	19%	12%	12%	19%	38%
Basin Reserve upgrades	CBD (n=275)	34%	19%	13%	10%	24%
	Northern & western (n=266)	9%	13%	8%	20%	50%
	Southern (n=224)	32%	24%	10%	13%	22%
	Eastern (n=380)	23%	16%	10%	14%	38%
	Outside Wellington City (n=168)	12%	10%	8%	19%	52%
Second Mt Victoria Tunnel	CBD (n=304)	31%	9%	16%	10%	24%
	Northern & western (n=318)	12%	9%	12%	13%	55%
	Southern (n=252)	34%	17%	19%	8%	22%
	Eastern (n=576)	28%	17%	8%	13%	35%
	Outside Wellington City (n=220)	19%	8%	12%	9%	52%
Hataitai and Kilbirnie connections	CBD (n=193)	37%	22%	12%	7%	22%
	Northern & western (n=212)	14%	6%	9%	21%	51%
	Southern (n=175)	42%	16%	14%	7%	21%
	Eastern (n=621)	44%	18%	4%	8%	27%
	Outside Wellington City (n=134)	19%	7%	13%	15%	46%

5.4 Hataitai and Kilbirnie suburbs sub-group analysis

Given the disproportionate representation by respondents living in the Hataitai and Kilbirnie suburbs (n=399), further sub-group analysis was undertaken to observe any differences in the pattern of responses when compared to all others in the survey dataset.

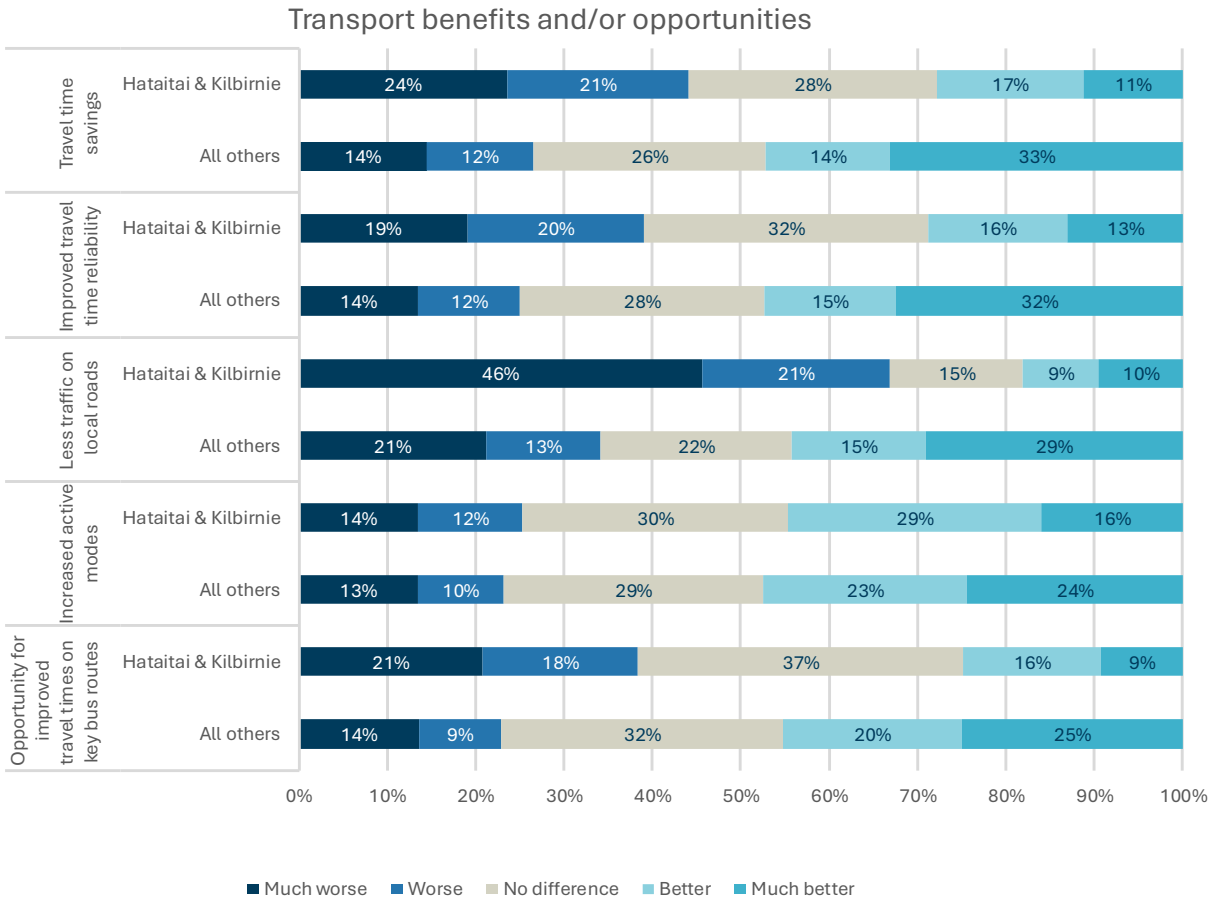
When considering the overall difference the project would make to them personally, Hataitai and Kilbirnie respondents were much more likely to report a negative response than those living in other areas (Figure 5-6). When asked to consider the difference the project would make to the wider Wellington region, over half of both groups rated it as either neutral or positive and there was little difference between the two in terms of the percentage of respondents who rated it '*much worse'*. The results suggests that many respondents living in Hataitai and Kilbirnie recognised the potential for positive impacts for the project generally, even when they considered it to have negative effects for themselves.

Figure 5-6: Responses to the question 'Overall, how much difference do you think the SH1 Wellington Improvements project will make ...' from Hataitai & Kilbirnie respondents in comparison to all other respondents



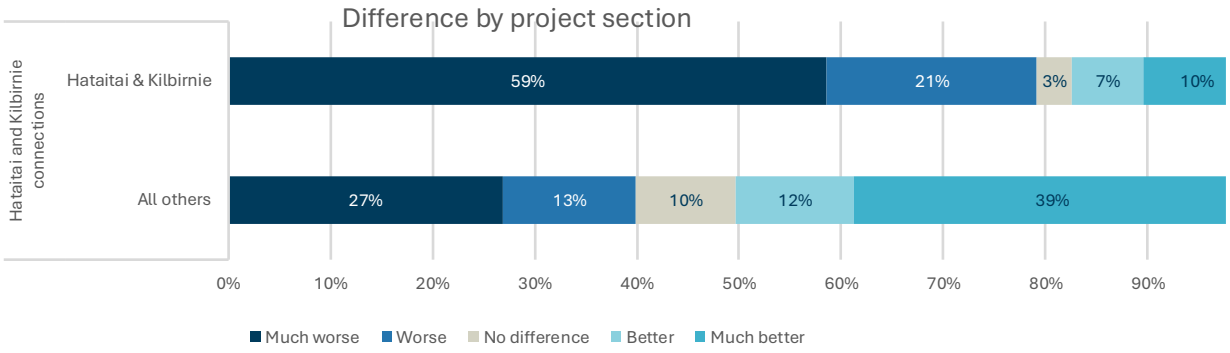
When asked to rate the transport benefits and/or opportunities of the project, a similar pattern was seen where Hataitai and Kilbirnie respondents were more likely to rate them as making things *'worse'* or *'much worse'* than all others in survey dataset (Figure 5-7). The exception was '*increased active modes*' where a similar response was seen. The *'less traffic on local roads'* received the strongest negative response with over two-thirds of Hataitai and Kilbirnie respondents rating it as *'worse'* or *'much worse'* compared to one third of all others in the survey dataset.

Figure 5-7: Responses to the question 'How much difference will these SH1 improvements make to you? It will make things...' from Hataitai & Kilbirnie respondents in comparison to all other respondents



When asked what difference the Hataitai and Kilbirnie connections section of the project would make to them, 80% of respondents who lived in Hataitai or Kilbirnie said it would make it *'worse'* or *'much worse'*, compared to 40% of all others in the survey dataset (Figure 5-8).

Figure 5-8: Responses to the question 'How much difference will the changes make to you?' from Hataitai & Kilbirnie respondents in comparison to all other respondents



6 Qualitative analysis of community feedback

Respondents were invited to provide qualitative feedback on the proposed design for the SH1 Wellington Improvements project in open text comments within the survey and by email. The qualitative option gave respondents the opportunity to provide more detailed and wide-ranging feedback that expanded on their quantitative responses, both in terms of agreement and concerns about the potential impacts and the issues relating to specific design features of the proposed project. The insights from analysing this feedback, helps NZTA understand how the project might impact the community and will help inform design refinements and mitigations.

Comments were invited at 6 points in the survey. Overall feedback was sought to the open-ended question: *'Do you have any other comments on the project*', while the remaining comments were sought on the changes proposed in each of the project sections. A total of 6,652 comments were received through the online survey. The 93 email submissions have been included in the analysis either by adding content to the overall comments data or, in the case of longer submissions, analysed separately and results integrated.

Two approaches were used to thematically analyse qualitative data (Table 6-1):

- The overall *'any other comments about the project'* data was analysed by assessing comments against 10 general themes relating to the project goals identified through preliminary exploratory analysis undertaken while the survey was 'live' (Table 6-2).
- The project section comments were analysed to identify issue-related themes.

Table 6-1: Total number of open text comments and email submissions in each survey segment

Survey segment	Total number of comments*
Overall *'any other comments'* (online survey and email content*)	1,762
Second Terrace Tunnel	892
Te Aro improvements	794
Basin Reserve upgrades	965
Second Mt Victoria Tunnel	1,263
Hataitai and Kilbirnie	1,023
Total	**6,704**

*Each email submission was treated as single comment

Table 6-2: Themes identified during preliminary analysis

General themes	
Value: Whether the project is worth the cost and delivers sufficient benefits.	**Accessibility and connectivity:** Local access, intersection changes, and neighbourhood links.
Efficiency of traffic: Traffic flow, congestion, and journey time improvements.	**Urban quality**: Noise, air quality, walkability, and overall liveability.
Multimodal capacity: Walking, cycling infrastructure and public transport integration.	**Natural environment**: Green spaces, flora, fauna, and ecological areas.
The future: The long-term impact, future-proofing, and sustainability of the project.	**Economy:** Business impacts, productivity, and economic growth.
Construction: Disruption, duration, and staging of the construction phase	**Safety:** Safety for drivers, pedestrians, and cyclists.

For more details on the analysis methods, see Appendix 2.

Respondents used the open text boxes and emails to provide feedback in various ways. Comments were used by respondents to expand on their agreement with the proposed changes as well as to raise issues of concern. Some respondents indicated a preference for other options to the one proposed and/or provided suggestions on alternative approaches and solutions, either for the overall investment or for specific aspects of the proposed design. For the purposes of detailed analysis in this report, the feedback has been sorted into 2 groups shown in Table 6-3 below:

1) Comments that relate to environmental and social effects of the proposed project and specific design-related issues and suggestions.
2) Comments on other options that respondents preferred to the proposed design.

The reporting below is primarily focused on the comments in group 1 with more detailed and comprehensive findings available in Appendix 3a-f. Comments in group 2 have been summarised in Appendix 3g.

Table 6-3: Types of community feedback on SH1 Wellington Improvements

1. Comments that relate to environmental and social effects of project or proposed project design, such as:	2. Comments on other options that respondents preferred to the proposed design, such as:
• Intersection changes • Use of lanes • Traffic light optimisation • Retaining or modifying turning movements • Integrating active transport infrastructure (walking and cycling) • Provision for parking and loading zones • Impacts on community amenities and walking tracks • Impacts on significant ecological sites • Noise and vibration • Safety • Construction impacts • Air quality • Severance • Urban quality • Natural environment	• Flexible or dynamic lane management for existing Terrace Tunnel • Additional walking and cycling infrastructure within or in addition to proposed tunnels • Trenching Karo Drive • Widening Karo Drive • Alternative structures and road alignments at the Basin Reserve • A Long tunnel • Re-purposing the Hataitai bus tunnel • Options relying solely on travel demand management without any significant new state highway infrastructure • Shifting funding to public transport options

6.1 Themes from comments on the overall project

The community feedback on the proposed SH1 Wellington Improvements project as a whole revealed a wide range of perspectives. The perceived value of the project, traffic efficiency, and support or concerns around multimodal transport options like walking, cycling, and public transit were raised many times.

Some respondents expressed agreement for the proposed improvements, citing long-overdue infrastructure upgrades and potential benefits to traffic flow and safety. Others raised concerns about induced demand, environmental degradation, disruption during construction, and a perceived lack of alignment with sustainable transport goals. Section 6.1.1 below describes common feedback theme and provides an illustrative quote. For more details on each theme, please see Appendix 3a.

6.1.1 Theme summaries (with illustrative quotes)

1. **Value**

   The overall value of the project was mentioned by many respondents. For some, the high cost represented an overdue investment. Others expressed scepticism about the project's value for money. Concerns centred on the project's cost and benefit-cost ratio, and the perception that the potential benefits or time savings did not justify the financial and environmental costs.

   Examples of feedback about the project's overall value or cost-benefit:

   > Agreement*: 'This project is long overdue! Because of the current traffic we think 'oh I won't bother going into town', so town misses out on a sale – be it retail, bar, restaurant etc.'*
   >
   > Concern*: 'The cost of $3.8 billion is an extraordinary sum to spend for minimal time savings – the benefits are not worth it.'*

2. **Efficiency of traffic**

   Many respondents commented on the project's potential with regard to traffic efficiency. Some respondents emphasised the need and potential for improved traffic flow, reduced congestion, and shorter travel times, particularly for commuters accessing the airport and hospital. Others, however, questioned whether the proposed changes would alleviate congestion, citing concerns about induced demand and the possibility that new bottlenecks would simply emerge elsewhere.

   Examples of feedback about traffic flow and congestion:

   > Agreement*: 'Excellent concepts and look forward to faster trips in and out of city.'*
   >
   > Concern: '*The changes will not be significant enough to be noticeable. 10 minutes will not make much of a difference even in peak hours.'*

3. **Multimodal capacity**

   Many of the comments addressed what the proposal could or should mean for the multimodal capacity of the transport network. Some noted that the project design would be a great improvement on the existing active mode infrastructure. Others commented on the opportunity the project provides to improve walking, cycling, and public transport provision. Some respondents expressed concerns that the current proposed design failed to integrate active and public transport modes and advocated for greater investment in light rail, bus rapid transit, and safer cycling infrastructure, viewing these modes as better value and offering more sustainable and effective solutions than road expansion.

   Examples of feedback about walking, cycling, and public transport options:

   > Agreement: '*The current situation is terrible for cyclists/walkers… I particularly like the cycle and walkway through the tunnel.'*
   >
   > Concern: *'There is a significant lack of focus on alternative modes of transport; walking, bikes & scooters should all have a place in the proposed changes.'*

4. **The future**

Many respondents' comments took a long-term view looking forward into the future. Some saw the project as a step toward future-proofing Wellington's infrastructure by improving resilience and long-term connectivity of the transport network. However, there was also concern that the design was not future-focused, did not reflect *'modern'* urban planning principles, that it relied on *'car-centric'* thinking, and failed to address future needs such as climate adaptation and sustainable mobility.

Examples of feedback about long-term impact and future-proofing:

> Agreement: *'This is a long overdue project… a once-in-a-generation opportunity to future-proof the area.'*
>
> Concern: *'Induced demand will inevitably result in future congestion, bringing us back to the same bottlenecks.'*

5. **Construction**

The construction phase of the project was commented on frequently. Some respondents acknowledged that construction was a necessary short-term inconvenience for long-term gain and expressed a desire for the work to get underway quickly. However, many comments highlighted fears of prolonged disruption affecting residents, businesses, schools, and traffic. There were calls for good planning, mitigation strategies, and transparency about the construction timeline and impacts.

Examples of feedback about the construction phase and its impacts:

> Agreement: '*The sooner, the better. We need easy access between our international airport and the northern suburbs.'*
>
> Concern: '*The construction phase will create major disruption, including noise and air pollution, which will harm the health and well-being of residents.'*

6. **Accessibility and connectivity**

Respondents noted that some of the proposed design features would result in different ways of moving in and around the state highway corridor and neighbouring suburbs. Some respondents commented that the improvements could enhance access to key destinations like the airport and hospital and improve both local and regional connectivity. Others feared that changes to intersections and road layouts would sever neighbourhoods, complicate local travel, and reduce access to community facilities, especially in areas like Hataitai and Kilbirnie.

Examples of feedback about local access and connections:

> Agreement: *'This will be a great project for Wellington people and people coming from the airport or Lower Hutt or Porirua.'*
>
> Concern: '*The proposal will make it much less convenient for Hataitai residents to reach Newtown quickly and easily.'*

7. **Urban quality**

As well as comments on the impacts of the proposed changes on the transport system, respondents also commented on what the project could mean for the urban environment around the SH1 corridor. Positive feedback recognised the opportunities presented by the project for better urban design and improved public spaces. However, other respondents worried that the project would degrade Wellington's liveability by increasing noise and air pollution, reducing walkability, and prioritising cars over people. Concerns were also raised about the loss of green spaces and the impact on the city's character.

Examples of feedback about noise, pollution, and local liveability:

> Agreement: *'Development of green spaces along Wellington Road could enhance liveability.'*
>
> Concern: '*This will make Wellington a less desirable place to live.'*

8. **Natural environment**

The possible consequences of the project for the natural environment were raised in multiple comments. Some respondents expressed the view that the project provided an opportunity to enhance the natural environment, and that the benefits of modern infrastructure could mitigate environmental impacts. More critical feedback focused on the changes to green spaces like the Wellington Town Belt and its wildlife habitats and expressed concern about increased emissions and misalignment with climate change goals and sustainability commitments.

Examples of feedback about ecological and environmental effects:

> Agreement: *'I'm pleased to see consideration of environmental impacts—this is a chance to do better for our waterways and birdlife.'*
>
> Concern: *'Please do not cut into the city's green spaces such as the Town Belt and Hataitai Park.'*

9. **Economy**

The economic consequences of the project were commented on multiple times. Some respondents viewed the project as a necessary investment to stimulate economic growth in the Wellington region, improve freight movement, and support regional development. Others criticised the project's high cost and low benefit-cost ratio, arguing that the funds could be better spent on public transport, healthcare, or education, and questioning the overall return on investment.

Examples of feedback about business and economic impacts:

> Agreement: '*We need growth, we need people. This will make all city suburbs better.'*
>
> Concern: *'The project doesn't make economic sense: the claimed benefits are marginal with a BCR of 0.7 to 1.2.'*

10. **Safety**

The safety of people on and around the SH1 corridor was raised multiple times in the feedback. Positive comments highlighted the potential for safer travel conditions, such as for separated traffic in the tunnels and improved infrastructure for cyclists and pedestrians. However, other respondents expressed concern that the project could increase risks, particularly near schools, sports grounds, and residential areas. Shared paths and the proximity of high-speed roads to vulnerable road users were seen as potentially hazardous.

Examples of feedback about road user safety:

> Agreement: *'The combination of proposed tunnels, Basin Reserve, and Hataitai changes will greatly improve traffic flows and vastly improve safety. The existing tunnels being two-way are very unsafe due to the risk of head-on crashes.'*
>
> Concern: *'More cars on the road will make enjoying the city less safe.'*

6.2 Design-related comments by project section

In addition to providing overall comments on the proposed design for the project, respondents were invited to provide feedback on specific design aspects of each of the 5 project sections:

- Second Terrace Tunnel
- Te Aro improvements
- Basin Reserve upgrades
- Second Mt Victoria Tunnel
- Hataitai and Kilbirnie connections

These comments have been analysed thematically for agreement with and concerns about the design. In some cases, comments made under one project section appear to relate to design issues in other project section(s), which is to be expected given the inter-connectedness between the project sections. For the purposes of identifying themes, comments have been analysed in the project section they were submitted under.

While the thematic results for each project section are to a certain extent specific to the local issues and design features (summarised below and reported in full detail in Appendix 3b-f), they were able to be grouped into overarching themes. Table 6-4 below shows the relationships between each overarching theme and the specific design-related issues that emerged in each project section.

Table 6-4: Overarching design themes and project sections where they were raised in comments

Design aspects: Overarching themes	**Project section where issue was raised***				
	Second Terrace Tunnel	*Te Aro improve-ments*	*Basin Reserve upgrades*	*Second Mt Victoria Tunnel*	*Hataitai & Kilbirnie connections*
Safety: For traffic, pedestrians and cyclists	Pedestrian & cyclist safety and accessibility Safety enhancements	Pedestrian & cyclist safety and accessibility	Pedestrian & cyclist safety and accessibility Student safety	School access and children's safety Shared path design for walking & cycling (tunnel) Enhanced safety	Pedestrian & student safety Enhanced safety
Timeliness & growth: Urgency for implementation, meeting growth needs	Future-proofing	Future-proofing	Future-proofing	City growth & resilience	Project necessity & urgency
Active and public transport mode infrastructure: Opportunity to improve / integrate		Walkability	Public transport and bus priority	Safety & security (tunnel) Public transport integration	Public transport impacts Walking & cycling infrastructure

Design aspects: Overarching themes	**Project section where issue was raised***				
	Second Terrace Tunnel	*Te Aro improve-ments*	*Basin Reserve upgrades*	*Second Mt Victoria Tunnel*	*Hataitai & Kilbirnie connections*
Traffic impacts: Changes in flow and reliability	Traffic flow and bottlenecks	Traffic flow and induced demand	Design complexity & effectiveness Separation of traffic flows Reduced congestion	Improved travel time and reliability	Improved travel time and reduced congestion
Convenience: Impacts on trip complexity, routes, travel time		Local access and connectivity	Local access changes and connectivity	Local traffic and access changes	Intersection and turning restrictions
Community amenities: Changes around the Wellington Town Belt, Kilbirnie Park, area above Terrace Tunnel	Loss of green space and community recreation areas				Loss of Wellington Town Belt and green space Demolition of facilities and housing
Local roads: Impacts on local traffic related to route changes	Impact on local businesses, local roads & communities		Local access changes		Increased traffic on local roads
Environmental qualities: Noise, air pollution	Noise & air pollution	Noise	Environmental impacts	Environmental impacts (general) Noise, air & light pollution (tunnel specific)	Noise & air quality
Urban quality: Changes to vibrancy, parking – ease of access to cafes etc, landscape, visual aesthetics	Visual & aesthetic impacts	Amenity loss (liveability)	Urban amenity impacts	Visual and urban design impacts	Visual impacts

Design aspects: Overarching themes	**Project section where issue was raised***				
	Second Terrace Tunnel	*Te Aro improve-ments*	*Basin Reserve upgrades*	*Second Mt Victoria Tunnel*	*Hataitai & Kilbirnie connections*
Heritage loss: Demolition, relocation, or disruption of heritage buildings and/or sites			Heritage and cultural impacts	Heritage loss	
Housing loss: Demolition of housing				Housing loss	Demolition of housing [and other buildings]
Construction: Noise, vibration, route disruption, prolonged	Construction disruption		Construction disruption	Construction disruption	
Connectivity: Changes to connectivity around the region, within and between suburbs	City & regional connections	Disrupted connections effects	Disrupted connections		Disrupted connections
Parking: Business viability, trades, loading zone	Impact on businesses	Parking & impacts on businesses	Local business impacts		
Venue access: Changes to access to venues and destinations		Impact on economic and freight benefits	Basin Reserve event access		Community benefits (access to venues)
Natural environment: Wellington Town Belt, Kumutoto ecological site	Environmental impacts on Kumutoto stream			Wellington Town Belt & Environmental Impacts	Wellington Town Belt loss

**Note that if a topic such as parking was only raised in one or two comments it would not emerge as a theme. Therefore, the absence of a theme in a project section does not mean that the topic was never raised, rather that it did not emerge in thematic analysis.*

6.2.1 Second Terrace Tunnel

Feedback showed both agreement with the proposal for a second Terrace Tunnel and some concerns about specific design features. A high-level summary of the comments made under this project section is provided below. More details are provided in Appendix 3b.

Comments indicating agreement

Comments indicating agreement with the proposed changes focused on how a second Terrace Tunnel would remove the existing bottleneck caused by the current 2-to-1 lane merge and improve traffic flow for commuters and travellers while also enhancing access to Wellington City, particularly the eastern suburbs and airport. They anticipated the separated tunnels to deliver safety benefits, reduce stress for drivers, and support economic growth by improving travel-time reliability and making the city more attractive for residents and businesses.

Many viewed the project as long overdue and essential for futureproofing Wellington's transport network, with some expressing impatience for immediate action. Respondents also anticipated improvements for local streets, expecting reduced spillover traffic and safer, more pleasant neighbourhood conditions. The changes were described in the following ways:

- As long overdue:
  - '*Should have happened years ago.'*
- Would reduce bottlenecks and improve traffic flows and reliability:
  - *'This is essential to remove a major bottleneck of 2 lanes merging into 1 southbound.'*
- Would complete the original SH1 plan:
  - *'The original design of SH1 included 2 Terrace tunnels. The second Terrace tunnel will fulfil the original intention. By removing the bottleneck for southbound traffic (the one lane through the tunnel) more vehicles will be able to travel along the corridor at the same time, reducing travel times and removing the long tail of traffic that backs up SH1 most times of the day, week or weekend.'*
- Support Wellington's growth:
  - *'This will help grow our city as better infrastructure will encourage investment.'*
- Improve access to the eastern suburbs and the airport:
  - *'With [the] additional tunnel it will make it much easier in and out of eastern suburbs during both peak and normal times.'*
- Improve safety by reducing the risk of head-on collisions:
  - *'Separate tunnels will be much safer.'*

Comments on specific design-related issues

Analysis of the specific design-related issues raised in the comments identified 7 themes that have been mapped onto the overarching themes (in bold) and summarised below (Table 6-5).

Table 6-5: Terrace Tunnel design-related comments by theme

Design-related theme	Description
1. **Natural environment:** Impacts on Kumutoto Stream & Forest	Concern over ecological damage to the Kumutoto Stream (awa), Forest and Scenic Reserve, with many urging stream '*daylighting,*' fish passage restoration, and replanting native bush to offset the second Terrace Tunnel's environmental footprint. *'Why don't these plans include anything about environmental restoration around the tunnel? There should be focus on rehabilitating Kumutoto awa/stream & rewilding the ngahere/forest, investing in the orchard currently above the tunnel in the dog park and introducing a vegetable garden/maara here.'*
2. **Safety:** Pedestrian & cyclist safety and accessibility	Concerns that added road capacity will reduce walkability and bike safety, citing slower or more dangerous crossings (e.g. Vivian/Willis St) and loss of walking tracks. *'This will make crossing the road at Willis St much worse than currently – which is already very slow on a key walk route into the centre.'*
3. **Traffic impacts:** Traffic flow & bottlenecks	Concerns that a second Terrace Tunnel could ease the current bottleneck but could shift it to the next set of traffic lights (Vivian St). Particular concerns were raised by respondents who worried that a merge from 3 lanes to 2 lanes would lead to bottlenecks. *'Widening to three lanes only to require a merge back to two goes against sensible road design as merges are known to cause bottlenecks in arterial routes.'*
4. **Environmental quality:** Noise, air pollution and construction disruption	Worries that more cars will increase traffic noise, worsen air quality, and that years of construction will bring dust, vibration, and general disruption; many ask for noise barriers and strict mitigation during works. *'With more cars able to come into the city easier and faster, it will be noisier, more air pollution, and harder to get around across/over (not along) the central city route.'*
5. **Parking/ connectivity/ local roads:** Impact on local businesses & property	Concerns that increased traffic through the tunnel will overload local city streets, harming business access, removing parking/loading zones and liveability. *'What are the provisions for delivery vehicles and the impact on local businesses? With no parking and no provisions for delivery, surely this will have negative impact on businesses and cause more business closures and unemployment.'*
6. **Community amenities:** Loss of green space & community recreation areas	Objections to losing the recreational track on the east side of SH1 and the community green spaces above the existing Terrace Tunnel (the dog exercise area and Kumutoto Community Orchard). *'I would expect the deck park built over the Terrace tunnel to be extended across to the Cable Car's tracks… Such a park would not only help to compensate Wellingtonians for the loss of greenspace associated with this project but also decrease the noise and allow for the Kumutoto stream to be daylighted.'*

Design-related theme	Description
7. **Urban quality:** Visual & aesthetic impacts	Concerns about visual aspect of the proposed changes and wanting efforts to blend the second Terrace Tunnel into the environment (landscaped embankments, retaining green slopes, possibly artistic or heritage elements at the portals). *'If this tunnel is built, more visible acknowledgement (e.g. signage, artwork) that this tunnel goes through Pukehīnau (the hill) and under Kumutoto Forest would be appreciated.'*

6.2.2 Te Aro improvements

Feedback on the proposed design for the Te Aro improvements section of the project showed both agreement on how traffic would move through Te Aro under the proposed changes and concerns about specific design features. A summary of the comments is provided below. More details are provided in Appendix 3c.

Comments indicating agreement

Comments indicating agreement with the proposed changes in this project section focused on the streamlining of traffic movements by adding lanes, reducing stop/start driving, and modernising the state highway. Respondents viewed the loss of on-street parking as a reasonable trade-off to achieve smoother traffic flow and believed the changes would benefit freight, business access, and potentially even public transport. Many also expressed a desire for the upgrades to be implemented quickly. The changes were described in the following ways:

- Improve traffic flow by increasing the number of lanes and reduce stop/start driving:
    - *'Will be needed to keep traffic moving and avoid bottlenecks after new terrace tunnel is built.'*
- Result in an acceptable and necessary reduction in on-street parking:
    - *'I support removing on-street parking on Vivian Street and reallocating that space to keep traffic flowing more consistently. Right now, the mix of parking, loading and through-traffic makes the street messy and challenging to navigate.'*

Comments on specific design-related issues

Analysis of the specific design-related issues raised in the comments identified 5 themes that have been mapped onto the overarching themes (in bold) and summarised below (Table 6-6).

Table 6-6: Te Aro improvements design-related comments by theme

Design-related theme	Description
1. **Safety:** Pedestrian & cyclist safety & accessibility	Concerns about the possibility of longer crossing times because of traffic prioritisation and reduced walkability from less space on footpaths and being close to high-volume traffic. Also concerns about safety risks to cyclists and pedestrians from increased traffic speed and volume, and a lack of active transport infrastructure. *'The intersections across Vivian St and Karo Drive are already pedestrian-hostile, and this will only make things worse by adding extra lanes and inducing more traffic.'*
2. **Urban quality:** Urban severance & amenity loss	Fears that increasing lanes will divide neighbourhoods, increase noise and pollution, and degrade the liveability and character of Te Aro and Cuba Street. Respondents were concerned that the proposed changes to SH1 will exacerbate the split between Te Aro's north and south (especially around Cuba Street) and deter pedestrians from visiting businesses on the far side. *'… the turning limitations imposed on those wanting to access Cuba Street, will also irrevocably change how those streets are used, and impact the character, connection and vibrancy of those areas.'*
3. **Parking:** Parking & business impacts	Objections to removal of parking and loading zones, with concerns about access. Respondents commented that further reductions in car parks will lead to more difficulties for shoppers, tradespeople, and residents trying to access homes and shops. There was particular concern for people who need to park close to shops and services such as those with mobility challenges. *'The removal of car parking by WCC has already impacted the central city, the removal of further carparks from Vivian Street will exacerbate the difficulties that locals, tradies, and shoppers encounter when accessing homes and businesses.'*
4. **Traffic impacts:** Traffic flow & induced demand	Scepticism about the effectiveness of adding lanes, concerns about induced demand, and doubts about long-term congestion relief. Some respondents suggested that new bottlenecks would emerge elsewhere, for example, the merges from 3-to-2 lanes at the Terrace Tunnel. *'Even with three lanes, you [will] still have to stop at so many lights. It's stop–start – we'll have three lanes of traffic stuck at red lights instead of two.'*
5. **Connectivity:** Local access & connectivity	Respondents expressed concern about the consequences of turning restrictions and street closures. The changes were seen as forcing complicated detours and concentrating traffic on remaining routes, resulting in longer, more convoluted routes for local traffic. '*I can see the intent behind reducing turning movements from Vivian Street and Karo Drive, which is to keep the main SH1 flow more predictable and to cut down on conflict points. My concern is that in simplifying vehicle movements, the design must not leave people feeling that Cuba Street is cut off behind a wider and faster state highway corridor (which already appears to be an issue with Vivian Street and Karo Drive).'*

6.2.3 Basin Reserve upgrades

Feedback showed both agreement with the proposed changes on how traffic would move around the Basin Reserve and concerns about specific design features. A summary of the comments is provided below. More details are provided in Appendix 3d.

Comments indicating agreement

In comments indicating agreement with the proposed changes, upgrades at the Basin Reserve were viewed as long overdue, future-focused and as something that would support Wellington's growth. The project design was regarded a way to improve how the area functions by separating state highway and local traffic to reduce congestion, enhance reliability, and make movements more intuitive. Smoother traffic flow was also seen as helping emergency and essential services.

Respondents also anticipated safer conditions for school children, pedestrians, and cyclists through fewer conflict points and improved crossings. Many highlighted benefits for public transport and active travel (walking and cycling), noting better connections, shared paths, and more reliable bus routes. The changes were seen as a way of decreasing overall congestion leading to more predictable journeys, while urban amenity improvements—such as the new '*green link'*—were seen as enhancing the area's liveability. The changes were described in the following ways:

- Address the congestion and improve reliability by separating local and SH1 traffic:
    - *'This improvement appears to be a genuinely workable solution – by effectively separating the north/south from the east /west flows and therefore reducing the current delays. There will be less stop points – reducing delays that every user experiences. I fully support this design.'*
- Improve safety for students walking and cycling to school as well as those being picked up/dropped off:
    - *'Keeping local traffic and buses on the existing loop still protects access for schools, and the new dedicated pick-up and drop-off area on Dufferin Street will make things safer for students.'*
- Improve active transport infrastructure:
    - *'The proposal also delivers strong improvements for walking, cycling, and public transport. The new and widened shared paths, improved crossing points, and better connections to Cambridge Terrace, Adelaide Road, and Pukeahu National War Memorial Park all help create a safer environment for active modes.'*
- Enhance urban amenity in the *'green link'*:
    - *'The new green area and walking and cycling around the basin looks great. I regularly walk around this area with my dog and often watch traffic jams morning and night. I think getting the traffic moving and having more green space for walkers is great!'*

Comments on specific design-related issues

Analysis of the specific design-related issues raised in the comments identified 9 themes that have been mapped onto the overarching themes (in bold) and summarised below (Table 6-7).

Table 6-7: Basin Reserve upgrades design-related themes

Design-related theme	Description
1. **Safety:** Pedestrian and cyclist safety & accessibility	Concerns about unsafe and inconvenient crossings, shared paths, and lack of grade separation for pedestrians and cyclists. *'There is not enough separation between cycle lanes and pedestrian areas. I think the shared paths are too narrow which will result in both groups not wanting to use it. Elderly and disabled people will not want to walk through an area where fast moving cycles might push past them.'*
2. **Connectivity:** Local access changes & connectivity	Frustration over restricted or removed access points leading to longer, more complex routes for residents and emergency services. Some reported anxiety that the plan would isolate some neighbourhoods and push more traffic onto smaller residential streets. *'Longer, more complicated routes will slow down emergency vehicles trying to reach Wellington Hospital.'*
3. **Community amenities:** Environmental and urban amenity impacts	Concerns about increased noise, air pollution, and loss of green space due to expanded road infrastructure. Some were concerned that the project would turn the Basin Reserve vicinity into a '*concrete island*' that disrupts community connections. *'They're paving over green space and chopping down trees to squeeze in more roads – terrible for our environment and city.'*
4. **Active and public transport mode infrastructure:** Public transport and bus priority	Criticism of the lack of dedicated bus lanes as a missed opportunity and insufficient prioritisation of public transport in the design. *'The current plan is missing bus priority lanes. The buses are often held up in traffic resulting in them running late or taking longer.'*
5. **Safety:** School access and student safety	Concerns that increased traffic and changes in pedestrian infrastructure will endanger students near local schools. Some respondents (including some who identified themselves as parents) consider the new layout will be more dangerous for students because it forces children to cross busier, wider roads. *'Girls at Wellington East will have to navigate heavier traffic – the risk to students is much higher now.'*
6. **Traffic impacts:** Design complexity and effectiveness	Scepticism that the layout will fail to improve traffic flow and may worsen congestion. Some commented that new traffic lights would make journeys more '*convoluted*'. *'There are far too many new traffic lights – it'll be constant stop-start and more congestion, not less.'*
7. **Construction:** Construction disruption and uncertainty	Concerns about prolonged construction impacts, including noise, dust, and lack of clear information on traffic and pedestrian routes. *'Eight years of construction noise, dust and traffic jams – our lives will be hell during that.'*

Design-related theme	Description
8. **Heritage loss:** Heritage and cultural site impacts	Concerns over potential damage to historic buildings, memorials, and mature trees in the area. A number of comments also expressed concern for the Pukeahu National War Memorial Park – respondents felt that the busy roads would diminish its solemn character and disrupt the experience of visiting this important cultural space. *'Moving the Home of Compassion Crèche again is a waste of public funds and shows no respect for our heritage.'*
9. **Venue access:** Basin Reserve events and local business impacts	Concerns that the redesign will reduce accessibility and viability for events and negatively affect nearby businesses and organisations. Concerns were raised about how the new road configuration would be kept safe for pedestrians on game days and accessibility managed for large crowds. *'How are thousands of people supposed to safely cross multiple highways to get to a game at the Basin? This is a crowd safety nightmare.'*

6.2.4 Second Mt Victoria Tunnel

Feedback showed both agreement with the proposal to duplicate the Mt Victoria Tunnel and include a shared walking and cycling path separated from traffic, and concerns about specific design features. A summary of the comments is provided below. More details are provided in Appendix 3e.

Comments indicating agreement

In comments indicating agreement with the proposed changes, the second Mt Victoria Tunnel was viewed as a long-overdue, essential project that will ease chronic congestion and deliver more reliable and predictable travel times. It was also seen as significantly improving safety both because traffic would be separated with one direction in each tunnel and because the shared walking and cycling path would be fully separated from traffic. Respondents regarded the proposed second tunnel as critical infrastructure that will help Wellington grow, remain resilient in emergencies, and better support commuters, airport travellers, and local activities. While some would like even stronger emphasis on public and active transport, they broadly agree the project would encourage healthier, more sustainable travel choices. Respondents who agreed with the proposed changes urged the proposed second tunnel to be built quickly after years of delay. The changes were described in the following ways:

- Provide vital infrastructure for Wellington's growth and resilience*:*
    - *'This is a piece of critical infrastructure that is key to the growth of Wellington City and the wider populations. The current design offers a marked improvement on previous versions that have been considered in the past.'*
- Improve traffic flows by reducing bottlenecks:
    - *'Will greatly improve overall traffic flow.'*
- Provide a safer and healthier route for all modes:
    - *'We have needed this for so long! I am very impressed with the fully separated walking/cycling path—for increased space/safety and especially the healthy air quality. This is great as will encourage greater use by those people young and fit enough to do so. The increased width of the lanes for vehicular traffic is great—as it can feel quite scary in the existing tunnel when passing trucks and buses.'*
- Improve travel times and reliability
    - *'A second Mt Victoria Tunnel will greatly improve reliability and reduce congestion for people travelling to and from the eastern suburbs. Having two lanes in each direction will make peak travel much smoother and more predictable'*

Comments on specific design-related issues

Analysis of the specific design-related issues raised in the comments identified 9 themes that have been mapped onto the overarching themes (in bold) and summarised below (Table 6-8).

Table 6-8: Second Mt Victoria Tunnel design-related themes

Design-related theme	Description of concern
1. **Safety:** Shared path design for walking & cycling	The 3.6 m shared path for pedestrians and cyclists through the new tunnel was seen by some as inadequate and unsafe. Multiple comments suggested that wider, fully separated foot and bike lanes were required instead of a single shared path. *'The provision for walking and cycling is inadequate—for cyclists to travel safely in a confined space at any speed, there needs to be dedicated cycling paths in both directions. A shared walking/cycling path is not an effective solution (nor is a cycle path that is meant for traffic in both directions).'*
2. **Active and public transport mode infrastructure:** Public transport integration (bus lanes)	Feedback highlights the lack of dedicated bus lanes. Commenters urge adding bus lanes or prioritisation so public transport isn't stuck in traffic. *'The proposal hints that this new route could be used by buses, but you know the maxim: public transport will never be a better option than a car if it gets stuck in the same traffic.'*
3. **Heritage loss**	Comments expressed opposition to demolishing heritage buildings on Paterson Street for road widening. Some ask if these buildings can be preserved or relocated. *'I oppose removing or relocating the heritage properties along Paterson Street. NZTA should come up with options to retain these houses – for example, 7 Paterson Street (the old Catholic Presbytery) and 19–21 Paterson Street (Ettrick Cottage) which have significant heritage value.'*
4. **Housing loss**	The proposed removal of housing was concerning to some respondents, who noted Wellington's shortage of affordable housing. *'I am also disappointed that houses will be demolished along the route when housing is under such demand in Wellington'*
5. **Natural environment:** Wellington Town Belt & environmental impacts	Multiple respondents did not want more of the Wellington Town Belt green space to be used for the project. They expressed concerns about losing parks/trees and worsening noise & air pollution in neighbourhoods. *'Losing land from the Town Belt is also a retrograde idea; we need our green spaces.'*
6. **Safety:** School access & child safety	Concerns were raised that more traffic and road changes would make it harder and more dangerous for children to walk or bike to nearby schools (e.g., Wellington College, St Mark's School). *'If you're going to build a tunnel, at least [include] pedestrian bridges for school safety.'*
7. **Environmental quality:** Noise, air, and light pollution	The comments indicated an expectation that additional lanes and cars will increase traffic noise and fumes. There were calls for mitigation such as soundproof barriers, better tunnel ventilation, and limits on horn use. *'If you're doing it anyway, at least make the bike/walk section soundproof. The current setup with beeping cars is bordering on inhumane.'*

Design-related theme	Description of concern
8. **Safety:** Safety & security in tunnel for walkers/cyclists	There was a desire expressed for design features that make the new pedestrian/cycle tunnel feel safe – e.g. lighting, security cameras, emergency call boxes, and ventilation to reduce pollution exposure. *'I would like to have reassurance that the cycling tunnel will be safe from pollution, well-lit and have safety cameras. If not, it risks turning into an unsafe trouble spot.'*
9. **Urban quality:** Visual & urban design impact	Some respondents were concerned with the new infrastructure's visual appearance (e.g. large concrete walls, overpass near Hataitai) and its fit with the cityscape. Suggestions were to add greenery and ensure the project design is visually pleasing. *'Sprayed concrete retaining walls [are] not an appropriate visual appearance for a key access point to the city.'*
10. **Construction:** Construction disruption	Some respondents were concerned that 8–10 years of construction will bring noise, dust, vibrations, and road closures, hurting residents and local businesses. Residents seek robust mitigation and communication plans. *'For the next 8–10 years (during construction) things will be much, much worse…'*

6.2.5 Hataitai and Kilbirnie connections

Feedback showed both agreement with the proposal to widen Ruahine Street and Wellington Road and change intersections, and concerns about specific design features. A summary of the comments is provided below. More details are provided in Appendix 3f.

Comments indicating agreement

In comments indicating agreement with the proposed changes in this project section, respondents talked about:

- improved traffic flow and reduced congestion, particularly between the airport and city centre;
- enhanced safety through the removal of dangerous intersections and better separation of local and through traffic;
- endorsement of design elements like the overpass to Hataitai Park and the connection to a second Mt Victoria Tunnel; and a general sense that the project is long overdue and essential for the city's transport future.

While some supporters included caveats—such as the need to maintain community facilities or manage local traffic impacts—the overall sentiment reflects a belief that the improvements are logical, necessary, and beneficial for both local residents and the broader Wellington region. The changes were described in the following ways:

- Improve safety at dangerous intersections by removing problematic right hand turns and providing the overpass:
  - *'I think the overbridge will really help exiting from Hataitai Park and make this safer.'*
- Safer access to the sports facilities in the Wellington Town Belt:
  - *'It provides much better traffic flow with removing current intersections on State Highway 1. Especially from Hataitai netball courts.'*
- Improve the walking and cycling infrastructure with a new overbridge:
  - *'I also support replacing and widening the Taurima Street footbridge so that walking and cycling access to Hataitai Park and the village is safer and more comfortable.'*
- Improve travel times and reliability by having more lanes:
  - *'This is a good idea because if you're going to do this project, we need do it properly. No point putting the tunnel through to then go to a single lane road on the other side.'*

Comments on specific design-related issues

Analysis of the specific design-related issues raised in the comments identified 10 themes that have been mapped onto the overarching themes (in bold) and summarised below (Table 6-9).

Table 6-9: Hataitai and Kilbirnie connections design-related themes

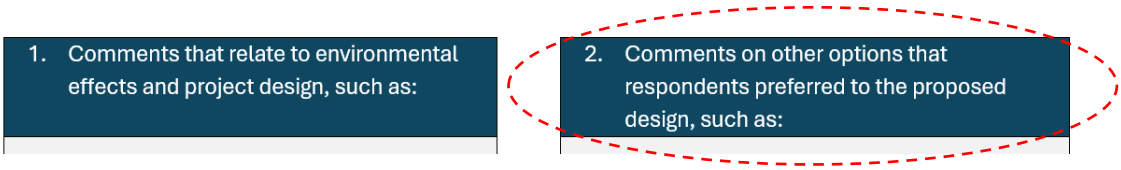
Design-related theme	Description
1. **Local roads:** Increased traffic on local roads	Concerns that diverted traffic (especially on Moxham Avenue and Hamilton Road) would cause congestion and safety hazards in residential areas. Increased traffic near schools was a particular concern. '*Will create much more problems for side roads e.g. Moxham Ave/Evans Bay Parade/Constable St/Adelaide Rd with higher numbers using these as an alternative.'*
2. **Connectivity:** Disruption to suburb connectivity	Removing right turns and direct routes was considered as '*cutting off*' Hataitai from Newtown, Kilbirnie, Mt Victoria and other suburbs, forcing long detours for everyday trips. * *'We don't only travel airport to city. We travel all around the eastern suburbs. The weekends are the busiest time, but this plan just talks about time savings at peak times on weekdays… Hataitai seems to be cut off from easy access to Newtown… no right turns from Ruahine Street and Hamilton Rd meaning cars have to go via Kilbirnie.'*
3. **Safety:** Safety for Pedestrian & school children	Concerns about unsafe crossings and more traffic near schools (Kilbirnie School, etc.), and that it would be riskier for children and people walking without added protections. The Moxham Avenue and Kupe Street intersection was singled out as dangerous if traffic increased because of poor visibility and no crossing. *'There are no pedestrian crossings at Moxham/Kupe… I have grave concerns for school children trying to cross with so much traffic coming down Moxham Ave.'*
4. **Urban quality:** Overbridge design & location	Respondents critiqued the proposed Hataitai Park overbridge as *'over-engineered'*, *'ugly'*, and poor placement (on a blind corner), and called for smaller-scale solutions. *'The Hataitai Park overbridge is overkill—way too big, smashing a large chunk of urban Hataitai, wrecking the green belt and destroying a beautiful view. Put the overbridge on Goa St and make it smaller and more realistic.'*
5. **Natural environment:** Loss of Wellington Town Belt & green space	Comments expressed objections to encroaching on the Wellington Town Belt (loss of mature trees, open space, recreational space and wildlife habitat) with pleas to protect or compensate for this green area. *'The encroachment into the Town Belt and Kilbirnie Park is a high price to pay for at best 10 minutes saved. Land swaps or compensation should be considered if green space is taken.'*
6. **Active and public transport mode infrastructure:** Public transport impacts	Concerns that bus services (notably Route 2) would be disrupted or slowed by the changes, given no bus lanes or priority in the design. It was seen as a missed opportunity to improve transit in the area. *'Any transferring of buses onto SH1 would have a massive impact on these commuters… I rely on the #2 bus. If it gets stuck in traffic or rerouted away from my stop, my commute will suffer.'*

Design-related theme	Description
7. **Convenience:** Intersection & turning restrictions	Respondents raised concerns that the design's no-right-turn rules and limited entry/exit points would create inconvenient and inflexible traffic patterns. They viewed the removal of turning options as creating a '*one-way system*' trap in the area. *'You've only given us one on-ramp from Hataitai which is just going to back traffic all up the main street.'*
8. **Safety:** Cycling and walking infrastructure	Concerns that the plan lacks safe cycle paths and continuous pedestrian routes – especially around the new tunnel and along the highway – undermining active transport. Comments referenced a lack of an obvious safe bike route from the new Mt. Vic tunnel to Cobham Drive/Miramar.* *'No separate bike/ped access through the tunnel… the plan leaves Moxham Ave as the only option for cyclists, which is already dangerous for bikes.'*
9. **Environmental qualities:** Noise, air quality, and visual impacts	Respondents expected the design would result in more traffic noise, emissions, and unsightly infrastructure, leading to quality-of-life and liveability impacts for residents and demands for noise walls and other buffers. Visual intrusion was also noted – an elevated flyover and a wider highway could be an *'eyesore'* in what are now green or residential views. *'We are extremely worried about noise. Right now, it's reasonably quiet; with a highway next door it won't be. Double glazing? Noise walls? None of that is mentioned, but it would be needed.'*
10. **Urban quality/ Housing loss:** Demolition of facilities & housing	Comments expressed anger and sadness that homes and community facilities (Wellington Badminton Centre, Hataitai Kindergarten) will be removed, with calls for mitigation or reconsideration of these losses. The disruption to sports and recreation facilities at Kilbirnie Park was also raised as a concern. *'The demolition of homes and facilities like the Badminton Centre and kindy is a big loss for our community. These are people's homes and community hubs. You can't just knock them down without a plan to replace them.'*

**These points were also raised in the second Mt Victoria Tunnel project section with regard to how people coming from Hataitai would access the tunnel by vehicle or active modes.*

6.3 Other options

As outlined earlier in the report (Table 6-3) there were a number of comments in the feedback that suggested other options in preference to the proposed design.



A summary of the range of other options suggested are outlined below and related verbatim comments can be found in Appendix 3g. The range of other options proposed and/or preferred by respondents have been grouped as following:

1. **Flexible or dynamic lane management for the existing Terrace Tunnel:** Dynamic lane-direction switching to facilitate higher vehicle throughput during peak periods. The suggestions include non-fixed median barriers, which can be moved according to the flow of traffic.
2. **Additional walking and cycling infrastructure within or in addition to proposed tunnels:** Walking and cycling infrastructure such as a separate active-mode tunnel, or fully separating walking and cycling paths, and upgrading city-wide cycling and pedestrian networks.
3. **Trenching Karo Drive:** Trenching Karo Drive and Buckle Street to provide for grade-separated state highway and local traffic movements.
4. **Widening Karo Drive:** Widening Karo Drive and re-routing SH1 to concentrate both directions on Karo Drive, returning Vivian Street to local use.
5. **Alternative structures and road alignments at the Basin Reserve:** Construction of a flyover (consistent with the previously proposed design) to the north of the Basin Reserve, or otherwise revisit options (including a cut-and-cover tunnel) to fully separate through-traffic from local and event-related movements. Alternatively, move or change roads around the Basin Reserve to create more green space and/or allow different routing.
6. **Long tunnel:** Construction of a long tunnel extending from the Terrace Tunnel northern portal to the intersection of Wellington Road and Ruahine Street.
7. **Re-purposing the Hataitai Bus Tunnel:** Re-purposing the existing Hataitai Bus Tunnel for active transport modes.
8. **Using travel demand management tools instead of new state highway infrastructure:** A range of travel demand management options were suggested such as better management of parking supply and pricing/congestion charging to discourage trips by car.
9. **Shifting funding to public transport options:** Suggestions recommended prioritising public transport investment over new road infrastructure. Examples include building light rail infrastructure, expanding existing bus services, and increased frequency airport and regional bus frequency.

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Appendix 1 – Survey questions

1. ***Name & Email***

2. ***Responder details***
    a. *Are you submitting individually or as an authorised representative on behalf of an organisation, group or iwi/hapū/other Māori organisation?*
    b. *Where do you live?*
    c. *Which Wellington suburb do you live in? [suburb, non-Wellington City/region dropdown]*
    d. *Which area is your organisation operating in? [Wellington area, non-Wellington City/region dropdown]*

3. ***Thinking about the kinds of trips you usually make along the SH1 corridor:***
    a. *In the last year, how often have you travelled along the SH1 route, that is, anywhere between the Terrace Tunnel, Wellington City, Hataitai and Kilbirnie?*
        i. *Daily*
        ii. *Several times a week*
        iii. *Weekly*
        iv. *Monthly*
        v. *Several times a year*
        vi. *Never*
    b. *When do you usually travel on this route?*
        i. *Peak hours*
        ii. *Off-peak weekday*
        iii. *Evenings & nighttime*
        iv. *Weekends*
        v. *None of the above - I have no particular travel times*
        vi. Not applicable – I don't usually travel on the SH1 corridor

4. ***What is the purpose of your usual trips on this route?***
    a. *Commute to work*
    b. *Social visits/entertainment*
    c. *Personal appointments/services*
    d. *Recreation, including sports and exercise*
    e. *Shopping*
    f. *Education*
    g. *Supporting or accompanying others*
    h. *I am a professional driver in the area carrying passengers*
    i. *I am a professional driver in the area carrying goods or freight*
    j. *Not applicable – I don't usually travel on the SH1 corridor*
    k. *Other (please specify)*

5. ***What is your usual mode of transport when travelling along the SH1 route?***

   a. *In a car*

   b. *In a truck*

   c. *Motorbike/motor scooter*

   d. *By bus*

   e. *Walking/running*

   f. *Cycling*

   g. *Scooter/e-scooter or other micro mobility device*

   h. *Not applicable – I don't usually travel on the SH1 route*

   i. *Other mode (please specify)*

   [Context] This project will deliver more efficient and reliable state highway journeys to drive productivity and regional economic growth. It will do this by delivering the following 5 key potential benefits:

   - *Travel time savings at peak times on key state highway journeys to Wellington International Airport, Wellington Regional Hospital and CBD*
   - *Improved travel time reliability, giving people more certainty about how long it will take to get where they need to go*
   - *Less traffic on local roads at busy times (as a result of providing a more efficient state highway)*
   - *Increased active modes (as a result of improved walking and cycling facilities through the Mt Victoria Tunnel)*
   - *Opportunity for improved travel times on key bus routes (if rerouted through the Mt Victoria Tunnel)*

6. ***How much difference will these SH1 improvements make to you? It will make things...***

	Much worse	Worse	No difference	Better	Much better
Travel time savings at peak times on key state highway journeys to Wellington International Airport, Wellington Regional Hospital and CBD	○	○	○	○	○
Improved travel time reliability, giving people more certainty about how long it will take to get where they need to go	○	○	○	○	○
Less traffic on local roads at busy times (as a result of providing a more efficient state highway)	○	○	○	○	○
Increased active modes (as a result of improved walking and cycling facilities through the Mt Victoria Tunnel)	○	○	○	○	○
Opportunity for improved travel times on key bus routes (if rerouted through the Mt Victoria Tunnel)	○	○	○	○	○

7. ***We have identified particular aspects in sections of the SH1 Wellington Improvements project where we would like your feedback. Please select the sections you would like to give feedback on...***

   [Context/Instructions] We will then ask you to provide feedback on all of the sites you selected. You can choose which sections you want to give feedback on by selecting from the list below. If you only want to give overall feedback, please continue below to complete your submission.

   a. *Te Aro improvements - Vivian Street and Karo Drive lanes and access changes*
   b. *Basin Reserve upgrades*
   c. *Second Mt Victoria Tunnel*
   d. *Hataitai and Kilbirnie - widening of Ruahine Street and Wellington Road*

8. ***Second Terrace Tunnel***

   a. *How much will these changes affect you? It will make things...*
      i. *Much worse*
      ii. *Worse*
      iii. *No difference*
      iv. *Better*
      v. *Much better*
   b. *Do you have any comments on the changes from a second Terrace Tunnel?*

9. ***Te Aro improvements***

   a. *How much will these changes affect you? It will make things...*
      i. *Much worse*
      ii. *Worse*
      iii. *No difference*
      iv. *Better*
      v. *Much better*
   b. *Do you have any comments on the changes to the Basin Reserve?*

10. ***Basin Reserve upgrades***

    a. *How much will these changes affect you? It will make things...*
       i. *Much worse*
       ii. *Worse*
       iii. *No difference*
       iv. *Better*
       v. *Much better*
    b. Do you have any comments on the changes from a second Terrace Tunnel?

11. ***Second Mt Victoria Tunnel***
    a. *How much will these changes affect you? It will make things...*
        i. *Much worse*
        ii. *Worse*
        iii. *No difference*
        iv. *Better*
        v. *Much better*
    b. *Do you have any comments on the changes from a second Mt Victoria Tunnel?*

12. ***Hataitai and Kilbirnie connections - widening of Ruahine Street and Wellington Road***
    a. *How much will these changes affect you? It will make things...*
        i. *Much worse*
        ii. *Worse*
        iii. *No difference*
        iv. *Better*
        v. *Much better*
    b. *Do you have any comments on the changes to the Hataitai and Kilbirnie connections?*

13. ***Overall, how much difference do you think the SH1 Wellington Improvements project will make?***

	Much worse	Worse	No difference	Better	Much better
To you personally	○	○	○	○	○
To the wider Wellington region?	○	○	○	○	○

14. ***Do you have any other comments about the SH1 Wellington Improvements project?***

    [Free text]

15. ***Would you like to receive email updates on this project?***
    a. Yes
    b. No

Appendix 2 – Methods: Survey development and analysis

1. Survey development

The community survey is part of the wider engagement on the proposed SH1 Wellington Improvements project with the community and stakeholders. The survey was developed to get community feedback to help future project development.

A specific question was framed to seek targeted feedback on particular aspects of the project's proposed design and configuration. An open text option provided the opportunity for respondents to give feedback on these aspects and more generally. These questions were repeated per section.

Feedback was also sought on how much difference the potential benefits and/or opportunities identified in the investment case would make to the community, and the impact of the project on the individuals as well as the wider region.

Information on the usual travel patterns of those responding in the survey was also sought in order to consider differential impacts and concerns within the wider community.

The scope of the survey was constrained by the need for it to be short and easy to complete (to aid uptake and reduce burden on community members) while recognising the complexity and extent of the changes proposed in the project. In recognition of this, a single question was repeated throughout, asking how much difference the proposed benefits and changes in each section would make. To describe the changes in each section, text descriptions were supported by maps and images.

Invitations to take part in the survey were shared through the project's community engagement webpage, social media, and at community information sessions. The survey was online for one month (9:00AM 17 November 2025 – 8:00AM 15 December 2025).

2. Analysis and reporting

While the survey was underway, weekly 'quick dives' into the dataset were undertaken to monitor response rates. The opportunity was taken to do trial analyses as a way of becoming familiar with the data and the emerging issues, while being aware that it was not appropriate to make inferences from analyses until the engagement period had ended. Once the survey was closed, the following steps were taken.

Data validation and quality checks

Comprehensive checks were made to ensure the quality of the dataset and in particular to check for spam or large coordinated submissions. There was no evidence of either and so all survey responses were retained.

- Total submissions: From 9:00AM 17 November until 8:00AM 15 December, there were 2,339 submissions.
- Duplicate IP address check: While there were some duplicates, most were two entries from the same IP, likely representing couples or people sharing a household/workplace Wi-Fi. There was no evidence of large-scale coordinated submissions based on IP patterns.
- Duplicate email check: A small number of duplicates were found (mostly 2 entries per email). Similarity scores for comments and Likert responses were calculated. Some duplicates had identical Likert responses, but overall numbers were very small and did not skew results.
- Spam and placeholder detection: All email addresses were validated for proper format. Only 1 invalid email was detected and appeared to be a typographical error; no suspicious disposable domains were identified. No placeholder or nonsensical text patterns were found in comments.

- Similarity analysis: Text similarity (SequenceMatcher and TF-IDF) was used to check for coordinated responses. There was no indication of systematic responses. Flagged entries with combined similarity ≥ 0.9 or Likert similarity = 1.0. These were rare and mostly isolated cases.
- Late-night submission analysis: Submissions after 10 PM on December 14 (111 entries) were investigated and sentiment trends compared across all dates and hours. It was found that late-night negativity is a recurring pattern (e.g., Nov 18–20, Dec 9), and not unique to Dec 14. There was no overlap between late-night entries and flagged duplicates/high similarity entries.
- Sentiment trend visualisation: A heatmap was created of average sentiment by date and hour. Late-night hours show slightly more negative sentiment, but consistent with other nights and not extreme.
- Conclusion: Duplicate IPs and emails exist in small numbers, likely due to shared networks or couples submitting individually. There was no evidence of spam or coordinated bias and therefore no need to remove any entries.

Quantitative analysis

The purpose of the quantitative analysis was to 1) understand who had participated, 2) describe and summarise the frequency of survey responses by the key outcomes and 3) be able to make simple comparisons across groups to inform impact assessments.

Four respondent residential location sub-groups were developed for respondents who indicated they resided in Wellington City (Table 2-1). The residential suburb selected by each respondent was used to group them into the sub-groups. The Wellington City Council (WCC) ward boundaries were used to determine suburb allocations.

Table 2-1: Survey respondent residential location sub-group and corresponding WCC ward(s)

Suburb group	WCC ward(s)
CBD	Pukehīnau/Lambton General Ward
Northern and Western suburbs	Takapū/Northern General Ward and Wharangi/Onslow-Western General Ward
Eastern suburbs	Motukairangi/Eastern General Ward
Southern suburbs	Paekawakawa/Southern General Ward

Pivot tables were created to group, sort, and interpret the dataset. Percentages were used to compare the relative proportions of responses to the survey questions.

Qualitative analysis

The analysis employed a qualitative thematic coding approach to examine community feedback on the proposed SH1 Wellington Improvements project. The comments collected in the overall ‘any further comments’ segment of the online survey were assessed for their fit with the previously identified 10 themes represented in the feedback. Comments collected about each theme were used to investigate issues related to the design features associated with the proposed improvements. The same analytical process has been used for all sections with section-specific details added as needed.

Comments were reviewed by members of NZTA’s project team, and the qualitative analysis was assisted by the use of Microsoft Copilot researcher agent as an AI-assisted research and analysis tool. Copilot supported the process by:

- Rapidly scanning and extracting relevant content from the dataset based on defined inclusion criteria.
- Identifying and clustering recurring themes through natural language processing (NLP) techniques, enabling efficient thematic categorisation of large volumes of qualitative data.

- Preserving the original language of individual comments while tagging them to one or more relevant themes.
- Synthesising thematic summaries and compiling tables of feedback, including direct quotes and associated themes.

All outputs were manually reviewed for accuracy and alignment with the project's analytical scope.

Appendix 3 – Design-related comments by project section

- Appendix 3a – Overall comments
- Appendix 3b – Second Terrace Tunnel
- Appendix 3c – Te Aro improvements
- Appendix 3d – Basin Reserve upgrades
- Appendix 3e – Second Mt Victoria Tunnel
- Appendix 3f – Hataitai and Kilbirnie connections
- Appendix 3g – Other options suggested in open text

Appendix 3a – Overall comments

1. Information outline

The following reports on the results of qualitative analysis of community feedback on the SH1 Wellington Improvements project where respondents were invited to add any other comments about the proposed changes included within the project. The thematic analysis assessed the feedback against 10 themes relating to the project goals and/or that arose from preliminary queries by the project team (see below and Table 6-2 in the main report).

2. Summary of themes

The community feedback on the proposed SH1 Wellington Improvements project had a wide range of perspectives, with all 10 general themes—such as traffic efficiency, safety, economy, and environmental impact—strongly represented.

The most frequently discussed themes were the perceived value of the project, traffic efficiency, and support or concerns around multimodal transport options like walking, cycling, and public transit. Some respondents expressed strong support for the improvements, citing long-overdue infrastructure upgrades and potential benefits to traffic flow and safety, others raised concerns about induced demand, environmental degradation, disruption during construction, and a lack of alignment with sustainable transport goals.

Overall, the feedback reflects a divergent range of views among the community members who opted to participate in the process, with both optimism and scepticism about whether the proposed changes will meaningfully improve Wellington's transport network.

The following table (Table 3a-1) describes the key themes reported in more detail below:

Table 3a-1: Descriptions of the 10 identified community feedback themes

Theme	What the theme is about
1. **Value**	The project costs and potential to deliver benefits.
2. **Efficiency of traffic**	Traffic flow, congestion, and journey time improvements.
3. **Multimodal capacity**	Walking, cycling infrastructure and public transport integration.
4. **The future**	The long-term impact, future-proofing, and sustainability of the project.
5. **Construction**	Disruption, duration, and staging of the construction phase.
6. **Accessibility and connectivity**	Local access, intersection changes, and neighbourhood links.
7. **Urban quality**	Noise, air quality, walkability, and overall liveability.
8. **Natural environment**	Green spaces, flora, fauna, and ecological areas.
9. **Economy**	Business impacts, productivity, and economic growth.
10. **Safety**	Safety for drivers, pedestrians, and cyclists.

3. Theme summaries (with illustrative quotes)

1. **Value**

   The overall value of the project was mentioned by many respondents. For some, the high cost was needed to make an over-due investment. Others expressed scepticism about the project's value. Concerns centred on the project's cost and its benefit-cost ratio (BCR), and the perception that the benefits—such as (to them) relatively minor time savings—did not justify the financial and environmental costs.

   Examples of feedback about the project's overall worth or cost-benefit:

   > Agreement: *'This project is long overdue! Because of the current traffic we think 'oh I won't bother going into town', so town misses out on a sale – be it retail, bar, restaurant etc.'*
   >
   > Concern*: 'The cost of $3.8 billion is an extraordinary sum to spend for minimal time savings – the benefits are not worth it.'*

2. **Efficiency of traffic**

   Many respondents commented on the project's potential with regard to traffic efficiency. Some respondents emphasised the need and potential for improved traffic flow, reduced congestion, and shorter travel times, particularly for commuters accessing the airport and hospital. Others, however, questioned whether the proposed changes would alleviate congestion, citing concerns about induced demand and the possibility that new bottlenecks would simply emerge elsewhere, negating any initial improvements.

   Examples of feedback about traffic flow and congestion:

   > Agreement*: 'Excellent concepts and look forward to faster trips in and out of city.'*
   >
   > Concern: '*The changes will not be significant enough to be noticeable. 10 minutes will not make much of a difference even in peak hours.'*

3. **Multimodal capacity**

   Many of the comments commented what the proposal could or should mean for the multimodal capacity of the transport network. Some noted that the project design would be a great improvement on the existing active mode infrastructure. Others commented on the opportunity the project provided to improve walking, cycling, and public transport facilities. Some respondents advocated for greater investment in light rail, bus rapid transit, and safer cycling infrastructure, viewing these modes as better value and offering more sustainable and effective solutions than road expansion. Other respondents expressed concerns that the current proposal under prioritised these modes and failed to integrate them meaningfully into the design.

   Examples of feedback about walking, cycling, and public transport options:

   > Agreement: '*The current situation is terrible for cyclists/walkers… I particularly like the cycle and walkway through the tunnel.'*
   >
   > Concern: *'There is a significant lack of focus on alternative modes of transport; walking, bikes & scooters should all have a place in the proposed changes.'*

4. **The future**

   Many respondents' comments took a long-term view regarding the merits of the project. Some saw the project as a step toward future-proofing Wellington's transport network by improving resilience and long-term connectivity. However, there was also concern expressed that the design was not future-focused, did not reflect 'modern' urban planning principles, that it relied on outdated, 'car-centric' thinking, and failed to address future needs such as climate adaptation and sustainable mobility.

Examples of feedback about long-term impact and future-proofing:

> Agreement: *'This is a long overdue project… a once-in-a-generation opportunity to future-proof the area.'*
>
> Concern: *'Induced demand will inevitably result in future congestion, bringing us back to the same bottlenecks.'*

5. **Construction**

The construction phase of the project was commented on frequently. Some respondents acknowledged that construction was a necessary short-term inconvenience for long-term gain and expressed a desire for the work to get underway quickly. However, many comments highlighted fears of prolonged disruption affecting residents, businesses, schools, and traffic. There were calls for good planning, mitigation strategies, and transparency about the construction timeline and impacts.

Examples of feedback about the construction phase and its impacts:

> Agreement: '*The sooner, the better. We need easy access between our international airport and the northern suburbs.'*
>
> Concern: '*The construction phase will create major disruption, including noise and air pollution, which will harm the health and well-being of residents.'*

6. **Accessibility and connectivity**

Respondents noted that some of the design features would result in different ways of moving in and around the state highway corridor and neighbouring suburbs. Some respondents commented that the improvements could enhance access to key destinations like the airport and hospital and improve both local and regional connectivity. Others feared that changes to intersections and road layouts would sever neighbourhoods, complicate local travel, and reduce access to community facilities, especially in areas like Hataitai and Kilbirnie.

Examples of feedback about local access and connections:

> Agreement: *'These changes are all improvements to the circulation of traffic in the central area.'*
>
> Concern: '*The proposal will make it much less convenient for Hataitai residents to reach Newtown quickly and easily.'*

7. **Urban quality**

As well as comments on the transport changes, respondents also commented on what the project could mean for the urban qualities around the SH1 corridor. Positive feedback recognised the opportunities for better urban design and improved public spaces. However, many respondents worried that the project would degrade Wellington's liveability by increasing noise and air pollution, reducing walkability, and prioritising cars over people. Concerns were also raised about the loss of green spaces and the impact on the city's character.

Examples of feedback about noise, pollution, and local liveability:

> Agreement: *'Development of green spaces along Wellington Road could enhance liveability.'*
>
> Concern: '*This will make Wellington a less desirable place to live.'*

8. **Natural environment**

   The consequences of the project for the natural environment was an issue raised in multiple comments. Some respondents expressed the view that the project provided an opportunity to enhance the natural environment, and that the benefits of modern infrastructure could mitigate environmental impacts. More critical feedback focused on the changes to green spaces like the Wellington Town Belt and its wildlife habitats, and concerns about increased emissions and a perceived misalignment with climate change goals and sustainability commitments.

   Examples of feedback about ecological and environmental effects:

   > Agreement: *'I'm pleased to see consideration of environmental impacts—this is a chance to do better for our waterways and birdlife.'*
   >
   > Concern: *'Please do not cut into the city's green spaces such as the Town Belt and Hataitai Park.'*

9. **Economy**

   The economic consequences of the project were commented on multiple times. Some respondents viewed the project as a necessary investment to stimulate economic growth, improve freight movement, and support regional development. Others criticised the project's cost and benefit-cost ratio, arguing that the funds could be better spent on public transport, healthcare, or education, and questioning the overall return on investment.

   Examples of feedback about business and economic impacts:

   > Agreement: *'Improved infrastructure attracts more businesses & improved local economy.'*
   >
   > Concern: *'The project doesn't make economic sense: the claimed benefits are marginal with a BCR of 0.7 to 1.2.'*

10. **Safety**

    The safety of people on and around the SH1 corridor was raised multiple times in the feedback. Positive comments highlighted the potential for safer travel conditions, such as for separated traffic in the tunnels and improved infrastructure for cyclists and pedestrians. However, many respondents expressed concern that the project could increase risks, particularly near schools, sports grounds, and residential areas. Shared paths and the proximity of high-speed roads to vulnerable users were seen as potentially hazardous.

    Examples of feedback about road user safety:

    > Agreement: *'The combination of proposed tunnels, Basin Reserve, and Hataitai changes will greatly improve traffic flows and vastly improve safety. The existing tunnels being two-way are very unsafe due to the risk of head-on crashes.'*
    >
    > Concern: *'More cars on the road will make enjoying the city less safe.'*

4. Supporting evidence from the feedback data

Table 3a-2 below presents a sample of individual comments from the community feedback that relate to the themes identified above. Each comment is quoted as given by respondents with minor punctuation changes for readability, and the associated issue/theme is noted.

Table 3a-2: Sample of comments supporting the 10 identified key community feedback themes

Theme	Comment
1. Value	*'This project is long overdue! Because of the current traffic we think 'oh I won't bother going into town', so town misses out on a sale – be it retail, bar, restaurant etc.'* *'NZ Airports submits that this project – every part of it – is vital for the long-term economic and social future of the entire Wellington region.'* *'The cost of $3.8 billion is an extraordinary sum to spend for minimal time savings – the benefits are not worth it.'* *'This project is a shocking waste of money…'*
2. Efficiency of traffic	*'Getting in and out of the city—particularly servicing the airport—will be an amazing improvement.'* *'Excellent concepts and look forward to faster trips in and out of city.'* *'The proposal is extremely disappointing, designed only to move people from the far side of town to the airport.'* *'The changes will not be significant enough to be noticeable. 10 minutes will not make much of a difference even in peak hours.'*
3. Multimodal capacity	*'The current situation is terrible for cyclists/walkers… I particularly like the cycle and walkway through the tunnel.'* *'Public transport improvements are long overdue—this project could be a game changer if it's done right.'* *'There is a significant lack of focus on alternative modes of transport; walking, bikes & scooters should all have a place in the proposed changes.'* *'Shared walking and cycling doesn't work in busy urban areas.'*
4. The future	*'This is a long overdue project… This is a once-in-a-generation opportunity to future-proof the area.'* *'This project will positively shape Wellington for generations… deliver an outcome that supports a city that is accessible, economically resilient and able to grow.'* *'Induced demand will inevitably result in future congestion, bringing us back to the same bottlenecks.'* *'This will take a long time to deliver any benefits and doesn't set up our city for mass transit in the future.'*

Theme	Comment
5. Construction	*'Let's stop all the talking and continuous arguing and build them now.'* *'The sooner, the better. We need easy access between our international airport and the northern suburbs.'* *'The project will cause enormous noise and disruption to the Wellington CBD for years while it is being constructed.'* *'The construction phase will create major disruption, including noise and air pollution, which will harm the health and well-being of residents.'*
6. Accessibility and connectivity	*'Improved access to the eastern suburbs is long overdue.'* *'These changes are all improvements to the circulation of traffic in the central area.'* '*The proposal will make it much less convenient for Hataitai residents to reach Newtown quickly and easily.'* *'The changes will do substantial damage to cross-town traffic in Wellington.'*
7. Urban quality	*'The proposed changes to SH1 look like they will greatly benefit the quality of life for people living in the Eastern Suburbs.'* *'Development of green spaces along Wellington Road could enhance liveability.'* *'Wellington loses its town belt and character. This needs preserving, not decimating for traffic.'* *'This will make Wellington a less desirable place to live.'*
8. Natural environment	*'Daylighting of existing piped streams and stormwater channels to provide for healthier water flowing into the harbour and fish passage recreated.'* *'I'm pleased to see consideration of environmental impacts—this is a chance to do better for our waterways and birdlife.'* *'Please do not cut into the city's green spaces such as the Town Belt and Hataitai Park.'* *'The destruction of 3 hectares of Town Belt land to make way for this highway is unacceptable.'*
9. Economy	*'This project will get Wellington back in business. Without it the city is strangling itself. Long overdue.'* *'Improved infrastructure attracts more businesses & improved local economy.'* *'The economic case for this project is incredibly weak… a BCR of 0.7 to 1.2 represents a dismal return on investment.'* *'The long period of construction would be extremely disruptive to the city and is likely to kill off businesses.'*

Theme	Comment
10. Safety	*‘The existing tunnels being two-way are very unsafe… this proposal vastly improves safety.’* *‘It ensures ALL transport (cars, buses and bikes) get to their families safely and quickly.’* *‘Fast traffic isn’t appropriate through a city centre.’* *‘More cars on the road will make enjoying the city less safe.’*

(The full dataset contains hundreds of comments; the above table provides a representative set of unique comments across all themes, as extracted from the document.)

Appendix 3b – Second Terrace Tunnel

1. Information outline

The following provides a summary of the qualitative analysis of community feedback on the second Terrace Tunnel section of the project based on an analysis of the complete dataset. The thematic analysis focuses on agreement with and/or support for the proposed changes in the project section, and any specific design-relates issues and concerns raised by the community in their comments. Broad feedback about overall cost, project scope, or alternative solutions were excluded from this analysis.

2. Summary of themes – Second Terrace Tunnel

The following table (Table 3b-1) summarises the key themes of agreement and the key design concerns for the second Terrace Tunnel section:

Table 3b-1: Key themes of agreement and design concerns identified from community feedback on the second Terrace Tunnel section

Agreement themes	Concern themes (design)
1. Traffic flow and bottleneck relief	1. Environmental impacts on Kumutoto Stream and Forest
2. Improved access and connectivity	2. Pedestrian and cyclist safety and accessibility
3. Safety enhancements	3. Traffic flow and bottlenecks
4. Long overdue/future-proofing	4. Noise, air pollution and construction disruption
5. Local road and community benefits	5. Impacts on local businesses and property
	6. Loss of green space and community recreation areas
	7. Visual and aesthetic impact

Each of the themes above is elaborated on in the following sections.

3. Agreement themes – Second Terrace Tunnel

The following themes relate to agreement with and/or support for the proposed design. The quotes are a sample of verbatim comments from the feedback to illustrate each theme.

1. **Traffic flow and bottleneck relief**

   Comments by many respondents recorded the expectation that a second Terrace Tunnel will significantly reduce or eliminate the bottleneck at the current tunnel, easing congestion for both daily commuters and weekend travellers. Many comments specifically mention the current merge point from 2 lanes to one as a critical problem that the new tunnel will solve. They anticipate improved trip reliability and more direct trips.

   > *'We avoid the current terrace tunnel completely after 2pm because it's such a bottleneck. The proposed improvement would make it more attractive and efficient to drive home.'*
   >
   > *'Will provide confidence of travel from 'a' to 'b' rather than the 'Russian Roulette' situation we currently experience of not knowing if it will be a 10 minute or 30 minute journey.'*

‘The original design of SH1 included 2 Terrace tunnels. The second Terrace tunnel will fulfil the original intention. By removing the bottleneck for Southbound traffic (the one lane through the tunnel) more vehicles will be able to travel along the corridor at the same time, reducing travel times and removing the long tail of traffic that backs up SH1 most times of the day, week or weekend.’

2. **Improved city and regional access and connectivity**

Many respondents considered that the second tunnel would improve access into and out of Wellington City, especially for trips to and from the eastern suburbs and key destinations like the airport. The improved access was seen as making Wellington more attractive for residents and businesses.

‘With additional tunnel it will make it much easier in and out of eastern suburbs during both peak and normal times.’

‘It will vastly improve access into Wellington, prevent bottleneck traffic jams on the motorway even on weekends into the tunnel.’

‘It will also attract more people to live in Wellington.’

3. **Safety enhancements**

Respondents anticipate safer journeys with a second tunnel. Several comments highlight the safety benefits of separating traffic directions into two tunnels, reducing the risk of head-on collisions and making travel less stressful.

‘Separate tunnels will be much safer.’

‘It will be much safer having tunnel traffic flow in one direction.’

‘The second tunnel will tremendously improve south bound traffic. Also reduce the number of tail or rear end collisions which occur. We personally have had 3 in the last 18 months.’

4. **Long overdue/future-proofing**

Many respondents expressed frustration at the delay, noting that the second tunnel was always part of the original design and is ‘long overdue.’ Some regarded the project as essential for future-proofing Wellington’s transport network as the city grows. Numerous comments were brief and pointed, reflecting a sense of impatience and strong support for immediate action

‘We have waited too long for a second tunnel. This should have been built at the time of the original work.’

‘This will help grow our city as better infrastructure will encourage investment.’

‘It is hugely needed to improve traffic flow but also future proof Wellington.’

5. **Local road and community benefits**

Some respondents expected the tunnel would reduce SH1 traffic on local roads by providing a more reliable and direct route for through traffic. As well as improving travel outcomes for SH1 users, the comments consider other neighbourhoods currently affected by congestion spillover would have improved amenity and safety.

‘It will be wonderful to finally have a proper 4 lane road network through the city. The bottlenecks at the Terrace and Mt Victoria are unnecessary and resolvable. In particular the second Terrace Tunnel will streamline motorway traffic but also improve the traffic through the city. I know MANY people who drive from Wadestown and other western suburbs through the city to get to the airport and eastern suburbs rather than using the motorway. This results in excess city traffic and congestion.’

‘I usually travel through the Terrace Tunnel when heading north out of Wellington – but do not go through the Terrace Tunnel when heading south because of the delays/congestion. I detour off into the city which means more congestion there – so this is a great solution.’

'A second tunnel will reduce congestion and the need to use alternative local roads when travelling south to the Eastern suburbs.'

4. Concern themes (design) – Second Terrace Tunnel

The following themes relate to design specific concerns in descending order of frequency. The quotes are a sample of verbatim comments from the feedback to illustrate each theme.

1. **Environmental impacts on Kumutoto Stream and Forest**

   Multiple comments raised concern about potential ecological damage to the Kumutoto Stream (awa) and surrounding forest reserve due to the tunnel construction. A subtheme that emerged was support for the opportunity the project provides for environmental restoration, with calls to 'daylight' the buried stream, restore fish passage past the tunnel, replant native vegetation on disturbed slopes, and protect or expand community green spaces (like the dog park and orchard above the tunnel).

   'Why don't these plans include anything about environmental restoration around the tunnel? There should be focus on rehabilitating Kumutoto awa/stream & rewilding the ngahere/forest, investing in the orchard currently above the tunnel in the dog park and introducing a vegetable garden/maara here.'

   'Moreover, walking tracks that I frequently use alongside the highway are scheduled to be demolished, further shrinking Kumutoto forest and decreasing the chances of the stream being restored to daylight'

   'I would like assurance that the Pōhutukawa trees that sit between Boulcott Street and the Everton Terrace bridge are protected and not damaged in any way.'

2. **Pedestrian & cyclist safety and accessibility**

   Multiple comments highlight concerns about walkability and cycling safety around the tunnel area. Respondents expressed concern that road widening and higher traffic volumes could make it harder to walk or bike, especially near key intersections (Vivian Street, Willis Street) and schools. Several noted that currently crossing the road at Willis Street is already slow and that changes could make it worse.

   'There seems to be no consideration given to existing walking tracks in the area, particularly connecting the Kumutoto stream area to The Terrace. These will be destroyed and there seems to be no amelioration given to this. There needs to be a footbridge or pathway built connecting these.'

   'This will make crossing the road at Willis St much worse than currently – which is already very slow on a key walk route into the centre.'

   'I walk through and cross these roads with my kids every day on the way to their respective school/daycares. These changes will make our journey longer/more difficult and more dangerous.'

3. **Traffic flow and bottlenecks**

   Multiple comments raised concerns that the second tunnel will not fix congestion but shift it elsewhere. Many observed that without addressing downstream intersections, any added capacity could lead to a bottleneck at traffic lights (e.g. at Vivian Street/Willis Street). Some pointed out that the current Terrace Tunnel's design (3 lanes feeding into 1) was a deliberate metering system to avoid overloading city streets, and that adding another outbound tunnel could flood downtown with traffic and cause gridlock. Traffic light optimisation and intersection improvements were frequently suggested as necessary.

   'Widening to three lanes only to require a merge back to two goes against sensible road design as merges are known to cause bottlenecks in arterial routes.'

   'The tunnel may make travel times slightly faster in this specific area, but research shows that adding extra lanes to roads only creates a bottleneck somewhere else and shifts the issue along.'

'Having a dedicated two lane second tunnel will hopefully avoid build up by the Terrace off ramp and/or further back. However, the flow going onto a congest[ed] Vivian may just move the bottleneck further down towards the first set of lights/intersection.'

4. **Noise, air pollution and construction disruption**

Respondents who indicated they were near the state highway corridor expressed concern about increased noise and emissions from more traffic, as well as dust and vibration during construction. Some living adjacent to the route noted the current noise is already high and fear it would increase the noise without proper mitigation. Suggestions reflecting these concerns included noise barriers, air quality measures and construction timing to minimise disruption, as well as better communication on how these impacts will be managed.

'With more cars able to come into the city easier and faster, it will be noisier, more air pollution, and harder to get around across/over (not along) the central city route.'

'We are for the improvements… It is a must however, that you factor in the motorway noise already currently being too loud for us residents. Therefore, the inclusion of motorway sound barriers is an absolute must in the design. Failure to do so would be disastrous for thousands of residents with the increased noise and subsequent drops in house prices. It is paramount noise reduction barriers are installed… I cannot stress enough the mistake and backlash that would result from not installing noise reduction barriers.'

'As a resident living adjacent to the Terrace Tunnel, I already experience the hum of traffic… What the engagement material fails to explain is: Construction Noise and Vibrations: How loud will drilling be? How long will it last? Will vibrations be felt? What compensation is there for the disruption and potential devaluing of property?'

5. **Impacts on local businesses & property**

Loss of parking and loading zones due to road changes was a concern for some respondents – one comment noted 17 parking spaces would be removed with the current plan. People were concerned that this and increased traffic could hurt local businesses (making deliveries or customer access harder). A few comments also noted property impacts, hoping that no buildings will be displaced on The Terrace and that adequate distance will be maintained between the widened road and nearby houses.

'In terms of the building, I hope that there will be sufficient distance between the houses on The Terrace to the area where the new highways will be constructed (and that no buildings will have to be displaced).'

'From a business perspective, the project threatens accessibility for customers and suppliers. Road closures, detours, and changing traffic patterns will reduce foot traffic and create logistical challenges, directly impacting revenue and long-term viability. Parking and delivery disruptions will add further costs and inconvenience.'

'I currently lease out XXX Willis Street. I am unsure on how this tunnel will affect the property (whether it will make the property less rentable) or if the property will need to be bought by the Crown. The property market at the moment may mean if I am forced to sell, I would be selling at not a great price.'

6. **Loss of green space & community recreation areas**

Multiple comments raised concerns about the potential impact on community spaces. In particular, the small dog park and community orchard above the tunnel were frequently mentioned. Respondents noted the potential loss or degradation of these areas currently used for recreation. Suggestions reflecting these concerns included compensation for any lost greenery and to take the opportunity to daylight streams.

‘We also think large parts of the slope should be revegetated and the community orchard extended with further gardens while retaining a clearing to allow people to gather.’

‘I would expect the deck park built over the Terrace tunnel to be extended across to the Cable Car's tracks… Such a park would not only help to compensate Wellingtonians for the loss of greenspace associated with this project but also decrease the noise and allow for the Kumutoto stream to be daylighted.’

‘I also think removing the ‘recreation’ track by the Terrace Tunnel is a mistake. I regularly use this for walking into town.’

7. **Visual and aesthetic impacts**

Some commented on the appearance of the infrastructure. Feedback suggested the tunnel portals and retaining structures should be landscaped and visually integrated with Kumutoto Reserve (e.g. green slopes, terracing, or public art). One creative suggestion was to paint the new tunnel yellow to match the iconic hue of the existing ‘banana’ Terrace Tunnel for aesthetic continuity.

‘Rendered view appears to show sprayed concrete retaining walls which is not an appropriate visual appearance for a key access point to the city. Looks cheap and nasty.’

‘Avoid large concrete retaining walls and allow for green slopes where possible.’

‘If this tunnel is built, more visible acknowledgement (e.g. signage, artwork) that this tunnel goes through Pukehīnau (the hill) and under Kumutoto Forest would be appreciated.’

Appendix 3c – Te Aro improvements

1. Information outline

The following provides a summary of the qualitative analysis of community feedback on the Te Aro improvements section of the proposed design for the SH1 Wellington Improvements project based on an analysis of the complete dataset. The thematic analysis focuses on agreement with and/or support for the proposed changes in the project section, and any specific design-relates issues and concerns raised by the community in their comments. Broad feedback about overall cost, project scope, or alternative solutions were excluded from this analysis.

2. Summary of themes - Te Aro improvements

The following table (Table 3c-1) summarises the key themes of agreement and the key design concerns for the Te Aro improvements section:

Table 3c-1: Key themes of agreement and design concerns identified from community feedback on the Te Aro improvements section

Agreement themes	Concern themes (design)
1. Improved traffic flow and reduced congestion	1. Pedestrian and cyclist safety and accessibility
2. Acceptance of parking removal as necessary	2. Urban severance & amenity loss
3. Long overdue/future-proofing	3. Parking and business impacts
4. Economic and freight benefits	4. Traffic flow and induced demand
	5. Local access and connectivity

Each of the themes above is elaborated on in the following sections.

3. Agreement themes - Te Aro improvements

The following themes relate to agreement with and/or support for the proposed design. The quotes are a sample of verbatim comments from the feedback to illustrate each point.

1. **Improved traffic flow and reduced congestion**

   Many respondents commented that the proposed changes would significantly improve the flow of traffic through the city, reduce congestion, and make commuting more efficient. Comments noted that increased lanes were needed for Wellington's economy and would considerably improve travel experiences, particularly during peak times or for those commuting to the airport or other suburbs.

   'I often crawl through the city; this will improve travel significantly.'

   'Will make it faster for me without stop-start driving.'

   'This change is needed to allow traffic to flow freely through the city to the eastern and southern suburbs.'

2. **Acceptance of parking removal as necessary**

   Respondents commented that the current mix of parking, loading zones, and traffic lanes was difficult for people driving through the area and expressed agreement with the need to change. While some respondents indicated regret about losing parking, there was a recurring theme that removing parking was a necessary trade-off to achieve better traffic flow.

   'I support removing on-street parking on Vivian Street and reallocating that space to keep traffic flowing more consistently. Right now, the mix of parking, loading and through-traffic makes the street messy and challenging to navigate.'

   'Vivian St should be a State Highway - not a carparking building. Carparks can be provided on adjacent streets.'

   'It's a shame to lose the car parks, but an accepted necessity.'

3. **Long overdue/future-proofing**

   Many respondents framed the changes as overdue or necessary modernisation. Comments conveyed a sense that the city must adapt to growing population and traffic demands, and that these changes were a logical step forward. Multiple comments succinctly stated a preference or imperative to get the project underway quickly, indicating both agreement with the plan and an impatience for action.

   'About time.'

   'Reduce a current bottleneck. With ever growing population - the increased lanes are vital for the economy of Wellington.'

   'Get it done.'

4. **Economic and freight benefits**

   Some comments specifically highlight the benefits for freight, trade, and business access, suggesting that increased lanes will help move goods more efficiently and support economic activity in Wellington.

   'Reduce a current bottleneck. With ever growing population - the increased lanes are vital for the economy of Wellington.'

   'As a tradesperson, vehicle access is important for Wellington to be a vibrant city - not everyone has a realistic option to commute by bicycle, public transport, or walking - I would challenge anyone saying we don't need reliable roads for cars to carry a 6m length of timber on any of those transit options.'

   'For work commute and getting to the airport, [it] will be made much easier and hopefully better to estimate [the] time to get from Porirua to the airport.'

4. Concern themes (design) – Te Aro improvements

The following themes relate to design specific concerns in descending order of frequency. The quotes are a sample of verbatim comments from the feedback to illustrate each theme.

1. **Pedestrian and cyclist safety and accessibility**

   Many commenters expressed concerns that the changes would result in a worse walking and cycling environment. Widening Vivian Street to 3 lanes was seen as making it less safe for cyclists to join the traffic flow and creating a high-speed route that would be difficult to cross. Comments referred to current long waits for pedestrians at lights on the Vivian Street – Cuba Street intersection, and with an extra lane and longer signal phases favouring SH1, people anticipated even longer waits and more crowding at crossings, with the potential for more danger. Respondents commented that prioritising state highway traffic could further hinder foot traffic on local streets.

‘Vivian Street is already a long wait for pedestrians. It will be that much worse once these proposed changes are instigated.’

‘Crossing Vivian Street will be more difficult for pedestrians as well as cyclists. And traffic will undoubtedly be moving at speed, having just come off the motorway, so it will be unsafe for cyclists to join the traffic flow in these areas, too.’

‘The plans mention no allowance for active transport, so pedestrians and cyclists will do their best to avoid the area. I suggest it is imperative to have an attractive shared path passing over each part of state highway one in the Cuba Street area.’

2. **Urban severance and amenity loss**

A number of respondents expressed concern that the design prioritises moving traffic at the expense of local liveability. By adding more cars and removing buffer zones, they felt the SH1 route would become a noisy, polluted thoroughfare with higher noise levels and worse air quality for residents along the route. Many noted that Vivian Street and Karo Drive already divide the city and widening it could exacerbate the barrier effect. Concerns were expressed that the split between Te Aro’s north and south (especially around Cuba Street) could grow, making the area much less pleasant due to noise and air pollution and deterring pedestrians from visiting businesses on the far side.

‘Vivian Street already cuts the city in half. More lanes mean more cars and making the area less desirable.’

‘The extra traffic along Vivian Street will make the area unpleasant due to noise and particulates’

‘The conversion of Vivian Street into three lanes will be a very poor outcome. This will turn an important Te Aro street into a vehicular canyon.’

3. **Parking and business**

Multiple commenters referred to concerns about the loss of on-street parking and access for local businesses. They commented that many small shops and eateries in Te Aro rely on street parking and loading zones for customers and deliveries. Removing up to 75 car parks with no replacement was seen as a having a large negative impact for Cuba & Vivian Street commerce by reducing foot traffic and accessibility. Respondents commented that further reductions (in addition to prior parking removal by WCC) could lead to more difficulties for shoppers, tradespeople, and residents trying to access homes and shops, particularly for people who need to park close to shops and services such as those with mobility challenges.

‘Removing parking to facilitate more through-traffic rather than bus lanes or cycleways is the worst of both worlds. It kills local business access while removing the safety buffer between pedestrians and traffic.’

‘This design makes much of moving traffic more efficiently to and from the city, but where is it supposed to go once it gets there? As a professional musician I often rely on inner city parks for loading and unloading gear to and from venues. Many among my audiences also rely on inner city parks. If more traffic is more efficiently introduced to the city but there are fewer parks, nothing is gained in my opinion – just more cars in the city looking for fewer parks. If these changes are to go through, there should at least be improvements made to the pedestrianisation of areas such as upper Cuba Street, so that there is at least some trade-off for the extra, faster traffic through the city.’

‘The removal of further carparks from Vivian Street will exacerbate the difficulties that locals, tradies, and shoppers encounter when accessing homes and businesses.’

4. **Traffic flow & induced demand**

Multiple comments questioned whether adding lanes could actually improve travel times. Because Vivian Street would still have many traffic lights, respondents considered that new bottlenecks would emerge elsewhere, for example, the merges from 3 lanes to 2 at the Terrace Tunnel. Widening the road was seen by many as a short-lived fix that could 'quickly fill up with cars until it's as congested as now', offsetting the intended reliability improvements.

'Adding another through lane on Karo Drive is pointless — it simply moves the merge point and the bottleneck along with it.'

'Even with three lanes, you still have to stop at so many lights. It's stop–start – we'll have three lanes of traffic stuck at red lights instead of two.'

'You cannot lane-widen your way out of congestion; the extra lane will fill up with cars and be as congested as ever.'

5. **Local access and connectivity**

As well as parking losses, respondents also raised concerns about specific turn restrictions and road closures in the design. In particular, comments were critical of removing the ability to turn into Cuba Street from Vivian Street or Karo Drive. The change was seen as forcing circuitous detours and concentrating traffic on remaining routes. Examples given included that drivers accessing upper Cuba Street or nearby streets would have to traverse three sides of a block or divert to Taranaki Street/Abel Smith Street, adding time and congestion. Similarly, comments noted that closing the Pirie Street exit from Mt Victoria could mean longer travel times and increased traffic for Mt Victoria residents to reach the city or SH1. In general, comments in this theme reflect concerns that the project may limit local connectivity, making journeys more complex and reducing the road network's resilience if there's an incident.

'Closing access to Cuba Street from Vivian Street and Karo Drive… will not make travel easier for local traffic and will actually mean longer routes that take more time.'

'Restricting access to Cuba St from Karo Drive and Vivian St will cut off a large part of the CBD from the CBD and increase traffic on local roads subsequently.'

'As a Mount Victoria resident who uses Pirie Street regularly, I think this is a blunt change that might tidy up SH1 on paper while pushing more congestion and rat-running into local streets. Drivers who currently use Pirie to reach the state highway will still need to get out of the suburb somehow, which means longer detours, more circulation on residential streets and more pressure on already busy intersections.'

Appendix 3d – Basin Reserve upgrades

1. Information outline

The following provides a summary of the qualitative analysis of community feedback on the Basin Reserve section of the proposed design for the SH1 Wellington Improvements project based on an analysis of the complete dataset. The thematic analysis focuses on agreement with and/or support for the proposed changes in the project section, and any specific design-relates issues and concerns raised by the community in their comments. Broad feedback about overall cost, project scope, or alternative solutions were excluded from this analysis.

2. Summary of themes – Basin Reserve upgrades

The following table (Table 3d-1) summarises the key themes of agreement and the key design concerns for the Basin Reserve upgrades section:

Table 3d-1: Key themes of agreement and design concerns identified from community feedback on the Basin Reserve upgrades section

Agreement themes	Concern themes (design)
1. Separation of traffic flows	1. Pedestrian and cyclist safety and accessibility
2. Improved safety	2. Local access changes and connectivity
3. Enhanced public transport and active modes	3. Environmental and urban amenity impacts
4. Reduced congestion and bottlenecks	4. Public transport and bus priority
5. Urban quality and amenity	5. School access and student safety
6. Long overdue / future-proofing	6. Design complexity and effectiveness
	7. Construction disruption and uncertainty
	8. Heritage and cultural site impacts
	9. Basin Reserve events and local business impacts

Each of the themes above is elaborated on in the following sections.

3. Agreement themes – Basin Reserve upgrades

The following themes relate to agreement with and/or support for the proposed design. The quotes are a sample of verbatim comments from the feedback to illustrate each point.

1. **Separation of traffic flows**

   Many respondents expressed praise for the separation of north-south and east-west traffic, which was seen as a key improvement for reducing congestion, improving reliability, and making the Basin Reserve routing more intuitive for all users.

   > *'This improvement appears to be a genuinely workable solution – by effectively separating the North/South from the east/west flows and therefore reducing the current delays. There will be less stop points – reducing delays that every user experiences. I fully support this design.'*

'Well done with the north south and east west not intersecting each other.'

'A fantastic well balanced solution. Will be much safer for school drop-offs at St Mark's Church School and Wellington College. Separation of local traffic from SH1 will make a big difference. Buses will be faster. I'm really impressed with this solution.'

2. **Improved safety**

Respondents commented that the changes would improve safety, especially for school children, pedestrians, and cyclists, by reducing conflict points and providing safer crossings, and by improving school drop-off/pick-up facilities. Comments indicated that they felt a satisfactory balance had been reached between the safety needs of pedestrians and traffic on SH1 and local streets.

'...The closing of Dufferin Street will massively improve safety for students, parents and teachers at both St Marks and Wellington College.'

'Keeping local traffic and buses on the existing loop still protects access for schools, and the new dedicated pick-up and drop-off area on Dufferin Street will make things safer for students.'

'This balanced approach ensures that while state highway traffic becomes more efficient, local movement and safety are also enhanced.'

3. **Enhanced public transport and active modes**

Many comments highlighted the benefits for public transport, walking, and cycling of the proposed changes. They referred to the value of new or improved shared paths, better connections, and opportunity for more reliable bus routes, without compromising traffic flows.

'I like the improved walking and cycling connections that are planned.'

'It appears that the design will provide better flow of traffic (private and commercial vehicles plus public transport and those cycling and walking).'

'The proposal also delivers strong improvements for walking, cycling, and public transport. The new and widened shared paths, improved crossing points, and better connections to Cambridge Terrace, Adelaide Road, and Pukeahu National War Memorial Park all help create a safer environment for active modes.'

4. **Reduced congestion and bottlenecks**

Supporters expect the changes to reduce bottlenecks, improve traffic flow, and make journeys more predictable, especially during peak times. Some comments specifically referenced the benefits of improved traffic flows for emergency services, expecting easier trips for ambulances and other essential vehicles to navigate the area.

'The current layout is one of Wellington's most constrained and complex intersections, and the redesign finally addresses the longstanding congestion and conflict between state highway traffic, local movements, and school/public transport routes.'

'Will vastly improve the traffic flows and remove some of the currently required lane changes which create bottlenecks.'

'Easier for emergency services to get through the traffic during peak times thus reducing delays for them and possibly saving lives.'

5. **Urban quality and amenity**

Some comments noted that the new design, including the 'green link,' will improve the urban environment, create more attractive public spaces, and enhance the area's liveability. Respondents also noted that the green link design could improve pedestrian and cycling accessibility in the area.

'The new green link from Pukeahu to Cambridge Terrace is an added benefit. It improves public space and connects walking and cycling routes that have needed attention for years'

'I strongly support the new "green link" that extends the Pukeahu landscape toward the Basin. This transforms what is currently a heavily trafficked area into a more attractive, accessible public space and strengthens the connection between important cultural, recreational, and heritage sites.'

'…the Green Link looks like a useful path for cyclists and pedestrians to travel from the Basin to Pukeahu Park and the landscaping will help soften the additional roading in the area.'

6. **Long overdue / future-proofing**

Multiple comments conveyed a sense that the project is a long-overdue, future-focused upgrade that is needed to support Wellington's growth and changing transport needs. Many respondents indicated that they see the changes as a high priority that need to be delivered soon.

'A very sensible solution. Again, the sooner the better!'

'This is a once in a generation (if not longer given we are approaching 100 years of relying on a 2 lane Victoria Tunnel) large, transformational Wellington infrastructure project. Let's take this opportunity of doing it right first time and not take shortcuts.'

'The proposed design is a practical, future-focused solution that finally resolves one of Wellington's most persistent transport challenges.'

4. Concern themes (design) – Basin Reserve upgrades

The following themes relate to design specific concerns in descending order of frequency. The quotes are a sample of verbatim comments from the feedback to illustrate each theme.

1. **Pedestrian and cyclist safety and accessibility**

Many respondents raised design concerns about the safety and convenience for pedestrians and cyclists. Respondents cited the increased number of at-grade road crossings, longer wait times at new traffic lights, and reliance on shared pedestrian/cycle paths. Reflecting these concerns, suggestions included calls for grade-separated crossings (overbridges or underpasses) to protect those on foot or bike.

'Cyclists will now have to wait to cross four lanes of State Highway 1. This is a terrible outcome for people trying to use sustainable modes of transport.'

'Shared pedestrian and cycle paths are unsafe – walkers will be at risk with fast bikes and scooters zooming by.'

'We need overbridges or underpasses for pedestrians and cyclists instead of so many traffic lights.'

2. **Local access changes and connectivity**

Many respondents expressed concern about the closure or alteration of key local routes around the Basin Reserve. For example, respondents anticipated that removing turns at Ellice Street and Pirie Street would mean longer, more circuitous trips to get across town or reach the hospital for residents of Mt Victoria, Hataitai, and Newtown. Some reported anxiety that the plan will isolate some neighbourhoods and push more traffic onto smaller residential streets as drivers seek alternative routes. Comments also noted concerns about slower ambulance response times to Wellington Hospital due to the detours and congestion.

'Cannot move to SH1 from Ellice Street. Cannot easily go from Kent Terrace to SH1 northbound. Will be more difficult to get out of Mt Victoria.'

'Blocking off Pirie and Ellice Streets means I'll have to drive a long way around (through Newtown) just to head east – it's ridiculous.'

'Longer, more complicated routes will slow down emergency vehicles trying to reach Wellington Hospital.'

3. **Environmental and urban amenity impacts**

Community members raised concerns about the design's effects on the environment and liveability of the area. They feared it could bring increases in noise and air pollution from higher traffic volumes. Some saw the removal of green space and mature trees for road expansion as a negative impact. Many described the plan as turning the Basin Reserve vicinity into a concrete island or 'moat' that severs community connections. Overall, there was a sense that the project would make the cityscape less walkable and less pleasant, and contrary to Wellington's sustainability and urban design goals.

'These changes make roads the vast majority of this area. Turning the basin into a traffic circle. The noise from the traffic is already disruptive enough and the roads are hideous.'

'They're paving over green space and chopping down trees to squeeze in more roads – terrible for our environment and city.'

'Directing four lanes of traffic through previously quiet areas will degrade those neighbourhoods, making them less liveable and less walkable.'

4. **Public transport and bus priority**

Multiple comments sought further specific provision for buses in the design. The lack of dedicated, continuous bus lanes was viewed in the comments as a missed opportunity that would likely result in in public transit will remain stuck in traffic with cars. Some noted that the project seems to prioritise State Highway 1 throughput over bus efficiency, and they urged stronger bus priority.

'The current plan is missing bus priority lanes. The buses are often held up in traffic resulting in them running late or taking longer.'

'Public transport is an afterthought here – there are no dedicated bus lanes, so cars still get all the advantage.'

'There is no clear dedicated bus lane around the basin. Disincentivising taking public transport.'

5. **School access and student safety**

Respondents commented on potential impacts on the three schools near the Basin Reserve, being Wellington College, St Mark's School and Wellington East Girls' College. Multiple respondents (including some who identified themselves as parents) considered the new layout could be more dangerous for students because it forces children to cross busier, wider roads. The loss of simple drop-off routes and increased traffic in school zones was seen as an indication that children's safety was not adequately considered.

'Students being dropped off at both Wellington College and St Mark's have to cross over road lanes to access the schools… I really question whether this change to the Basin Reserve area is needed.'

'Girls at Wellington East will have to navigate heavier traffic – the risk to students is much higher now.'

'Need to make sure it's safe for the large volume of school students crossing roads in the area.'

6. **Design complexity and effectiveness**

Multiple respondents noted that the plan was overly complex and might not solve the problems it's meant to fix. Comments described the layout as a 'spaghetti junction' of new lanes, intersections, and traffic lights. There was concern that adding so many signals and split roads would not improve traffic flow; instead, some thought it would create new choke points in different places. In general, this feedback indicated low confidence in the design's efficacy.

'The whole layout is over-complicated. It's like a dog's breakfast of intersections.'

'Two-way traffic around the Basin will be chaos; drivers unfamiliar with it won't know where to go.'

‘There are far too many new traffic lights – it’ll be constant stop-start and more congestion, not less.’

7. **Construction disruption and uncertainty**

Multiple respondents raised concerns about the assumed 8+ year construction period that the project would entail. They anticipated years of noise, dust, and traffic disruptions during building. Some also commented on a lack of detailed information in the plans, leading to confusion about exactly how traffic will flow and how pedestrians/cyclists will navigate the finished design, and that the design might not work as promised.

‘Eight years of construction noise, dust and traffic jams – our lives will be hell during that.’

‘By the time this is finished (in a decade), it’ll already be outdated – and we’d have suffered through years of disruption for nothing.’

‘The extensive changes mean that there will be a long period of construction which will be highly disruptive to travel round the Basin Reserve.’

8. **Heritage and cultural site impacts**

Some feedback focused on protecting heritage sites near the project. In particular, respondents expressed concerns about the potential relocation or overshadowing of the Home of Compassion Crèche (a historic building) as part of the new road works. A number of comments also mentioned concern for the Pukeahu National War Memorial Park – these respondents felt that the busy roads would diminish its solemn character and disrupt the experience of that culturally important space. The removal of historic trees in the area was likewise cited as a cultural and environmental loss.

‘Moving the Home of Compassion Crèche again is a waste of public funds and shows no respect for our heritage.’

‘Running a highway next to the National War Memorial Park will ruin the atmosphere of that memorial space.’

‘Cutting down those historic elm trees around the Basin is absolutely unacceptable.’

9. **Basin Reserve events and local business impacts**

Concerns were expressed about how the redesign would affect events at the Basin Reserve and nearby institutions. Concerns were raised about how the new road configuration would be kept safe for pedestrians on game days and accessibility managed for large crowds. Respondents noted the loss of staging areas and parking for vendors, spectators, and tour buses. Local businesses (e.g. cafes, shops, a church) predicted negative impacts from reduced access and parking.

‘How are thousands of people supposed to safely cross multiple highways to get to a game at the Basin? This is a crowd safety nightmare.’

‘There’ll be nowhere for event vendors or tour buses to park now – you’re destroying the Basin Reserve’s viability as an event venue.’

‘Our church has relied on that carpark since 1964 – losing it will cripple our community services and free meal programs.’

Appendix 3e – Second Mt Victoria Tunnel

1. Information outline

The following provides a summary of the qualitative analysis of community feedback on the second Mt Victoria Tunnel section of the proposed design for the SH1 Wellington Improvements project based on an analysis of the complete dataset. The thematic analysis focuses on agreement with and/or support for the proposed changes in the project section, and any specific design-relates issues and concerns raised by the community in their comments. Broad feedback about overall cost, project scope, or alternative solutions were excluded from this analysis.

2. Summary of themes – Second Mt Victoria Tunnel

The following table (Table 3e-1) summarises the key themes of agreement and the key design concerns for the second Mt Victoria Tunnel section:

Table 3e-1: Key themes of agreement and design concerns identified from community feedback on the second Mt Victoria Tunnel section

Agreement themes	Concern themes (design)
1. Support for city growth and resilience	1. Shared path design for walking & cycling
2. Improved travel times and reliability	2. Public transport integration (bus lanes)
3. Enhanced safety	3. Housing & heritage loss
4. Positive impact on active and public transport	4. Wellington Town belt & environmental impacts
	5. School access & child safety
	6. Local traffic & access changes
	7. Noise, air and light pollution
	8. Safety & security in tunnel for walkers/cyclists
	9. Visual & urban design impact
	10. Construction disruption

Each of the themes above is elaborated on in the following sections.

3. Agreement themes – Second Mt Victoria Tunnel

The following themes relate to agreement with and/or support for the proposed design. The quotes are a sample of verbatim comments from the feedback to illustrate each theme.

1. **Support for city growth and resilience**

   Respondent comments framed the second Mt Victoria Tunnel as ‘critical infrastructure’ necessary for Wellington’s future growth, economic development, and resilience—especially in the face of natural disasters or emergencies. The project was viewed as future-proofing the city and supporting its role as a regional hub.

‘Should have been done years ago, better infrastructure means more enjoyment for citizens and attract investment.’

‘This is a piece of critical infrastructure that is key to the growth of Wellington City and the wider populations. The current design offers a marked improvement on previous versions that have been considered in the past.’

‘This project will strengthen connections between the CBD, Kilbirnie, and the airport, supporting the wider region’s growth.’

2. **Improved travel times and reliability**

Many respondents anticipated improvements in travel times, notably for commuters, airport travellers, and those accessing sports and educational facilities. The new tunnel was seen as a way to make journeys more reliable, reducing stress from delays and needed to alleviate long-standing congestion issues, particularly during peak hours and weekends. Multiple comments expressed impatience for the project to begin, describing it as ‘long overdue,’ reflecting a sense of frustration with previous delays.

‘A second Mt Victoria Tunnel will greatly improve reliability and reduce congestion for people travelling to and from the eastern suburbs. Having two lanes in each direction will make peak travel much smoother and more predictable.’

‘This is a necessity for Wellington, it is just gridlock all day, everyday, barring a small window of time.’

‘I fully support this tunnel duplication. The current tunnel is well past its design capacity. Even weekend traffic is often terribly slow due to the limits of one lane in each direction.’

3. **Enhanced safety**

Safety was a recurring theme, with many respondents welcoming the separation of pedestrians and cyclists from vehicle traffic. The new, wider, and fully separated walking and cycling path was seen as a major improvement, with respondents anticipating cleaner air, reduced noise, and a safer environment for active transport users. Some note that the current tunnel is unsafe and that the changes should reduce the risk of accidents.

‘The new tunnel will be great for cars, buses, cyclists and pedestrians. And so much safer because there will be no risk of head-on smashes.’

‘The new 3.6-metre shared walking and cycling path is a huge safety improvement and offers a cleaner, more pleasant way to cross the hill.’

‘The increased width of the lanes for vehicular traffic is great—as it can feel quite scary in the existing tunnel when passing trucks and buses.’

4. **Positive impact on active and public transport**

While some supporters express a desire for even greater prioritisation of public and active transport, many still appreciate the inclusion of improved facilities for walking and cycling. There is optimism that the changes will encourage more people to use these modes, contributing to a healthier and more sustainable city.

‘Separating active transport from traffic will encourage more people to walk and bike between the city and the eastern suburbs. Improved air quality in the shared path will make it a genuinely enjoyable and practical route for everyday travel.’

‘We have needed this for so long! I am very impressed with the fully separated walking/cycling path—for increased space/safety and especially the healthy air quality. This is great as will encourage greater use by those people young and fit enough to do so.’

‘Fantastic and much needed increase in capacity for private vehicles and buses. Needs better level of service for walking and cycling—a wider tunnel for them and a shared path through to Kilbirnie.’

4. Concern themes (design) – Second Mt Victoria Tunnel

The following themes relate to design specific concerns in descending order of frequency. The quotes are a sample of verbatim comments from the feedback to illustrate each theme.

1. **Shared path design for walking & cycling**

   Multiple respondents were concerned that the proposed 3.6m combined pedestrian/cyclist path through the new tunnel was too narrow for safe two-way traffic. Those respondents wanted full separation of walking and cycling paths, citing safety and comfort as they were concerned that fast bikes and e-scooters would pose a hazard to pedestrians on a narrow, shared route. Suggested improvements reflecting these concerns include a wider footpath and cycle lane, separated with barriers or markings, and/or having a speed limit for bikes/scooters if the space must be shared.

   'Proposed shared walking and cycling pathway: Please make separate paths for cyclists and scooters, and for walkers and runners. The foot traffic path should be wide enough for 2 people (e.g. adult and child) walking together. The paths need to be very well lit and ventilated and have CCTV cameras.'

   'The 3.6 m wide shared pedestrian/cycle path is not fit for purpose. There should be separate, not shared, paths. Cyclists and pedestrians travel at vastly different speeds. Clearly define the cycle path through the tunnel so pedestrians stay off it – either create a barrier or put a speed limit on cyclists and scooters. Otherwise, there's danger that pedestrians will get hit by fast cyclists.'

   'The shared walking/cycling path in the new tunnel is an improvement on the existing one, particularly the full separation from vehicle traffic will make the trip much more appealing and less hazardous. However, the separation between walking and cycling must be properly implemented as there is significant risk for crashes and conflicts between commuter cyclists and pedestrians.'

2. **Public transport integration (bus lanes)**

   Feedback noted that the current design did not sufficiently cater to buses. Many respondents observed that the plan lacks dedicated bus lanes, meaning public transport would share the same road space and risk getting stuck in traffic. Overall, this theme reflects a desire to 'future-proof' the design by prioritising high-capacity public transport.

   'Since neither of the two added lanes are dedicated bus lanes, all this will do is encourage more car traffic to flood into the central city.'

   'The proposal hints that this new route could be used by buses, but you know the maxim: public transport will never be a better option than a car if it gets stuck in the same traffic.'

   'By not including a dedicated mass transit lane, you are capping the capacity of this corridor forever. Buses to the airport and eastern suburbs will be stuck in the same traffic as single-occupant vehicles. A dedicated bus or light rail lane would be preferable.'

3. **Housing and heritage loss**

   Multiple comments opposed the demolition of existing homes in the project area, particularly along Paterson Street on the Mt Victoria side. Some urged that these buildings be relocated or preserved rather than removed and requested the development of options for retaining them. In general, people felt that community and heritage values should not be sacrificed without exploring every mitigation, such as saving facades, relocating houses, or otherwise honouring the heritage that would be lost. There were also concerns about removing houses given Wellington's housing shortage.

   'I oppose removing or relocating the heritage properties along Paterson Street. NZTA should come up with options to retain these houses – for example, 7 Paterson Street (the old Catholic Presbytery) and 19–21 Paterson Street (Ettrick Cottage) which have significant heritage value.'

'We are confused about what is happening with Paterson Street in Mt Victoria. It appears the existing houses will be removed to make room for a new road that won't have any houses on it. If there are no houses left, what purpose does that street serve?'

'The proposed second Mt Victoria Tunnel will have serious consequences for Wellington's housing situation. Property acquisition and displacement of residents in a city already facing a housing crisis is unacceptable.'

4. **Wellington Town Belt and environmental impacts**

Multiple comments expressed concern that the project will encroach on the Wellington Town Belt. Taking land from the Town Belt for road expansion was opposed given the Town Belt's status as a 'taonga' (treasure) and the city's 'lungs'. Respondents were concerned about loss of mature trees and bush, harm to native birds, and the urban environmental impact of more roadway. Some expressed concern for increased noise and air pollution, stating that more traffic closer to homes would increase traffic noise (honking, engines) and fumes. Suggested mitigations reflecting these concerns included plantings, noise barriers, and air quality protections and use of tunnel spoil to create new green berms or park space elsewhere as compensation.

'It will massively increase traffic noise, air and light pollution in Hataitai. It will destroy parts of the green belt that are easily accessible from Hataitai village.'

'Removing areas from the Town Belt should not be allowed – to destroy parts of it to build a car tunnel is madness.'

'Losing land from the Town Belt is also a retrograde idea; we need our green spaces.'

5. **School access and child safety**

Many respondents raised concerns about increased traffic around local schools and the resulting safety risks. The proposed changes to roads and intersections could make it harder for students to walk or cycle to school. Specific concerns include fewer safe crossing points, longer walking routes, and more cars near school entrances. Suggested mitigations reflecting these concerns include adding pedestrian overpasses or underpasses near schools and playgrounds, better crossings (with traffic lights) on routes students use, traffic calming in school zones, walking school buses, cycle training. There were also requests for careful planning around pick-up/drop-off access during construction.

'The bike/pedestrian crossing on SH1 [from the tunnel] would be far worse than it is right now. A bridge crossing over to the Basin or St Mark's School side would be preferred.'

'Thirty years overdue to solve the traffic issues here… If you're going to build a tunnel, at least include pedestrian bridges for school safety.'

'Traffic around the schools will increase, making it more dangerous for students walking and cycling.'

6. **Local traffic and access changes**

Changes to local road access and intersections emerged as a theme where removal of certain turns and accesses could affect local connectivity. As these were primarily related to changes and anticipated consequences on the Hataitai side of the tunnel, the issue has been reported in Appendix 3f – Hataitai and Kilbirnie connections.

7. **Noise, air, and light pollution**

Multiple respondents anticipated an increase in air pollution and traffic noise from the project (including tooting), and light pollution for nearby houses. Suggested mitigations reflecting these concerns include using landscaping, materials and technology such as sound-dampening panels in the new tunnel and noise barriers on new roadway sections, tunnel exhaust extraction and filtration to improve air quality for tunnel users and nearby houses, etc. Suggestions to reduce light pollution included ensuring that

any new street lighting be directed properly (to avoid light spill into homes) and LED lighting that minimises skyglow.

'Please ensure that the same excellent level of sound dampening is applied to the new tunnel. The current tunnel is so noisy (people honking, etc.) – without soundproofing, it will be beyond safe sound levels for pedestrians and cyclists.'

'It will massively increase traffic noise, air and light pollution in Hataitai. That means worse fumes and constant noise for those of us nearby.'

'Drivers honking their horns in the current tunnel is bad enough – we absolutely do not want that noise doubled with a second tunnel.'

8. **Safety and security in tunnel for walkers/cyclists**

Beyond the width of the shared path, respondents also referred to how safe people would feel using the pedestrian/cyclist facilities and the importance of good design given the longer tunnel length. Suggested mitigations reflecting these concerns included good interior lighting inside, CCTV cameras and emergency call boxes along the walking/cycling path for personal security, ventilation to have good airflow and/or separation from vehicle lanes to minimise breathing in fumes. Suggestions also included ensuring clear sight lines so users are visible and can see what's ahead.

'I would like to have reassurance that the cycling tunnel will be safe from pollution, well-lit and have safety cameras. If not, it risks turning into an unsafe trouble spot.'

'I am female and I would be too scared to walk through it at night as a fully enclosed area without see-through walls into the traffic or similar.'

'Consider safety in the design of the tunnel's shared path: incorporate perspex (transparent panels) for visibility, ensure adequate lighting and camera coverage, and include emergency call boxes.'

9. **Visual and urban design impact**

Some respondents provided feedback about the visual impact and urban design of the proposed structures, noting that how the project looks will affect community acceptance. There were calls to incorporate aesthetic design elements – like attractive facades, landscaping, and public art – to maintain Wellington's human-scale and heritage feel rather than the area looking like a motorway interchange. Suggested mitigations reflecting these concerns include landscape planting along widened road edges, designing retaining walls in a visually appealing way (not just grey concrete), and designing tunnel entrances in an architecturally sensitive manner (since the current tunnel's portals are historic).

'Sprayed concrete retaining walls [are] not an appropriate visual appearance for a key access point to the city.'

'I'm worried the new flyover will create a concrete canyon and be a huge eyesore at the entrance to Hataitai.'

'Please incorporate landscaping (trees and shrubs) along the new roads and around the tunnel portals – don't leave us with bare concrete structures.'

10. **Construction disruption**

Multiple respondents expressed concern about the construction period and asked that plans minimise disruption. Specific concerns raised in the comments included road closures, detours, construction noise (day and night), dust, and heavy vehicles moving through neighbourhoods. There were particular concerns for those living very close to work sites – e.g. on Ellice Street, Paterson Street, and Ruahine Street – regarding vibration from digging, potential property damage, and noise. Small business owners in impacted areas also feared losing customers if access was difficult during construction. Suggested mitigations reflecting these concerns included limiting loud work to daytime, providing advance notice of road closures, setting up temporary crossings for pedestrians, controlling dust with

water trucks, and potentially offering insulation or even temporary relocation for the worst-affected homeowners.

> *‘For the next 8–10 years (during construction) things will be much, much worse, and all we get by 2035 is a few minutes off the journey. What an astoundingly short-sighted solution.’*
>
> *‘This is a hugely disruptive option, impacting the surrounding neighbourhood for many years. Completely unnecessary.’*
>
> *‘This will be hugely disruptive to this suburb, and I can’t see the situation getting better if there are no designated bus corridors.’*

Appendix 3f – Hataitai and Kilbirnie connections

1. Information outline

The following provides a summary of the qualitative analysis of community feedback on the Hataitai and Kilbirnie connections section of the proposed design for the SH1 Wellington Improvements project based on an analysis of the complete dataset.

The thematic analysis focuses on agreement with and/or support for the proposed changes in the project section, and any specific design-relates issues and concerns raised by the community in their comments. Broad feedback about the project overall (such as cost and/or project scope) are represented in Appendix 3a, and alternative options proposed by the community are represented in Appendix 4.

2. Summary of themes – Hataitai and Kilbirnie connections

The following table (Table 3f-1) summarises the key themes of agreement and the key design concerns for the Hataitai and Kilbirnie connections section:

Table 3f-1: Key themes of agreement and design concerns identified from community feedback on the Hataitai and Kilbirnie connections section

Agreement themes	Concern themes (design)
1. Improved traffic flow and reduced congestion	1. Increased traffic on local roads
2. Project necessity and urgency	2. Disruption to suburb connectivity
3. Enhanced safety	3. Safety for pedestrians & school children
4. Integration with broader plans	4. Overbridge design & location
5. Local connectivity and community benefits	5. Loss of Wellington Town Belt & green space
	6. Public transport impacts
	7. Intersection & turning restrictions
	8. Cycling and walking infrastructure
	9. Noise, air quality, and visual impacts
	10. Demolition of facilities & housing

Each of the themes above is elaborated on in the following sections.

3. Agreement themes – Hataitai and Kilbirnie connections

The following themes relate to agreement with and/or support for the proposed design. The quotes are a sample of verbatim comments from the feedback to illustrate each theme.

1. **Improved traffic flow and reduced congestion**

   Respondents' comments indicated that they expected the four-lane expansion will result in smoother, faster travel and relief from current bottlenecks. Many respondents specifically mention easier trips to and from the airport and less congestion at peak times or around major intersections.

'This is great as it will allow hugely improved and faster flow of traffic. Wellington is the capital city of New Zealand – and absolutely needs an efficient transport route between the airport and city centre.'

'Long overdue for improvements and additional lanes. Current choke point causing unacceptable delays when travelling to and from airport and suburbs (Kilbirnie, Seatoun etc).'

'Definitely improve travel times from the Eastern Suburbs into and out of the city.'

2. **Project necessity and urgency**

Many respondents commented on the essential and urgent nature of the project overall, and the importance of the Hataitai and Kilbirnie connections section. They expressed relief that it would happen and indicated broad agreement that the city needs to invest in these road improvements as soon as possible.

'These upgrades are essential and decades overdue.'

'This part of the project just HAS to happen. It links up all the rest.'

'This is long overdue – the current road is not fit for purpose in 2025 and beyond. Current traffic snarls cause problems with travel times, emissions and reliability… The impact to green belt/reserve is minimal and acceptable… absolutely makes sense to create this efficient flow-through network.'

3. **Enhanced safety**

Many respondents appreciated the improved safety in the design. Safety improvements commented on included separating local streets from state highway traffic and eliminating tricky merges or dangerous right turns (such as at Taurima Street, the Wellington Road/Ruahine Street intersection), and the new Hataitai Park overbridge. While some comments recognised the need for trade-offs, they anticipated fewer accidents and near misses, along with improved traffic flows.

'This will be so much safer than the existing road. Separation of local traffic from SH1 traffic will greatly improve traffic flows. A great solution and balances the needs of all users.'

'Much, much safer egress from Hataitai into the city… (Don't even bother trying to get out via Goa St).'

'Some minor inconvenience leaving Hataitai will be created, but [this is] offset by the removal of the dangerous Taurima St/tunnel traffic merge.'

4. **Integration with broader plans**

A recurring theme in the comments was recognition that the widening of Ruahine Street and Wellington Road needs to be part of the wider state highway corridor upgrade to fully realise the benefits. Many noted that it needs to be done in conjunction with the second Mt Victoria Tunnel and refer to other Let's Get Wellington Moving (LGWM) projects ensuring the whole network (from the airport through to the city) functions efficiently.

'Along with the other changes this will substantially enhance the current transport performance for all.'

'Critical to this whole plan working.'

'Combined with the twin tunnels, widening this to 2 lanes in each direction removes yet another bottleneck which is essential to make this project a success.'

5. **Local connectivity and community benefits**

   Respondents commented on local advantages as well as benefits for the wider region. The changes were expected to make it easier for Hataitai traffic to access SH1 and the tunnel with the new configuration, instead of navigating the currently dangerous or congested local exits. Others anticipated the improved access to sports and recreation facilities (netball courts, Kilbirnie Park) via the new overbridge and keeping more traffic on SH1.

   'Good improvements – will make life easier for local residents, and an easier connection to Constable St. Relatively cheap.'

   'This plan is effective and is the best option I have seen in over 40 years. This is the only logical set of improvements in this area. I applaud the idea of an overpass at Goa Street – this will make it faster and safer for people to get to the various sporting venues.'

   'This will be great for Hataitai – especially making it safer to enter/exit SH1 and allowing journey times to be more reliable.'

4. Concern themes (design) – Hataitai and Kilbirnie connections

The following themes relate to design specific concerns in descending order of frequency. The quotes are a sample of verbatim comments from the feedback to illustrate each theme.

1. **Increased traffic on local roads**

   Many respondents fear that removing certain turns and adding the overbridge will divert heavy traffic onto residential streets (especially Moxham Avenue, Hamilton Road, Kupe Street, and Kilbirnie Crescent). This was seen as jeopardising safety (particularly near Kilbirnie School and other schools), increasing congestion, noise, and pollution, and degrading the residential character of those areas. Respondents cited a possible 47% increase in traffic on Moxham Ave, raising concerns about queues, parking loss, and accidents.

   'One key objective of the plan is 'less traffic on local roads at busy times'. In the case of the road that I live on – Moxham Avenue – the total opposite will occur. NZTA's own projections predict thousands more vehicles will travel down this suburban road every day.'

   'This will significantly increase traffic moving through Hataitai because people from Newtown will have to turn left, go over the new overbridge, drive through Kupe Street/Hamilton Road to then turn left to go to the airport.'

   'NZTA's own modelling predicts 3,500 extra cars per day on Moxham Ave. Moxham Avenue will become a major thoroughfare. In addition to private residences, our local primary school and churches are located here.'

2. **Disruption to suburb connectivity**

   The proposed design removes certain right-hand turns and limits on/off-ramps. Many comments describe this as 'cutting off' Hataitai from Newtown and other suburbs, forcing long detours via Kilbirnie or the Basin Reserve. Respondents expressed concerns about longer travel times to the hospital, schools, and shops, reduced route options for emergencies, and overall loss of convenient local access.

   'We don't only travel airport to city. We travel all around the eastern suburbs. The weekends are the busiest time, but this plan just talks about time savings at peak times on weekdays… Hataitai seems to be cut off from easy access to Newtown… no right turns from Ruahine Street and Hamilton Rd meaning cars have to go via Kilbirnie.'

   'No right turn from SH1 to Hamilton Rd or Kilbirnie Crescent. This is ridiculous! There is no way to get from Hataitai to Newtown except through Kilbirnie… Newtown and Hataitai become completely cut off from each other.'

'It will be impossible to drive directly from Hataitai to Newtown – massive detours required. Forget rushing to hospital, forget going to Newtown.'

3. **Safety for pedestrians & schoolchildren**

Associated with worries that more traffic might be funnelled through local streets because of the changes, there was strong concern expressed for pedestrian safety, especially near schools (Kilbirnie School, Evans Bay Intermediate School, St Patrick's College) and community hubs. Many noted an absence of safe crossings or speed control on affected roads. The Moxham/Kupe Street intersection – next to Kilbirnie School – was singled out as dangerous if traffic increased because of poor visibility and no crossing. Parents anticipated needing to drive children to school, further adding to traffic. Suggested improvements reflecting these concerns include calls for 30 km/h zones, traffic calming, and new pedestrian crossings near schools and parks.

'There are no pedestrian crossings at Moxham/Kupe… I have grave concerns for school children trying to cross with so much traffic coming down Moxham Ave.'

'This will create a danger for school children… more traffic coming down Moxham Ave means it's unsafe for kids walking to school. The pedestrian crossing outside Kilbirnie School is already dicey as to whether cars stop.'

'Please provide some flat, easy, safe access for those with mobility issues and families from Hataitai to Newtown. As a hospital worker who walks to work, do not take that away or make it horribly unsafe for me and my family.'

4. **Overbridge design and location**

The proposed vehicle overbridge to Hataitai Park raised concerns from a number of commenters. It was described as 'oversized,' 'intrusive,' and 'unnecessary'. Residents disliked its visual impact on the Wellington Town Belt and suburb, and worried it will put more traffic directly into Hataitai's narrow streets (with a corner on Moxham Ave by All Saints Church specifically mentioned). Suggested improvements reflecting these concerns include traffic lights or a roundabout at Goa Street or relocating or scaling down the bridge (e.g. a smaller overpass via Goa Street or Tapiri Street).

'The proposed over bridge from Moxham Ave into the Town Belt/Hataitai Park is over designed, over-sized and totally inappropriate. Do not put the overbridge near Goa/Kupe Street! Not happy that there is a large intrusive overbridge in our suburb.'

'Put the overbridge on Goa St and make it smaller and more realistic. Or better yet, just use traffic lights. We don't need a massive flyover towering over Hataitai.'

'The Hataitai Park Bridge is overkill. It's massively over-engineered for what it needs to do. Why not a roundabout at Goa Street? Why a giant structure that wrecks the skyline and requires knocking down houses and a kindy?'

5. **Loss of Wellington Town Belt & green space**

The project encroaches on the Wellington Town Belt and Kilbirnie Park, which was strongly opposed by a number of respondents. Comments outlined their objection to the removal of mature trees and open space for a highway, citing impacts on biodiversity (native birds like kākā, kererū) and recreation. As the Town Belt is legally protected, people felt using it for roading breaks trust. There were calls for mitigation (e.g. land swaps, replanting) if any green space is taken.

'I strongly oppose using any Town Belt land. Once you take parkland for roads, you never get it back. Our green space is precious. The project would remove mature trees and open space that make our neighbourhood liveable.'

'The Town Belt is protected for good reason. This plan rips through it – so many trees gone, habitat lost. It's like a motorway through a park. Unacceptable!'

'The encroachment into the Town Belt and Kilbirnie Park is a high price to pay for at best 10 minutes saved. Land swaps or compensation should be considered if green space is taken.'

6. **Public transport impacts**

Some residents were concerned that the design is car-centric and neglects public transport. In particular, they noted that Bus Route #2 (the busiest in Wellington, running via Moxham Ave and Hataitai) could be slowed by extra traffic and detours. Concerns were raised that the plan does not include new bus lanes or priority signals, which many regarded as a missed opportunity to improve transit. Respondents expressed concerns that buses might be rerouted through the new tunnel (skipping Hataitai village) or get stuck in jams, reducing reliability.

'Any transferring of buses onto SH1 would have a massive impact on these commuters… I rely on the #2 bus. If it gets stuck in traffic or rerouted away from my stop, my commute will suffer.'

'The proposal to reroute #2 through the Mt Victoria tunnel means I may have less public transport options – I chose to live in Hataitai because of the good bus. Don't make it worse!'

'Moxham Avenue is essential bus infrastructure. Increased traffic will slow buses and screw up timetables. Where are the bus lanes? We need bus priority, not just more cars.'

7. **Intersection & turning restrictions**

Multiple comments expressed frustration with the number of intersection changes (like *left-in/left-out only* configurations). The removal of turning options was seen as creating a 'one-way system' trap in the area. For example, no right turn from Hamilton Road or Evans Bay Parade would mean detouring for many trips, which was seen as inefficient and did not make sense for local mobility. Many urge designers to retain or restore some key right turns (with lights or roundabouts) to maintain flexibility.

'What is with the no right turn at Hamilton Rd, Evans Bay, etc? That makes zero sense. Those are all local roads that local people use to get around our city.'

'You've only given us one on-ramp from Hataitai which is just going to back traffic all up the main street. Not putting right-hand turns from Hamilton Road and Evans Bay is insane. Not to mention you've made it way harder to get from Hataitai to Newtown and Kilbirnie.'

'This should have a full intersection or signalised roundabout. The Goa Street partial grade separation is overkill while still not allowing all movements. We need proper connections, not half-measures that block turns.'

8. **Cycling & walking infrastructure**

Respondents regarded the facilities for cyclists and pedestrians as inadequate. The lack of a continuous protected cycleway through the state highway corridor was criticised for appearing to put more cyclists onto Moxham Ave (narrow, bus-heavy) which is already perceived as dangerous. Concerns were expressed that there is no obvious safe bike route from the new Mt Victoria Tunnel to Cobham Drive/Miramar. Suggested improvements included segregated cycle lanes on or alongside SH1, better links between suburbs such as crossings at the Wellington Road/Hamilton Road bend and by Evans Bay Parade.

'There is a lack of continuous cycle lanes. We need a proper cycleway along Wellington Road/Ruahine Street to connect Mt Vic Tunnel to Cobham Drive. Forcing bikes through Hataitai's back streets is not good enough.'

'Make Moxham Ave 30 kph and a shared road/cycle path so kids etc. feel safe. Right now, it's a racing strip. If more cars come, cyclists won't stand a chance without protected lanes.'

'I frequently walk between Hataitai and Kilbirnie (to the pool, supermarket, etc.). Adding more lanes and traffic will make these walks far more unpleasant – noisy, smelly, and harder to cross the road.'

9. **Noise, air quality, and visual impacts**

   Concerns were raised about more noise and fumes from additional traffic and elevated roadways for people living near Ruahine Street and Moxham Ave. Visual intrusion was also noted as an elevated flyover and a wider highway could be an eyesore in what are now green or residential views. Suggested improvements reflecting these concerns include noise barriers, tree planting buffers, and trenching sections of the road to lessen these impacts.

   'I anticipate an increase in noise and air pollution from the additional traffic and new overbridge. Will there be noise barriers or planting to shield us? Otherwise living here will become much less pleasant.'

   'Houses on Hamilton Rd and Overtoun Tce will have their north-facing Town Belt outlooks ruined. Homes removed for an extreme project which over years will turn the area into a wasteland. Unused by anyone.'

   'We are extremely worried about noise. Right now, it's reasonably quiet; with a highway next door it won't be. Double glazing? Noise walls? None of that is mentioned, but it would be needed.'

10. **Demolition of housing & facilities**

    Respondents regarded the demolition of some homes and community facilities as a significant loss of community assets, asking if replacements or compensation will be provided. There was concern expressed that neighbourhood character and heritage will be eroded by removing these buildings. The disruption to sports and recreation facilities at Kilbirnie Park was also raised as a concern.

    'The demolition of homes and facilities like the Badminton Centre and kindy is a big loss for our community. These are people's homes and community hubs. You can't just knock them down without a plan to replace them.'

    'My property will be directly affected – I'm at XXX Moxham Ave. The new intersection will block my driveway, eliminate parking, and fill our front rooms with noise and fumes. This plan basically ruins my home of 30 years.'

Appendix 3g – Other options suggested in open text comments

1. Grouping of suggested options

In their feedback, some respondents suggested a range of other options which they preferred over the proposed design. These options have been grouped below, with brief descriptions and indicative quotes provided (Table 3g-1). Broadly speaking, the suggestions include options they thought to be a more cost-effective use of existing infrastructure, or larger and more expensive approaches.

Table 3g-1: Descriptions and indicative quotes for groupings of community feedback on other options suggested in open text-text comments

Grouping	Description of suggestions
1. Flexible or dynamic lane management for the existing Terrace Tunnel	Some respondents suggested dynamic lane-direction switching to facilitate higher vehicle throughput during peak periods. The options include non-fixed median barriers moved with the flow of traffic. *'Why can the middle lane not switch direction for the morning peak? Would this help the traffic flow into the city? If not, why will an additional tunnel help? This seems like an expensive exercise for not much benefit.'* *'Why is another tunnel needed? The existing lanes could be used better by making them flexible usage, and spreading the traffic across the lanes by changing priority across the morning (traffic arriving) and evening (traffic leaving) peaks.'*
2. Additional walking and cycling infrastructure within or in addition to the proposed tunnels	Some respondents suggested additional walking and cycling infrastructure such as a separate active-mode tunnel, fully separating the proposed shared walking and cycling paths, and/or upgrading city-wide cycling and pedestrian networks. *'Improve the Mt Victoria tunnel walking and biking experience - make separated spaces for walkers and bikers/scooters and it will be safer and more people will commute this way, which will reduce cars on the road.'* *'A new tunnel, with a 100-year design life, should have a walking and cycling facility six metres wide, divided into separate two-way walking and cycling lanes, and it must be well lit, well-ventilated and CCTV-monitored. As the "head-height" required for walking and cycling is much lower than for traffic, the new pedestrian and cycling facility, with a three-metre ceiling height, could be placed below the traffic lanes.'*

Grouping	Description of suggestions
3. Trenching Karo Drive	Some respondents suggested trenching Karo Drive and Buckle Street to provide grade separated state highway and local traffic movement through Te Aro. *'A better idea might be to cut and cover Karo drive and have SH1 traffic flow both ways (1-lane) under the city. Vivian street could then return to a two-lane feeder road in and out of the new Terrace tunnel.'* *'The additional lanes from start to finish will only be effective if the flow rate is improved by reducing traffic lights to an absolute minimum. If Karo drive is trenched all the way from the Basin Reserve to the Terrace Tunnel with a grade separated intersection to a trenched SH1 at Taranaki Street you could remove all traffic lights by then bridging all other streets directly over the top of the trench. This would effectively remove all impediments to the flow of Northbound SH1 traffic and finally unite the city above it by allowing for the non-stop flow of vehicles and pedestrians on the urban streets above it.'*
4. Widening Karo Drive	Widening Karo Drive and re-routing SH1 to concentrate both directions on Karo Drive, returning Vivian Street to local use. '*A more balanced approach to meet the needs of Aotearoa and Wellington city would be to invest in the development of a South bound SH1 route alongside Karo Drive. This could utilise the widened part of Victoria St. Doing this would return Vivian St to the city.'* *'Why not make the highway run both ways on Buckle St and Karo Dr. This makes CBD traffic only stop at one place instead of 2 and make Vivian St better for the city'*
5. Alternative structures and road alignments at the Basin Reserve	Construct a flyover (consistent with the previously proposed design) to the north of the Basin Reserve or otherwise revisit options (including a cut-and-cover tunnel) to fully separate through-traffic from local and event-related movements. Alternatively, move or change roads around the Basin Reserve to create more green space and/or allow different routing. *'What serious consideration has been given to flyover, underground tunnels or moving the Basin Reserve?'* *'Overhead pedestrian and cyclist bridges should be built instead of having traffic lights controlling these intersections. This will result in a reduction in traffic lights, which will support traffic flow further and enhance road safety for pedestrians and other road users.'* *'...[provide] three lanes continuously from Paterson Street all the way through the Terrace Tunnel. The third lane provides an additional two kilometres of lane space between the tunnels, without traffic conflicts or compromising north-south traffic flows at the Basin, including for public transport.'*

Grouping	Description of suggestions
6. Long tunnel	Construction of a long tunnel extending from the Terrace Tunnel northern portal to the intersection of Wellington Road and Ruahine Street. *'An alternative tunnel from the Terrace to Wellington Road was proposed that would putatively save more like fifteen to twenty minutes. That would serve your purposes while sparing the people who live on the eastern side of the current tunnel so much disruption and destruction.'* *'The abandoned 'long tunnel' plan is the only proposal for this situation that could create meaningful benefits in terms of traffic times and would have the benefit of reducing the current horrendous situation of the state highway running twice through the middle of the city, freeing up land for development and parks.'*
7. Re-purposing Hataitai Bus Tunnel	Re-purposing the existing bus tunnel for active transport modes. *'Repurpose the pilot/test tunnel or the existing bus tunnel into a dedicated active transport corridor or use the current tunnel for freight only.'* *'If building a tunnel, make it a two-way bus tunnel and use the existing bus tunnel as a walking and cycling (separated) only tunnel.'*
8. Using travel demand management instead of new state highway infrastructure	Travel demand management options proposed such as better management of parking supply and pricing / congestion charging to discourage trips by car. *'Use travel demand management (e.g., congestion charging, parking management) to flatten the peak and make better use of existing road space.'* *'Congestion charging would be better to try first, as it might help us avoid spending this kind of money in the first place. It's worked for every other city in the world.'*
9. Shifting funding to public transport options	The suggestion recommends prioritising public transport investment over new road infrastructure. Examples include building light rail infrastructure (with a tunnel near the Wellington Zoo), expanding existing bus services, and increased frequency airport and regional bus frequency. *'Accelerate upgrades to the rail and bus networks to enhance their efficiency.'* *'Improve the rail network to efficiently get more people into the city, and then public transport from there.'*