



# NorthWellington public transport **STUDY**

## Summary of Submissions Stage 2 - Scenarios

**Absolutely**  
**POSITIVELY**  
THE HEART OF PIONEERS  
WELLINGTON CITY COUNCIL **Wellington**

  
greater WELLINGTON  
REGIONAL COUNCIL

**Stage 2 – Scenarios**  
**Summary of Submissions**

**August 2006**

# 1 EXECUTIVE SUMMARY

*This report summarises submissions received as part of the second stage of consultation on the North Wellington Public Transport Study.*

*The second stage of consultation invited comment on four scenarios, being:*

- ❑ Enhancement of the existing rail system;*
- ❑ Replacing current rail services with new buses running on street and conversion of the existing rail corridor to a walking and cycling track;*
- ❑ Converting the existing rail line into a guided busway; and*
- ❑ Light rail.*

*Key stakeholders, including land transport providers, community groups, schools, affected residents and the general public, were invited to participate in the consultation process.*

*Notification of the consultation process was undertaken in June 2006 through public notices in local papers, displays at the central and northern suburbs' libraries, poster displays on buses and trains, and letters to those who participated in the first consultation stage and wished to be further consulted on the study. An information/open evening at the Johnsonville Community Centre was held to answer questions from interested persons. In addition, a webpage was set up to increase awareness and provide an ongoing reference point for interested parties.*

## SUBMISSION ANALYSIS

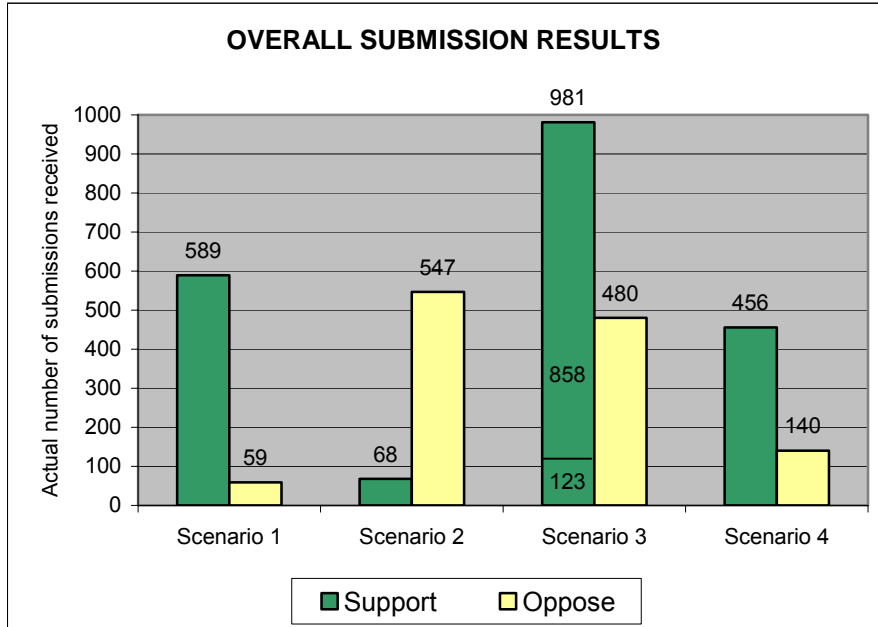
*In this report, parts of the analysis have excluded the 858 pro forma busway submissions received. The reasons for this distinction is that the submitters who completed this form provided no clear indication as to whether they supported or opposed Scenarios 1, 2 and 4. As such, it was considered inappropriate to assume their position in respect of the other scenarios as there was no information on their views of other scenarios.*

*It is also important to note that for all the scenarios, not all those who submitted indicated support or opposition for every scenario. For example, of the 748 standard submissions, only 707 specially commented on Scenario 1 – enhanced rail.*

## KEY FINDINGS

- *In total, 1606 submissions were received, of which:*
  - *858 were on a pro forma form (generated and authorised by the Bus and Coach Association) supporting the busway scenario (throughout this assessment these submissions are referred to as the pro forma busway submissions. An example of this form is attached as Appendix B.)*
  - *The remaining 748 submissions were on the standard submission form, or in a letter or email format. (Throughout this assessment these submission are referred to as the standard submissions. An example of this form is attached as Appendix A).*
  
- *Of the 1606 submissions:*
  - *858 were on the pro forma busway form.*
  - *389 were on the standard submission form attached to the brochure.*
  - *269 were on the electronic submission form generated off the Greater Wellington website.*
  - *57 were on the electronic comment form generated off the Greater Wellington website.*
  - *29 were written as a personal document (i.e. were not in any prescribed form but provided the same level of information as the standard form in that they expressed views on the scenarios).*
  - *4 were edited versions of the pro forma busway form.*
  
- *Of the 748 submissions not on the busway form (i.e. the standard submission)*
  - *715 were from individuals.*
  - *33 were from organisations/community groups/companies.*
  
- *Johnsonville, Newlands and Churton Park were the sources of most submissions (in that order):*
  - *Of the 715 standard submissions from individuals, the majority were received from Johnsonville, Khandallah and Ngaio (in that order).*
  
- *Of the 858 pro forma busway forms, the majority of submissions were received from Johnsonville, Newlands, and Churton Park (in that order).*
  
- *Of the total 1606 submissions received, the analysis shows Scenario 3 – Busway as the preferred option. This is followed by Scenario 1 – Enhanced rail, Scenario 4 – Light rail, and lastly Scenario 2 – Bus with walking and cycling.*

- However when the pro forma busway forms are excluded, analysis of the 748 standard submissions shows Scenario 1 – Enhanced rail as the preferred option. This is followed by Scenario 4 – Light rail, Scenario 3 – Busway and lastly Scenario 2 – Bus with walking and cycling.



**Figure 1. Actual number of submissions received that expressed support or opposition to a specific scenario. Scenario 3 shows a total of 981 submitters expressed support for this scenario. This consisted of 858 pro forma busway submissions and 123 standard submissions.**

- Generally, those suburbs located in proximity to the existing rail corridor supported the enhanced rail and light rail scenarios. Greater support for the busway scenario mainly came from those suburbs within the study that are currently serviced by bus rather than rail. Of the 406 respondents located outside the study area, respondents also generally supported enhanced rail, light rail and the busway.
- Submitters raised consistent themes in relation to the advantages and disadvantages of each the respective options. In summary:
  - The main reasons for support for Scenario 1 – Enhanced Rail focused on the existing infrastructure and reliability of the service independent of road congestion. The main disadvantages cited related to the limited scope and flexibility of the service, its termination at the Railway Station, and cost.
  - While the merits of a cycle and walkway as proposed in Scenario 2 – Bus with Walking and Cycling were noted by submitters, many commented that this did not offset the negative effects associated with having more buses on road and the loss of an existing public transport corridor. Key disadvantages cited were increased on road congestion, pollution, capacity issues and the loss of an existing public transport corridor.
  - The main reasons cited for support of Scenario 3 – the busway, were the improved flexibility of this scenario, the scope of the service and ability to provide a seamless service (i.e. no

*changeover). The main disadvantages cited included on road congestion, pollution and the confusing nature of the proposed one-way system.*

- *The main reasons cited for support of Scenario 4 – light rail, were the modern, seamless and reliable service that light rail would provide. The main disadvantages cited included cost, effects on CBD, construction and implementation period and limited scope for flexibility.*
  
- *Submissions were received from 33 organisations /companies /community groups. These included existing service providers, government departments, a school, community groups, a health board, a political party, authors of past reports, and alternate service providers. Generally the themes raised reflect those raised by individuals.*

## 2 INTRODUCTION

This report summarises submissions received as part of the second stage of consultation on the North Wellington Public Transport Study. The independent study is being undertaken by a consultant team comprising Sinclair Knight Merz and Boffa Miskell to examine the passenger transport needs and demands of the suburbs' residents and workers, as well as the constraints and opportunities for improving these services. It will recognise the land use and development factors that influence public transport services.

The study is broadly confined to the area bounded by Churton Park and Grenada to the north, Woodridge and Newlands to the east, Johnsonville to the west. It will also follow the Johnsonville rail line south towards the Wellington Central Business District (CBD) as far as Kaiwharawhara, including Ngaio, Khandallah and Crofton Downs. However, the study also recognises relevant linkages and relationships with other services connecting the area to other parts of the region, particularly to the CBD and airport.

The consultation process is occurring in three key stages:

- Stage 1 – Present the issues to the community and key stakeholders and seek feedback, particularly on the passenger transport needs of the area (completed).
- Stage 2 – Offer the community and key stakeholders an opportunity to comment on four scenarios (completed).
- Stage 3 – Present a preferred approach and seek submissions.

Each stage of consultation builds on the investigations that precede it; the feedback from one stage feeds into the next stage with the final stage of consultation to be completed by December 2006. Overall, the consultation process seeks to ensure that stakeholders and the community have appropriate opportunities to be updated about the Study and to have input into the investigation as it progresses, rather than to have direct input into any statutory decision-making process. The formal decision-making process would occur only after the study is complete.

The findings of the study will be incorporated into the review of the Wellington Regional Land Transport Strategy, which is due to be updated in 2006. The Strategy will have a ten-year implementation period, based on a long-term (20 years+) vision.

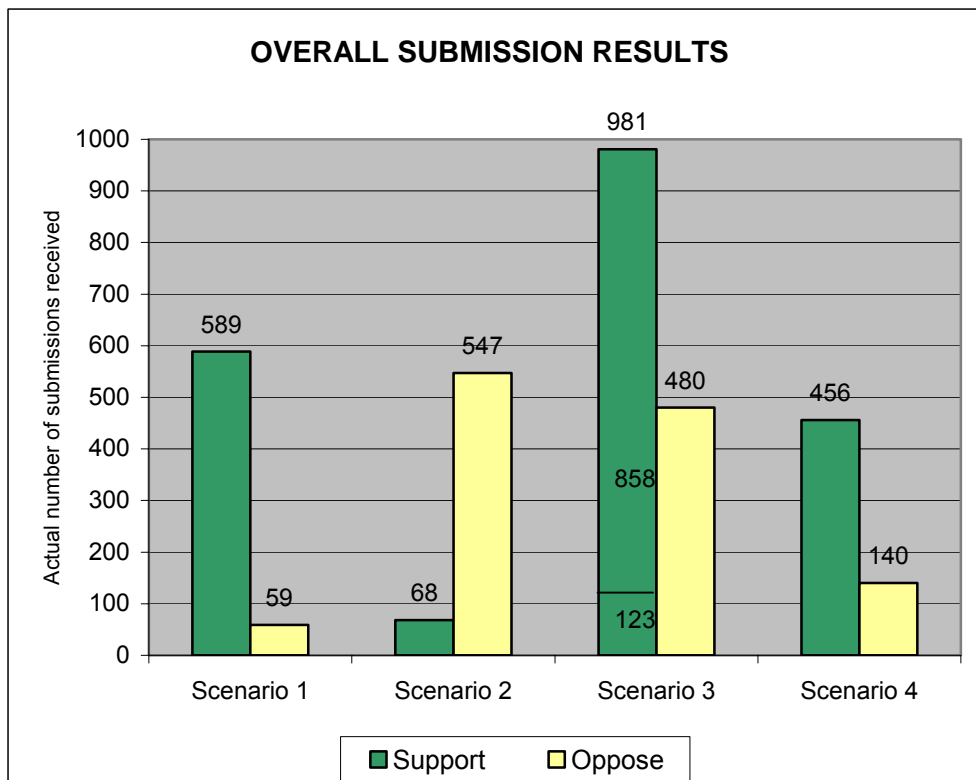
### 3 ANALYSIS OF SPECIFIC SCENARIOS

The following analysis focuses on the specific results for each scenario.

Figure 1 summarises the results, with more detailed results shown on the following pages in Figures 2 - 5.

It is important to note that many submitters expressed support for more than one scenario, so that the total number of submissions in favour of one or other scenario was 2094. Furthermore, not all submitters commented on all scenarios, for example results for Scenario 1 - Enhanced Rail, Scenario 2 - Bus with Walking and Cycling and Scenario 4 - Light Rail do not include the 858 pro forma busway submissions as these forms did not stipulate whether the submitter supported or opposed these other scenarios.

The results from Figure 1 show that when all 1606 submissions are analysed, Scenario 3 – Busway is the preferred option. This is followed by Scenario 1 – Enhanced Rail, Scenario 4 – Light Rail and Scenario 2 – Bus with Walking and Cycling. However when the 858 pro forma busway forms are excluded, analysis of the 748 standard submissions shows Scenario 1 – Enhanced rail as the preferred option. This is followed by Scenario 4 – Light rail, Scenario 3 – Busway and Scenario 2 – Bus with walking and cycling.



**Figure 1. Actual number of submissions received that expressed support or opposition to a specific scenario. Scenario 3 shows a total of 981 submitters expressed support for this scenario. This consisted of 858 pro forma busway submissions and 123 standard submissions.**



## SCENARIO ONE – ENHANCED RAIL

The Enhanced Rail Scenario involves improving the existing rail services between Johnsonville and the Wellington Railway Station as well as improved bus services elsewhere in the northern suburbs. The existing rail units would be replaced with either new or refurbished units from other parts of the rail network.

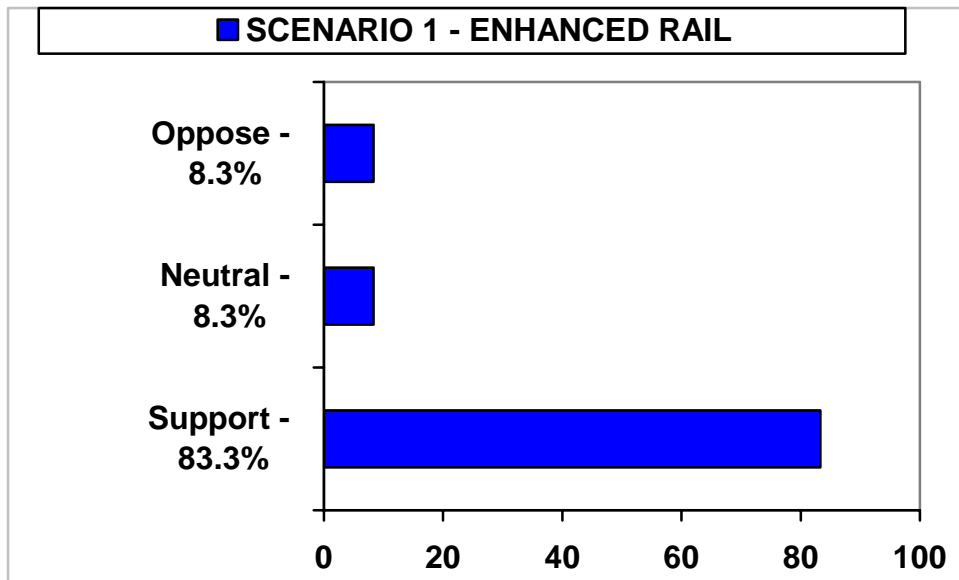
Of the 707 responses to this scenario:

589 supported the scenario;

59 were neutral; and

59 opposed the scenario.

A further 899 submissions (including 858 pro forma busway submissions) did not specifically respond to this scenario.



*Figure 2. Results of the 707 submitters who expressed support, opposition, or neutrality on this scenario.*

The results show that the majority of those who responded to this scenario supported it. The main reasons for support focused on the existing infrastructure and reliability of the service independent of road congestion.

## SCENARIO TWO – BUS WITH WALKING AND CYCLING

The Bus with Walking and Cycling Scenario involves replacing the current rail services with new buses running on existing streets, with the service extending through the CBD to Courtenay Place. The rail line could be transformed into a walking and cycling track or 'greenway', preserving the rail line as a transport corridor, and promoting more active forms of transport and creating new recreational opportunities. New bus routes operating through Khandallah, Wadestown and down the Ngaio Gorge would be used to replace the rail service.

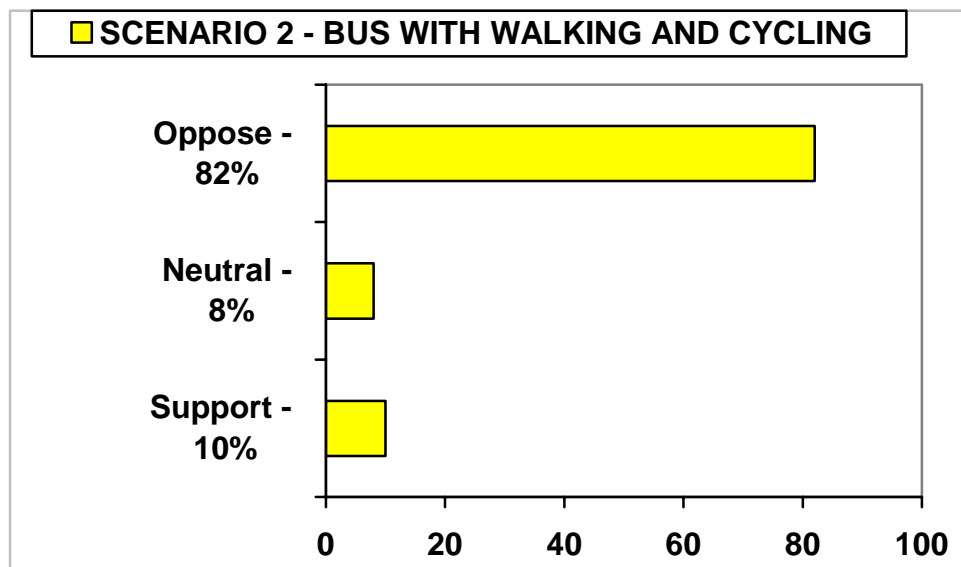
Of the 669 responses to this scenario:

68 supported the scenario;

54 were neutral; and

547 opposed the scenario.

A further 937 submissions (including 858 pro forma busway submissions) did not specifically respond to this scenario.



**Figure 3. Results of the 669 submitters who expressed support, opposition, or neutrality on this scenario.**

The results show for those who responded to this scenario, the majority oppose the scenario. While the merits of a cycle and walkway were noted by submitters, many commented that this did not offset the negative effects associated with having more buses on road and the loss of an existing public transport corridor.

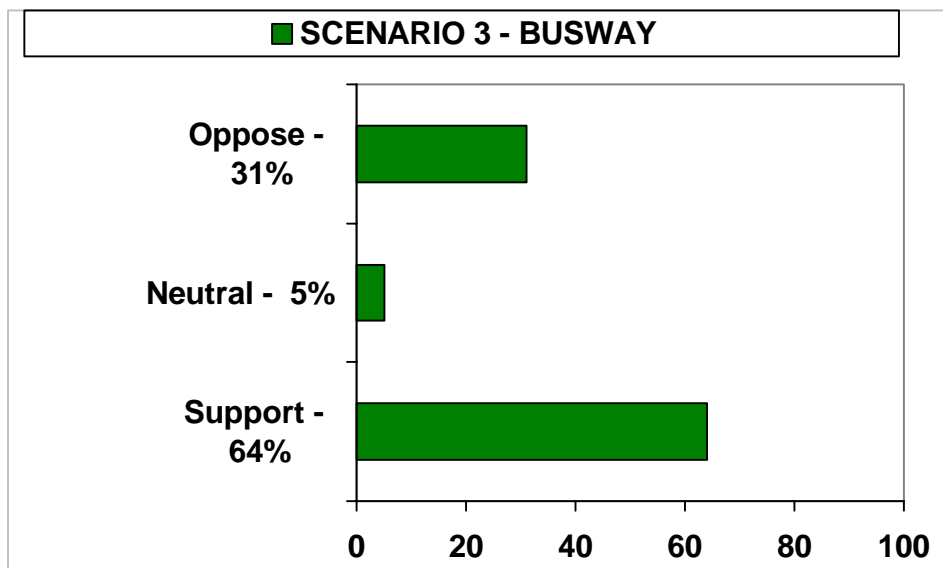
### SCENARIO THREE – BUSWAY

The Busway Scenario involves converting the Johnsonville rail line into a guided busway and extending services through the CBD to Courtenay Place. The busway would operate in the peak direction only, with return buses using the road network. It would be one lane wide for most of its length because of the narrow corridor, steep drops and the narrow tunnels. Buses would be fitted with a guidance system to ensure safe operation. There are a number of ways of operating the busway. One way would be to use it for a mixture of services to replace the existing trains and express services which would be full when they entered the busway and travel without stopping to the Wellington Railway station.

Of the 1536 responses to this scenario (which included the busway pro forma submissions):

- 981 supported the scenario;
- 75 were neutral; and
- 480 opposed the scenario.

A further 70 submissions did not specifically respond to this scenario.



**Figure 4. Results of the 1536 submitters who expressed support, opposition, or neutrality on this scenario.**

The results show that the majority of those who responded to this scenario supported it. The main reasons cited for support were the improved flexibility of this scenario, and ability to provide a seamless service.

## SCENARIO FOUR – LIGHT RAIL

The Light Rail Scenario involves running new light rail vehicles on an extended Johnsonville line through the CBD to Courtenay Place. This would require improvements along the Johnsonville line and also require significant work through the CBD.

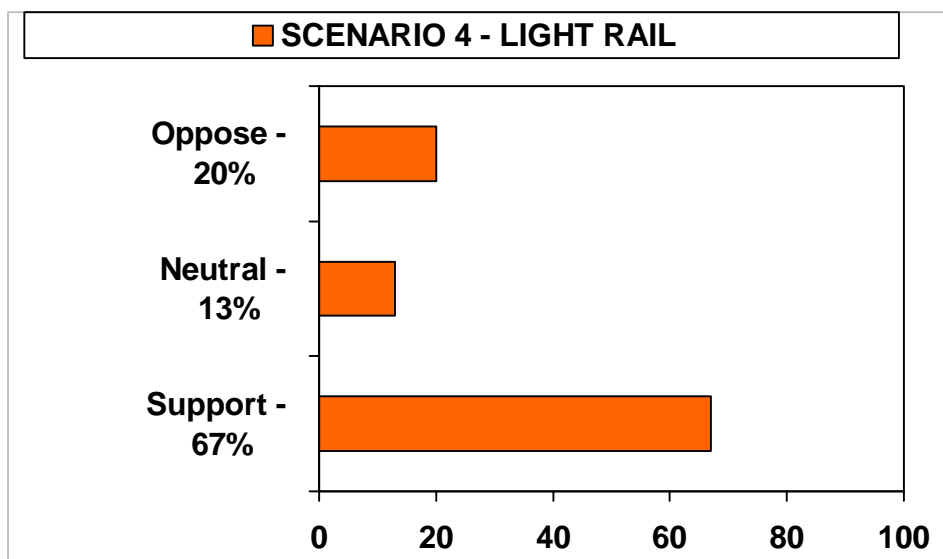
Of the 682 responses to this scenario:

456 supported the scenario;

86 were neutral; and

140 opposed the scenario.

A further 924 submissions (including 858 pro forma busway submissions) did not specifically respond to this scenario.



**Figure 5. Results of the 682 submitters who expressed support, opposition, or neutrality on this scenario.**

The results show that the majority of those who responded to this scenario supported it. The main reasons cited were the modern, seamless and reliable service light rail would provide.

## 4 GEOGRAPHIC ANALYSIS

Each suburb within the study area is served by public transport, although the route patterns, mode and frequency of transport differ between suburbs. The responses from the respective suburbs to the proposed scenarios showed some clear patterns in terms of preferences.

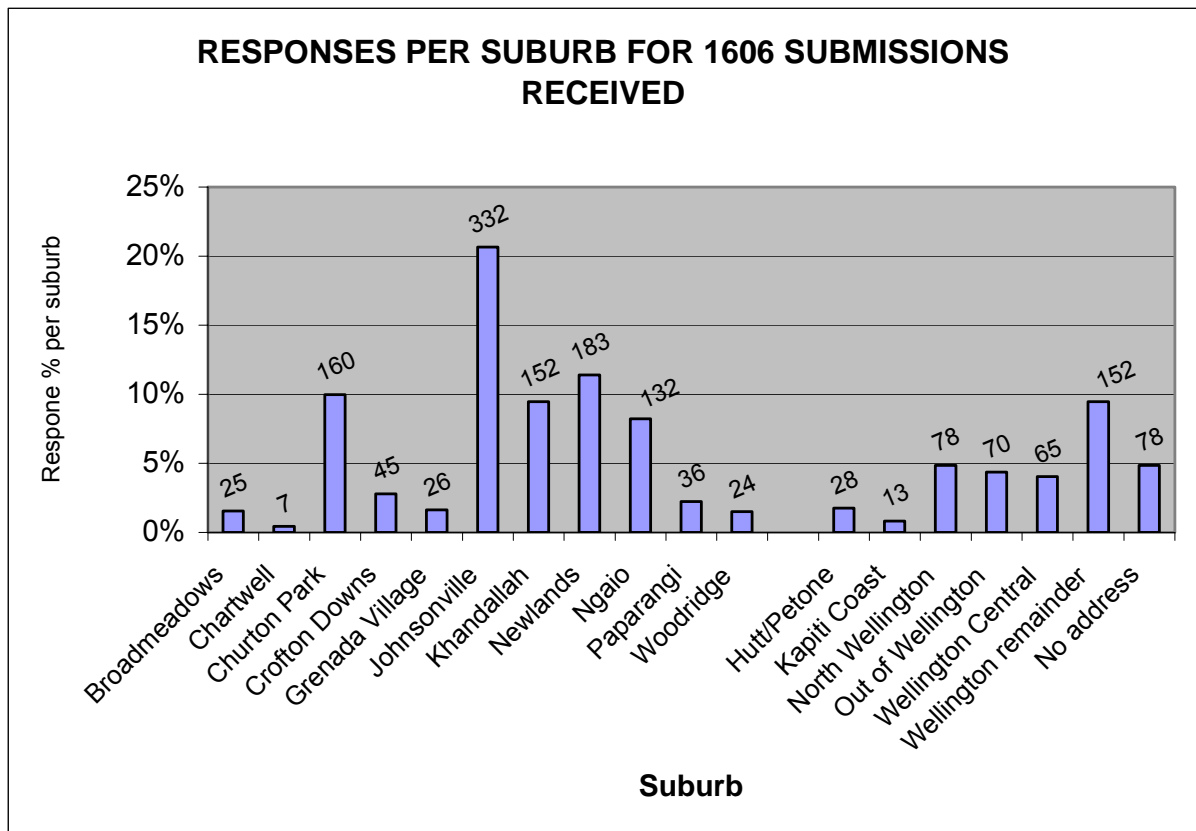
In terms of the existing public transport services to specific suburbs:

- Residents in Broadmeadows have only a peak time bus service, and otherwise are likely to park and ride on the train.
- Churton Park residents are limited to the use of a suburban bus service unless they drive to the Johnsonville public transport hub to use the trains.
- Crofton Downs residents are limited to the use of the Johnsonville train line unless they drive to Wadestown or Ngaio/Khandallah to take buses.
- Grenada, Paparangi, and Woodridge residents are served by bus.
- Johnsonville residents have the choice of using either trains or buses from the Johnsonville transport hub.
- Most Khandallah residents have access to either train or bus depending on their location. Some Khandallah residents live within walking distance of both services.
- Newlands residents have a bus service that recently underwent route changes.
- Most Ngaio residents have access to either train or bus services depending on their location. Some Ngaio residents live within walking distance of both services. Ngaio bus services run only at peak times.

The overview below summarises where submissions were received from and the responses to the specific scenarios.

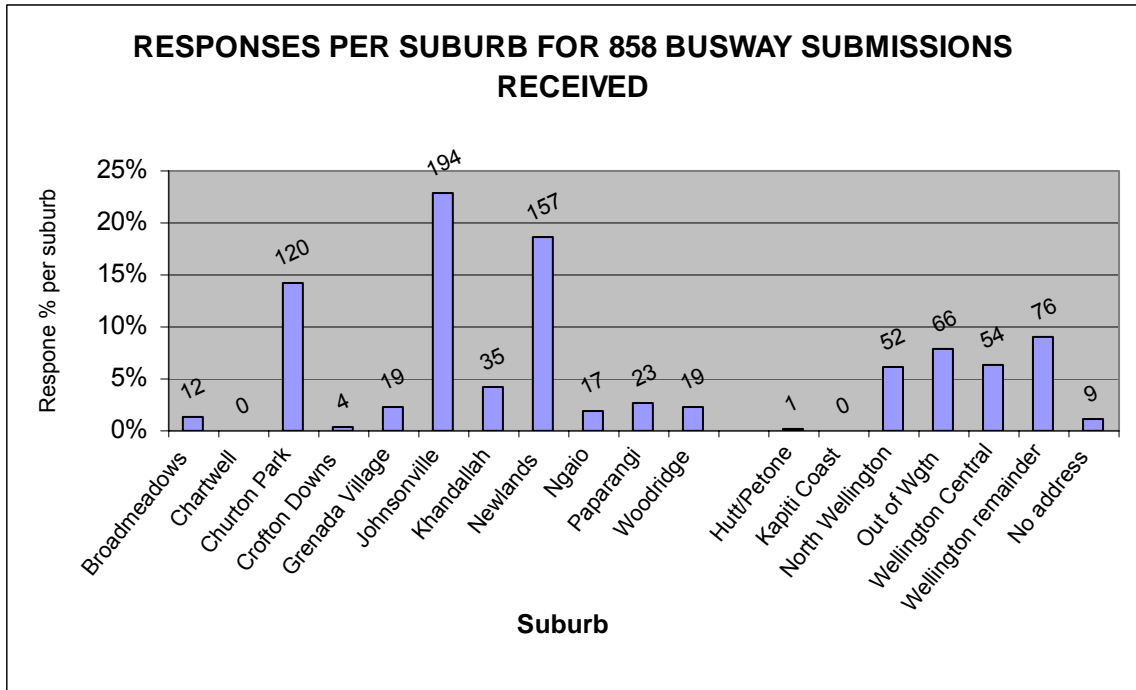
Figures 6 - 8 show where the submissions were received from:

- In relation to all 1606 submissions received;
- In relation to the 858 busway pro forma submissions; and
- In relation to the 748 standard responses.



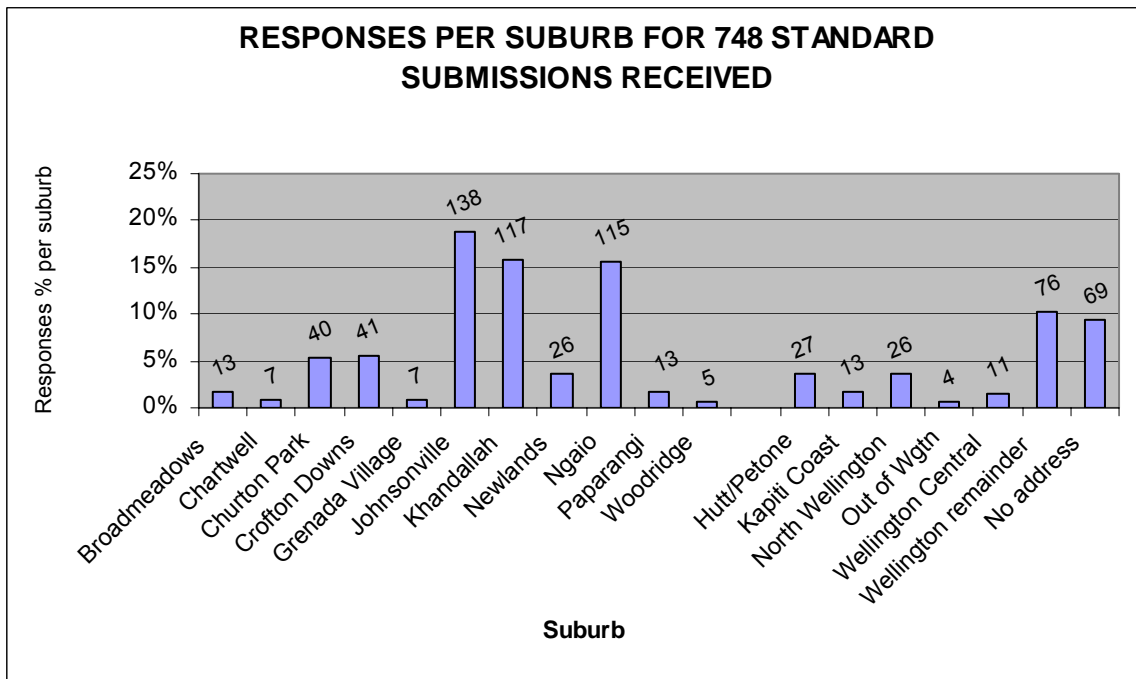
**Figure 6. Breakdown by suburb of the total 1606 submissions received. Both percentage and actual numbers received are shown.**

Of all the submissions received, the greatest number was from Johnsonville. Following this, a large proportion was received from Newlands, Churton Park and Khandallah.



**Figure 7. Breakdown by suburb of the 858 pro forma busway submissions received. Both percentage and actual numbers received are shown.**

The above results show that the pro forma busway forms received the greatest response from Johnsonville, Newlands and Churton Park.



**Figure 8. Breakdown by suburb of the 748 standard submissions received. Both percentage and actual numbers received are shown.**

As can be seen from the above results, the majority of standard submissions were from Johnsonville, Khandallah and Ngaio.

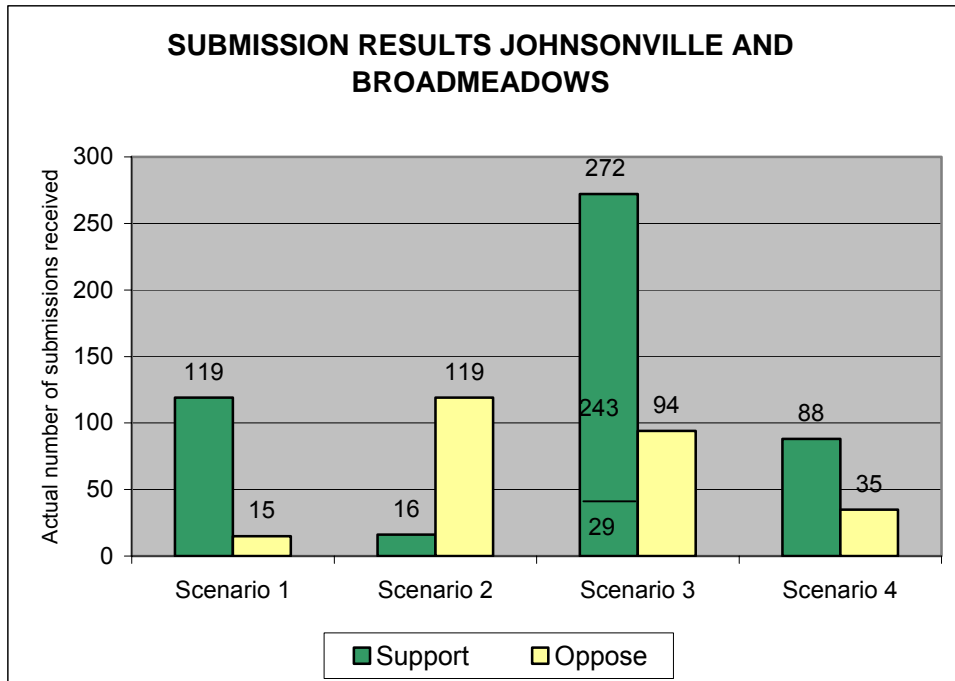
## 5 ANALYSIS BY SUBURB

### OVERVIEW OF SUBURBS RESULTS

Of those suburbs located in the study area, the results show a clear pattern between three clusters. These can be broken down into geographic regions being:

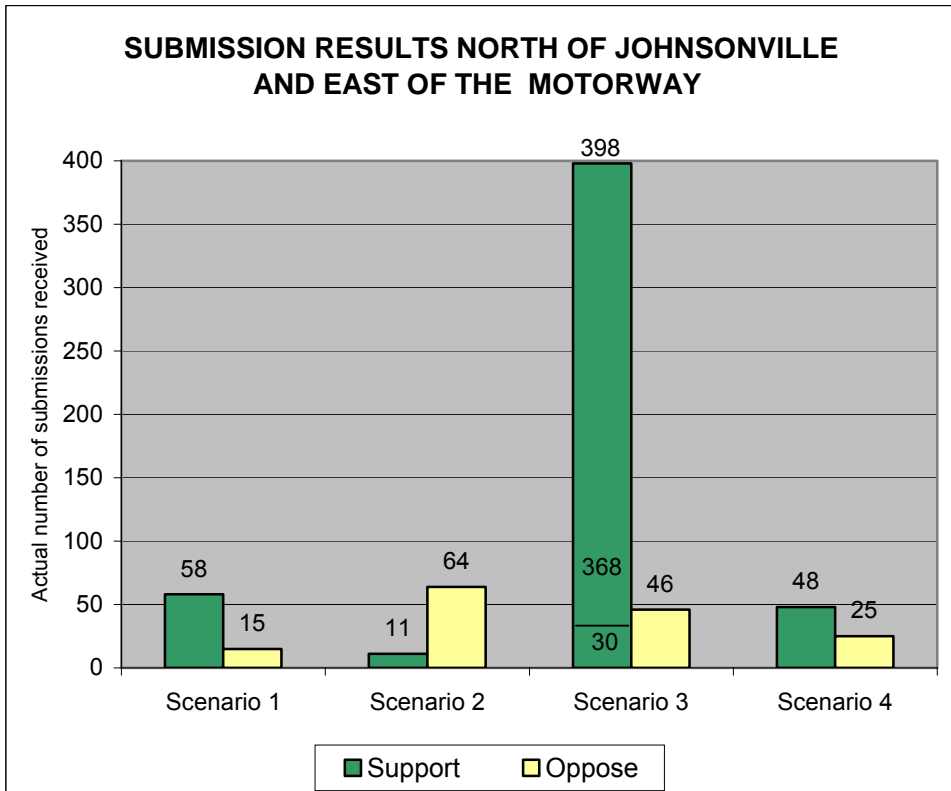
- Johnsonville and Broadmeadows (Refer Figure 9).
- Suburbs north of Johnsonville and east of the motorway (comprising Churton Park, Newlands, Paparangi, Woodridge and Grenada Village). (Refer Figure 10).
- Suburbs south of Johnsonville and west of the motorway (comprising Ngaio, Khandallah, Crofton Downs and Chartwell). (Refer Figure 11).

The results for Scenario 3 are split with the lower number showing the number of submissions in support from the 748 standard submissions, the middle number showing the number of submission in support from the 858 busway submissions, and the upper number being the result for the total 1606 submissions.

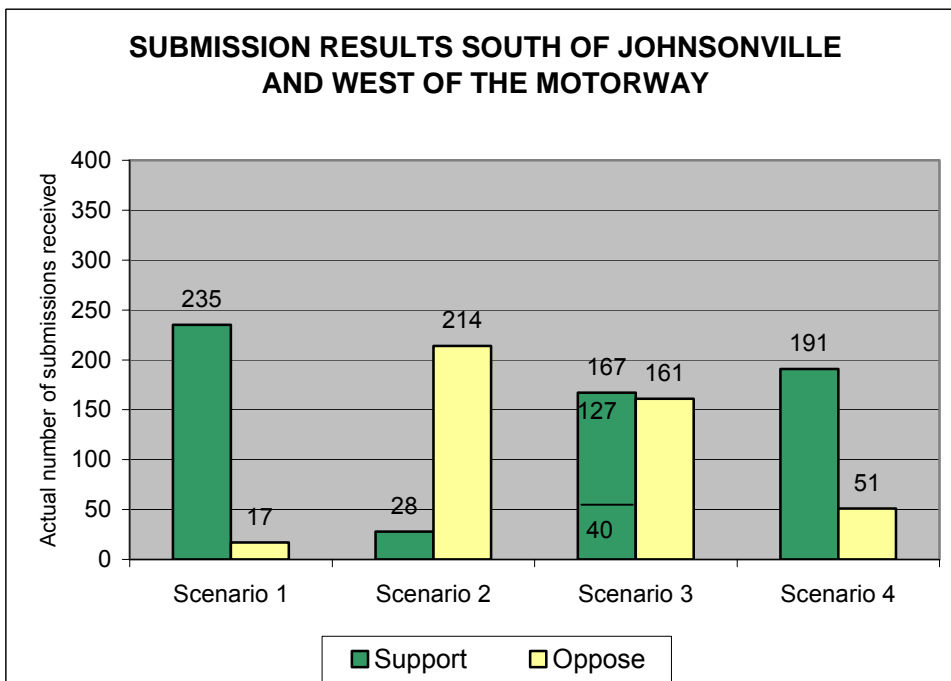


**Figure 9. Results for Johnsonville and Broadmeadows.**





**Figure 10. Results for suburbs north of Johnsonville and east of motorway.**



**Figure 11. Results for suburbs south of Johnsonville and west of motorway.**

As might be expected, those suburbs located in close proximity to the existing rail corridor (being suburbs south of Johnsonville and West of the motorway) expressed strong support for the enhanced rail scenario, followed by the light rail scenario. The busway scenario received almost equal amounts of support

and opposition. Scenario 2 - Bus with walking and cycling was strongly opposed. For those suburbs located further from the rail corridor and primarily serviced by bus (being suburbs north of Johnsonville and east of the motorway), there was strong support for the busway option, in contrast to those suburbs along the rail corridor. However the enhanced rail scenario also attracted significant support. Perceived benefits of the busway scenario appear to be improved frequency and quality service, including seamless and more comprehensive service. Scenario 2 - Bus with walking and cycling received limited support.

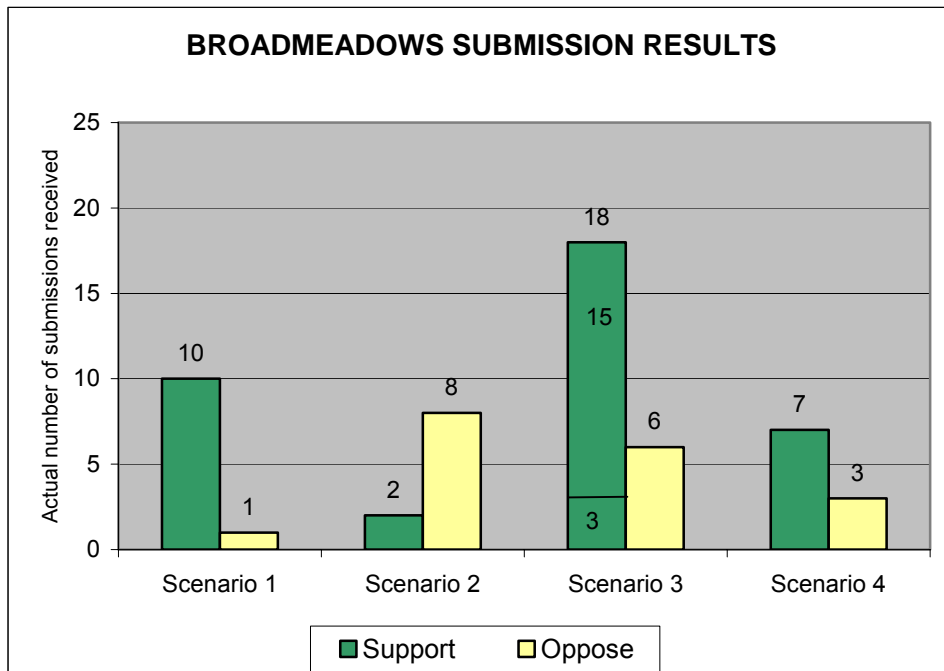
The results for Johnsonville and Broadmeadows showed majority support for scenario 3 but also strong support for 1 and 4. This may be reflective of the suburbs (primarily Johnsonville) proximity to bus and rail services.

Responses from respondents out of the study area showed strong support for the busway scenario and enhanced rail. However, the busway scenario also received quite strong opposition. The light rail scenario received more limited support. The bus with walking and cycling scenario received limited support.

## RESULTS PER SUBURBS

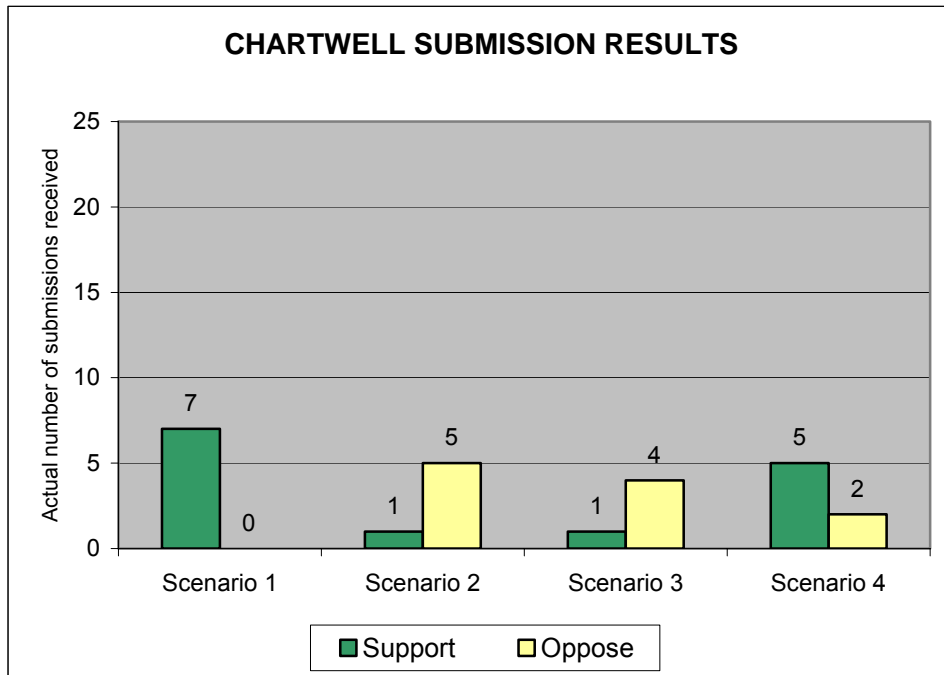
The following analysis shows the results per suburb for the submissions received.

### BROADMEADOWS



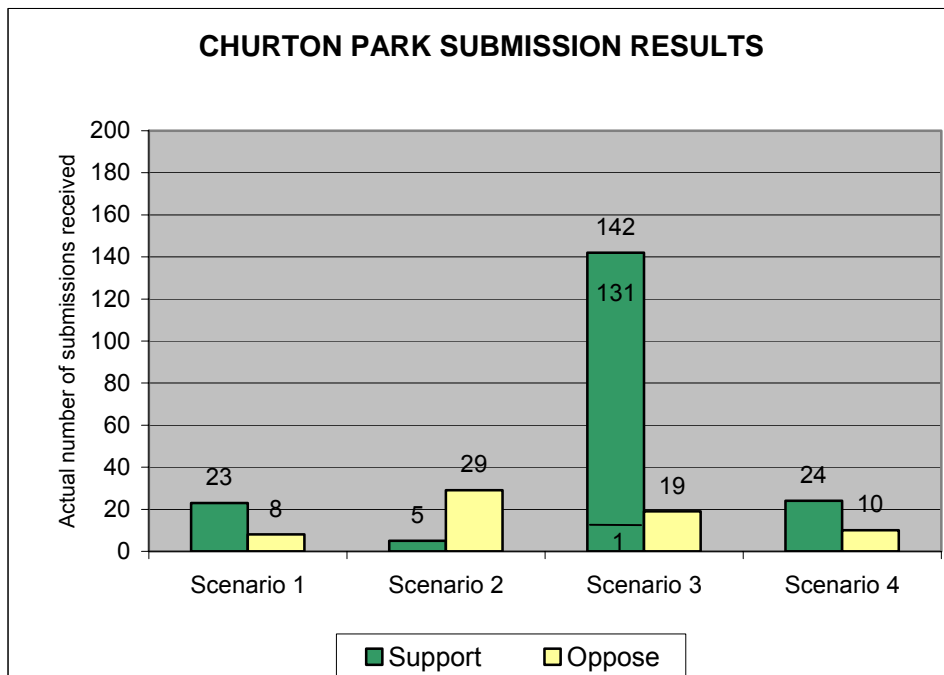
Results for Broadmeadows show very strong support for the busway scenario. The enhanced rail and light rail scenarios were also supported to a lesser extent.

## CHARTWELL



The results for Chartwell were similar to that of Ngaio and Khandallah in terms of the high level of support for enhanced rail and the light rail option, and greater opposition than support of the busway scenario and bus with walking and cycling scenario.

## CHURTON PARK

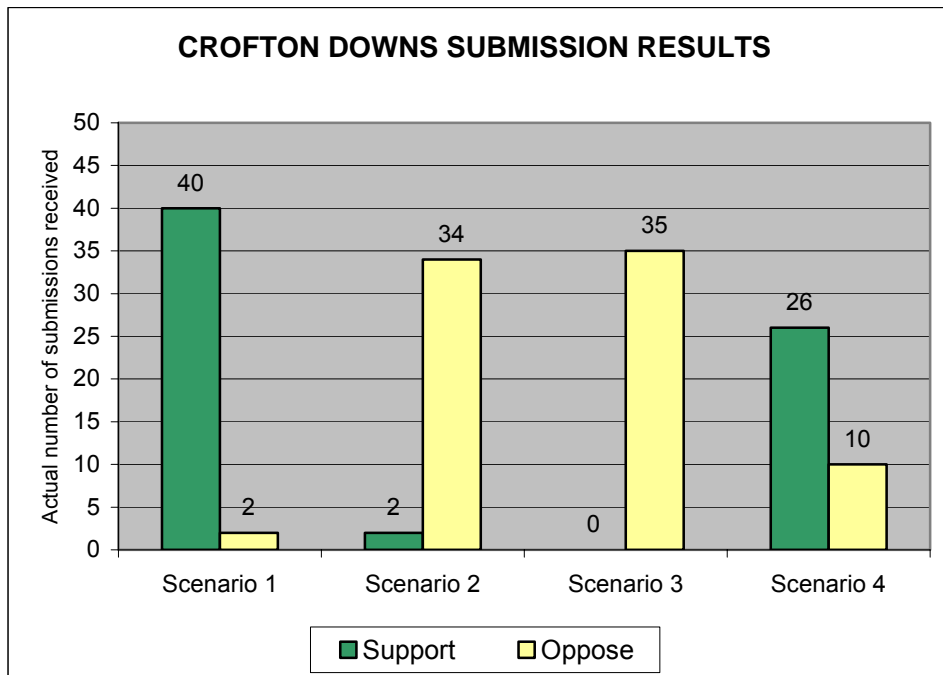


Respondents from Churton Park show very strong support for the busway scenario and generally support enhanced rail and light rail, but to a lesser extent than the busway. The bus with walking and cycling scenario received little

support.

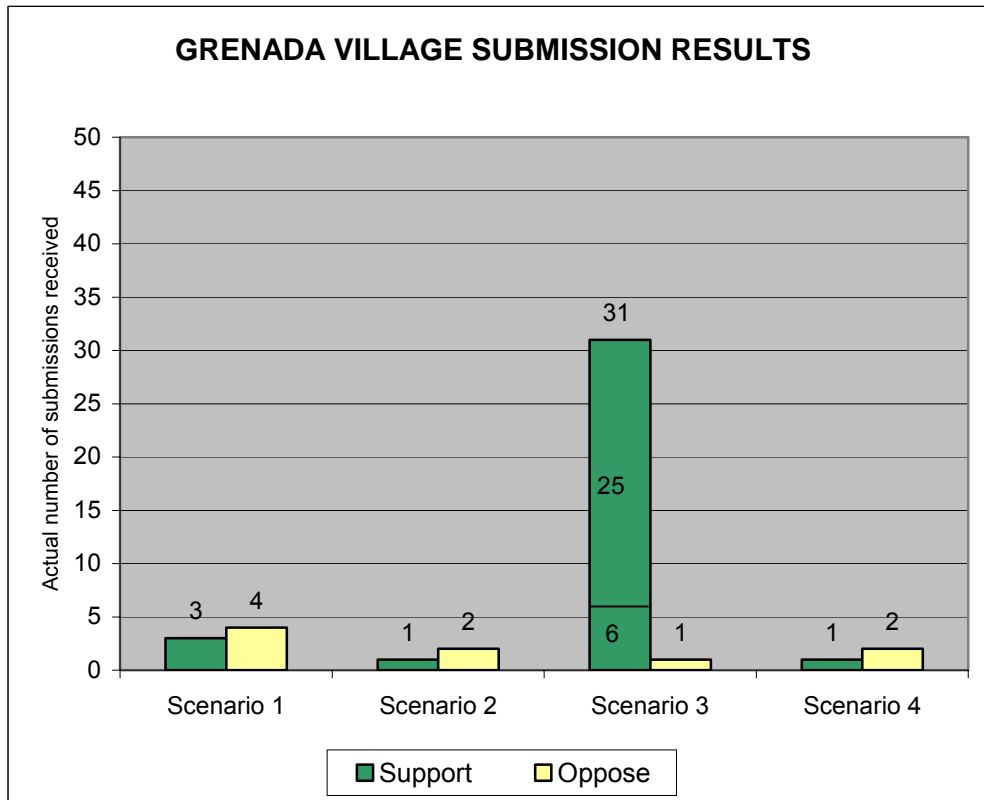
The support for the busway is in part reflective of the high number of pro forma busway forms submitted from Churton Park residents. These submissions provide no specific comments as to why the busway option is so well supported. However, it may well be because of the suburbs' reliance on buses and the perceived benefits residents see from the busway.

## CROFTON DOWNS



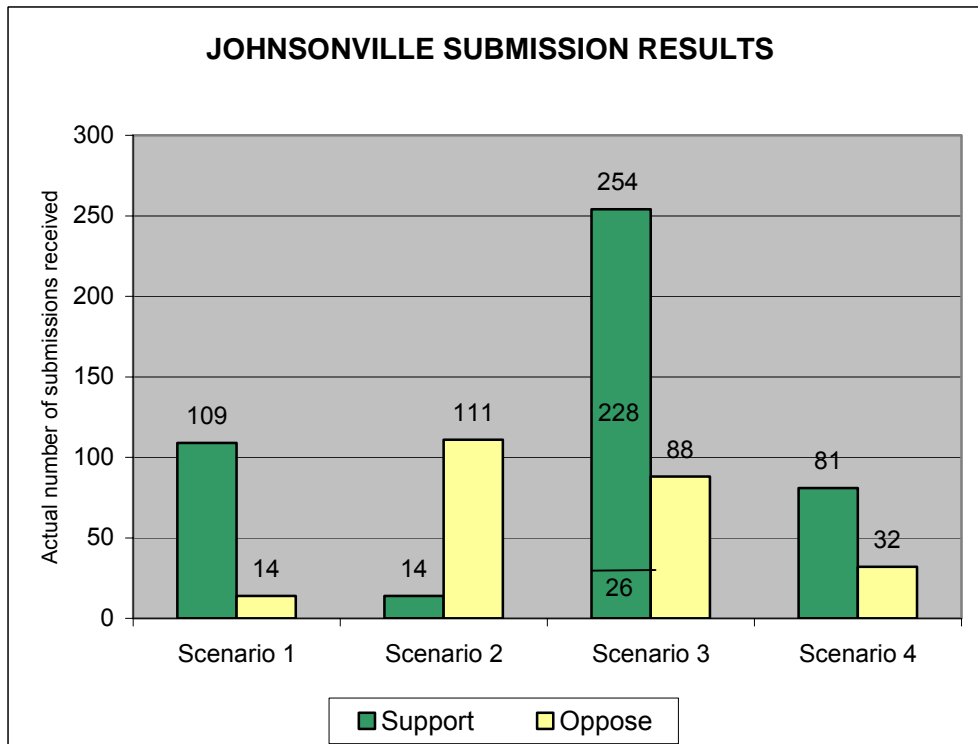
Respondents from Crofton Downs appear to have the most clear preferences. Enhanced rail is very well supported, and bus with walking and cycling and the busway are highly opposed. This may reflect the proximity of the suburb to the rail corridor and concerns over additional time and capacity of the busway and bus with walking and cycling options. Light rail is generally well supported.

**GRENADA VILLAGE**



The busway scenario received very strong support.

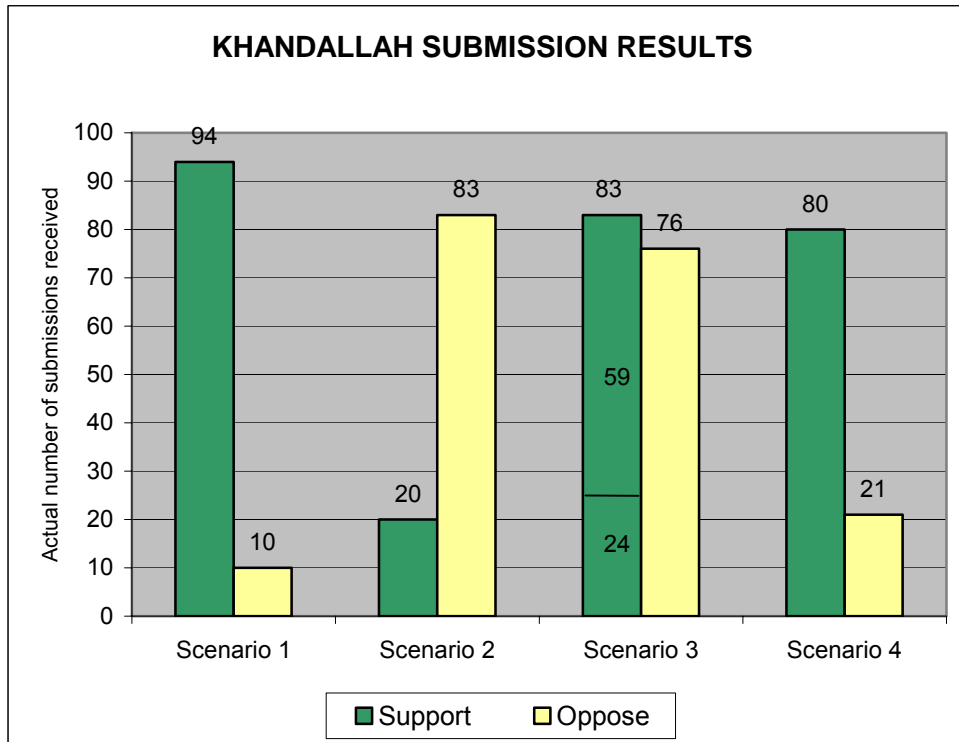
**JOHNSONVILLE**



The results from Johnsonville show support for enhanced rail and light rail and

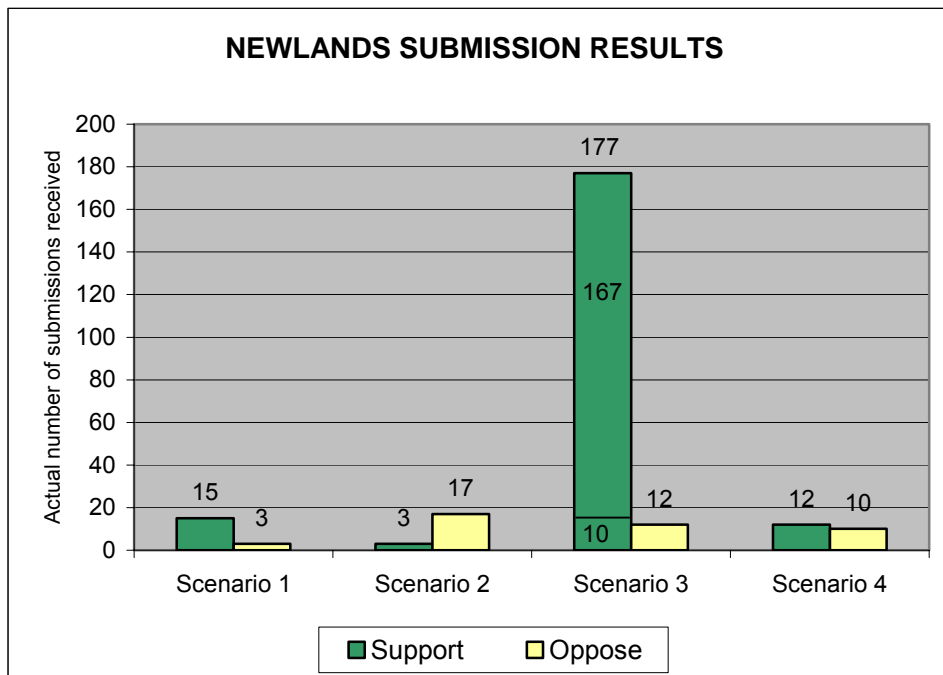
very strong support for the busway scenario. Interestingly this pattern changes if the busway submissions are excluded from the analysis. The strong support for these three scenarios may be reflective of the choice submitters have in terms of bus and rail. Scenario 2 – Bus with walking and cycling, receives strong opposition, with the majority strongly opposing this scenario.

## KHANDALLAH



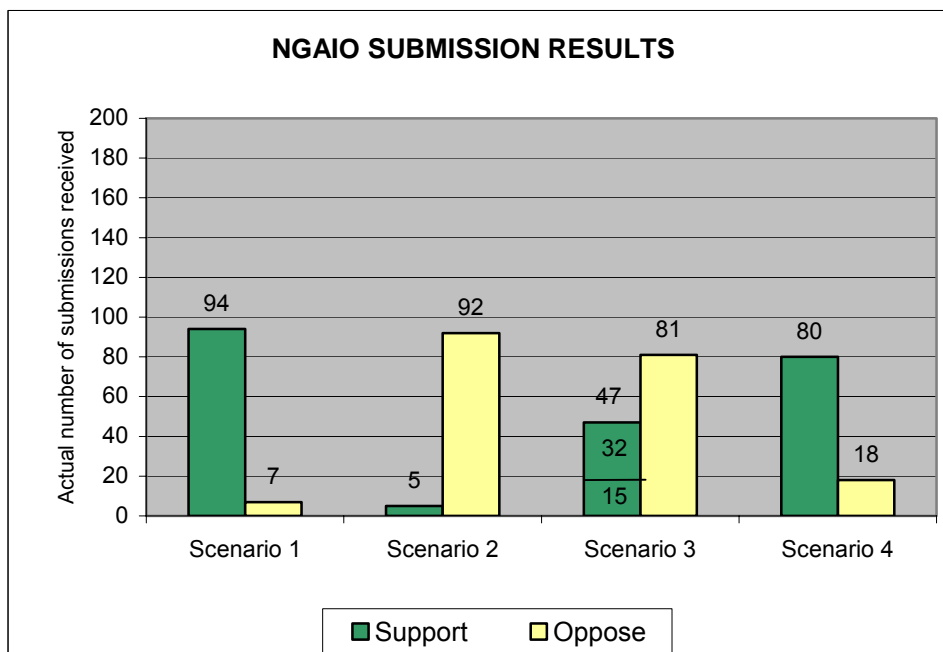
Of the four scenarios, Khandallah respondents showed strongest support for the enhanced rail scenario. The busway and light rail scenarios also received high levels of support. The bus with walking and cycling received strong opposition.

## NEWLANDS



As with Churton Park, the busway receives very strong support. Again this may be reflective of the high number of pro forma busway submissions from Newlands residents and the reliance of this suburb on buses. Enhanced rail and light rail are also supported more than they are opposed.

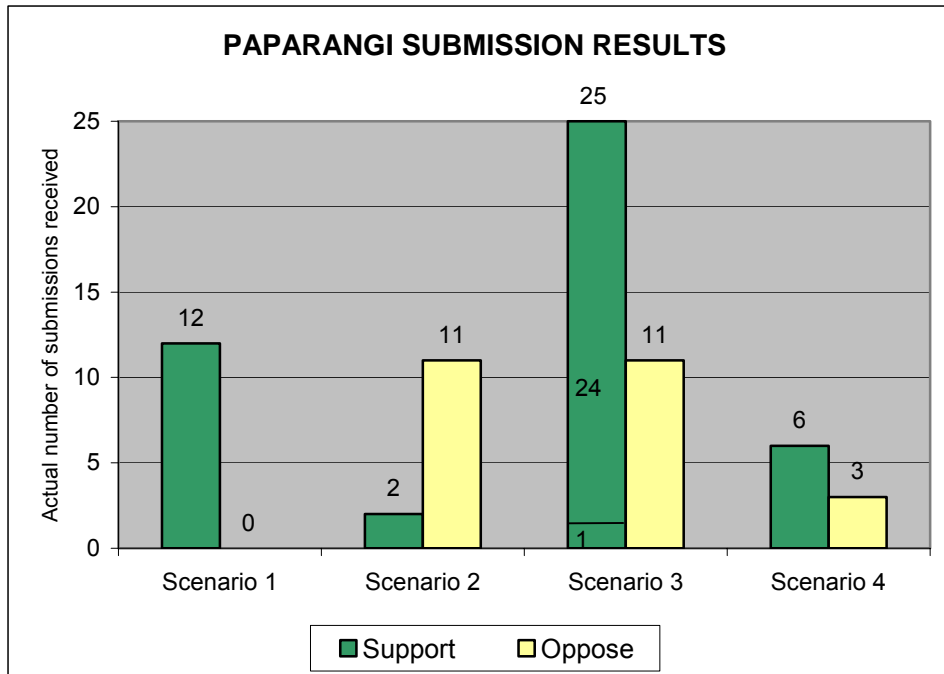
## NGAIO



The results for Ngaio reflect that of Johnsonville in that there is a pattern of support for enhanced rail and light rail. The addition of the busway pro forma forms to the analysis of Scenario 3 has limited effect on the overall results in that the majority remain opposed to the busway. In relation to the busway, specific concerns are expressed as to the ability of people to access the busway

given express services. Although Ngaio is closer to town, there is limited support for the cycle/walkway.

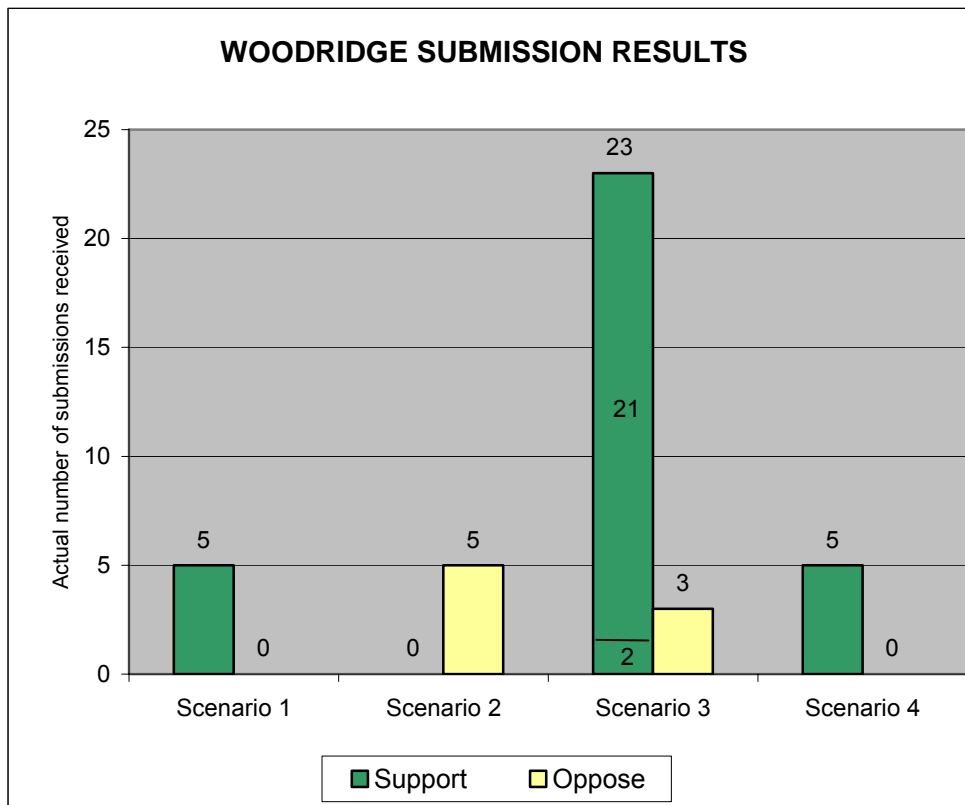
## PAPARANGI



As with Newlands and Churton Park, the busway scenario received strong support from Paparangi residents. Given Pararangi is serviced by bus, it is notable that there was strong support for enhanced rail in that the 12 submitters who responded to this scenario supported it. Light rail received limited support.

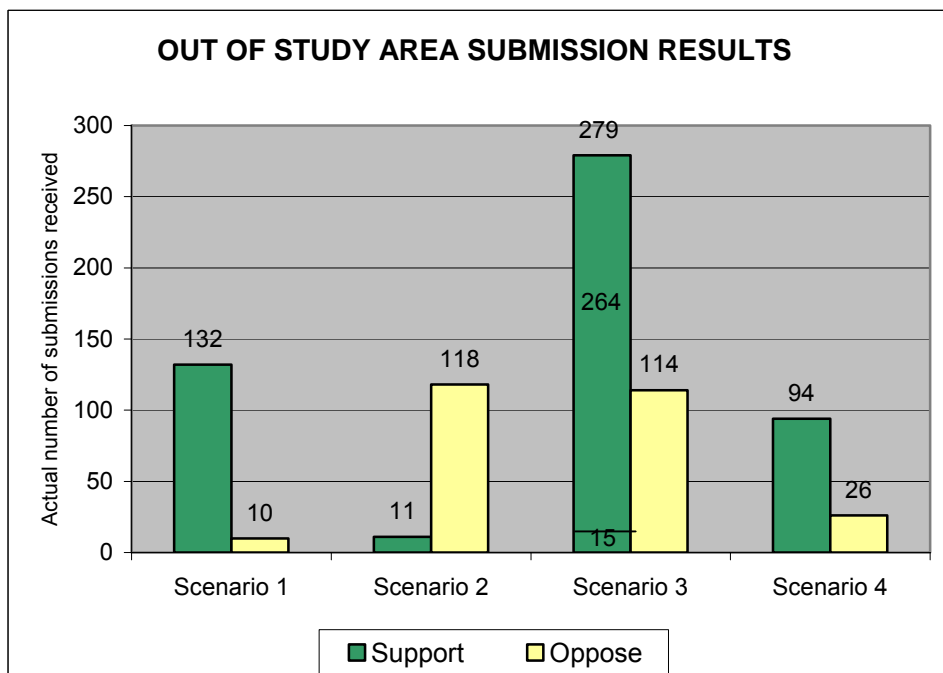


## WOODRIDGE



There was a degree of support for all but the bus with walking and cycling scenario. The busway received very strong support.

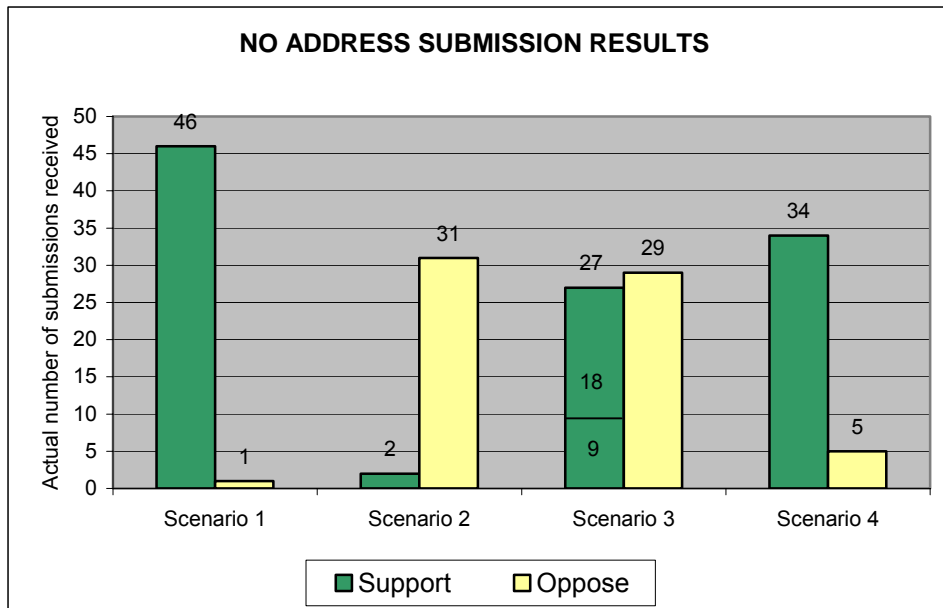
## OUT OF STUDY AREA



Of those respondents who live out the study area, there was very strong support for the busway scenario. There was also strong support for enhanced

rail and light rail.

### NO ADDRESS



Of the 170 submitters who provided no address, it is unclear how the results relate to a particular suburb.

## 6 OVERVIEW OF ANALYSIS RESULTS AND COMMENTS MADE IN SUBMISSIONS

A number of submissions provided particular comments on the scenarios.

General overall comments made in respect of all scenarios include:

- Need to improved park n ride facilities.
- Require reliable, frequent service using existing corridor.
- Doesn't deal with issues at northern end.
- Seamless service can be achieved with better organisation.
- Need to consider options in context of Ngauranga to Airport study.
- If planned properly, the use of on road buses won't necessarily lead to an increase in congestion.

In relation to existing rail providers, Ontrack and Toll supported Scenarios 1 and 4 and opposed Scenarios 2 and 3. Specific comments by Ontrack included "Our recommendation would be that light rail is seriously investigated, with a second option of improving existing rail. The O-Bahn option (busway), with additional congestion when it reached Thorndon is an expensive and unattractive choice in practical terms".

In terms of existing bus providers, support for Scenario 3 – Busway scenario was received from Mana Coach Services and the Bus and Coach Association. The Bus and Coach Association provide a detailed submission with the comment "(the association) supports the busway scenario for reasons of flexibility, economic viability, and social considerations and environmental sustainability". The Bus and Coach Association believe the advantages of Scenario 3 outweigh its disadvantages, and also outweigh the advantages of the other three scenarios.

A number of submissions, including that from Transit NZ, Option 3, and Transport 2000+, noted the importance of considering this study in parallel with the Ngauranga to Airport Study.

The only school to make a submission was Onslow College. The Board of Trustees supported enhanced rail and were neutral in their response to the busway and light rail. The potential closure of Raroa Station was noted as a concern.

Submissions by the respective Residents Associations were generally consistent with those from their respective suburbs.

One submission called for the assessment of a potential fifth scenario, being the ULTra Personal Rapid Transport System. Reading projects requested that the ULTra system be assessed as a viable alternative to the other four scenarios and that the public be given an opportunity to comment on this alternative.

The respective comments in terms of advantages and disadvantages for each scenario are outlined below.

## SCENARIO ONE – ENHANCED RAIL

Scenario One - Enhanced rail received a strong degree of support from respondents. Of the 707 responses to this scenario, 83.8% supported it

This strong degree of support was reflected in responses from the majority of the suburbs including Johnsonville, Ngaio, Khandallah, Crofton Downs, Woodridge, Paparangi, Chartwell, Broadmeadows, and those respondents out of the study area.

The lowest level of support for the enhanced rail scenario was from Grenada Village.

Key advantages cited were:

- The rail corridor is an existing resource
- Least disruption during implementation and construction
- Most long term cost effective option
- Iconic rail corridor
- More environmentally friendly
- Less road congestion
- Independent of road
- Accessible to elderly and children etc
- More comfortable than buses.
- Reliable

Key disadvantages cited were:

- The corridor is limited in its future capacity and flexibility
- Only serves a few and will not serve growth in northern suburbs
- Limited opportunity for seamless travel
- Expensive with limited audience
- Long journey time
- Expensive for what it is

General comments made in relation to the enhanced rail scenario included:

- General opposition to closure of stations
- Support for increased frequency
- Often cited as the next best option if light rail is not pursued
- Best short term option
- Need improved reliability, frequency and attractiveness.

The submission by Cycle Awareness support Scenario 1 in that they see this scenario as taking cars and users off the road. They oppose Scenarios 2 and 3 in terms of safety concerns of users on the walkway and cycleway, and increased pollution and on road congestion from buses on road.

The owners of Johnsonville Mall, Dominion Funds Ltd, support scenarios 1 and 4 and oppose scenarios 2 and 3. Their submission notes “The planned redevelopment of the Johnsonville Shopping Centre provides an opportunity to integrate public transport through inclusion of a Park and Ride and bus interchange”.

## SCENARIO TWO – BUS WITH WALKING AND CYCLING

In sharp contrast to other scenarios, the bus with walking and cycling scenario received a high level of opposition and very little support. Of the 669 respondents to this scenario, 82% opposed it.

This high level of opposition was reflected across all the suburbs outlined in this report. Of all the suburbs, the greatest number of submissions in support of the bus with walking and cycling scenario were from Khandallah.

In terms of overall comments in relation to the bus and walking and cycling scenario, while the recreational merits of the scenario are noted, respondents are primarily concerned about on road congestion associated with buses running on road, and pollution. The loss of the existing public transport corridor is of concern to some submitters.

Key advantages cited were:

- Improved journey time
- Increased frequency
- Recreation opportunity
- Cheapest and most cost effective option
- Tourist potential in cycleway

Key disadvantages cited were:

- Limited potential use of cycleway (weather, topography, distance, safety) and limited appeal for commuters
- Loss of rail infrastructure
- On road congestion
- Pollution
- Increased on road commuter times
- Decreased reliability of buses
- Capacity issues of buses
- Accessibility problems
- Buses uncomfortable
- Limited user catchment of cycleway

General comments:

- Support cycling but not at the expense of the rail corridor
- Alternative recreational tracks available
- Would encourage people back into private cars
- Short sighted option.

## SCENARIO THREE – BUSWAY

Of the 1536 respondents to the busway scenario, 64% supported this scenario. Of the suburbs within the study area, Newlands, Paparangi, Churton Park, Woodridge and Grenada Village had high levels of support for the busway scenario in relation to other scenarios. This level of support was not reflected in responses from Ngaio, Crofton Downs, and Chartwell.

However, in contrast to the above, when the 858 pro forma busway submissions are excluded from the analysis and only the 748 standard submissions are considered, of the 678 responses, 71% opposed the busway scenario.

Of those that provided specific comment as to why they supported or opposed the busway, the main reasons cited for support appear to be the flexibility, reliability, seamless service and cost effective nature of this proposal.

The main reasons cited in opposition appear to be on road congestion, pollution and confusing nature of the proposed one-way system.

Key advantages cited were:

- Reliability (not affected by road congestion)
- Improved journey time
- Cost effective
- Improved frequency
- Potential for growth in northern suburbs
- Innovative approach
- Potential seamless service
- Flexibility

Key disadvantages cited were:

- Loss of rail infrastructure
- Increase in road congestion
- Pollution and noise
- Implementation period
- Buses less comfortable than train/light rail
- Confusing one way system
- Loss of patronage
- Disadvantages to counter peak direction users
- Construction period delays
- Low capacity
- Concern over capacity of express services

General comments:

- Only caters for peak time movement
- Unknown technology
- Needs to be two way
- Consider alternative fuel/power source

The submission by Murray King and Francis Small, authors of the report “Feasibility study for a Busway running from Wellington to Johnsonville” concludes “We are still of the view that maintaining and upgrading the existing rail system has greater passenger capacity than a busway”. This submission provides clarification in relation to the scheme as a whole, passenger capacity, infrastructure and engineering issues, costs and environment issues.

## SCENARIO FOUR – LIGHT RAIL

Scenario Four – Light rail also received a high degree of support. Of the 682 responses to this scenario, the level of support was 67%. This was lower than the enhanced rail scenario and busway scenarios. This level of support was reflected in the majority of suburbs listed in this report, but not in Newlands, Paparangi, and Grenada Village. These suburbs are the ones that would appear to receive limited benefit for a light rail system.

This scenario appealed to many for its modern environmentally friendly and seamless service. However cost is recognised by many as a big issue, as is the need for the service to extend through the CBD and potentially beyond Courtenay Place.

Key advantages cited were:

- Reliability (not affected by road congestion)
- Improved journey time
- Improved frequency
- Seamless service to southern suburbs
- Independent of road
- Benefits for CBD
- Potential for future extensions
- Comfortable
- Environmentally friendly

Key disadvantages cited were:

- Cost
- Construction/implementation period delays and costs
- Limited benefit for northern suburbs
- Adverse effects on CBD
- Limited flexibility for change

General comments:

- Most expensive but best long term benefits
- Need to integrate with other rail services
- Question purpose in replacing rail with another form of rail
- Potential white elephant in region
- Needs to extend to hospital/ airport and to growing northern suburbs
- Potential for staging
- Ideal solution but can we afford it?

Specific comments in support of light rail include that from of ATLA – Appropriate Technology for Living Australia, “light rail is the most affordable and efficient answer to the transport needs of the century, and can be introduced right now, with incremental improvements and the extensions and station development over the next decade”.



## 7 SUMMARY

This report summarises submissions received as part of the second stage of consultation on the North Wellington Public Transport Study in relation to the four scenarios being:

- Enhancement of the existing rail system;
- Replacing current rail services with new buses running on street and conversion of the existing rail corridor to a walking and cycling track;
- Converting the existing rail line into a guided busway; and
- Light rail.

A total of 1606 submissions were received. Of these, 858 were on a pro forma form (generated and authorised by the Bus and Coach Association) supporting the busway scenario, and the remaining 748 submissions were on the standard submission form, letter or email. Of the 748 submissions not on the busway form, 715 were from individuals and 33 were from organisations/community groups/companies.

Of the total 1606 submissions received, the analysis shows Scenario 3 – Busway as the preferred option. This is followed by Scenario 1 – Enhanced rail, Scenario 4 – Light rail, and lastly Scenario 2 – Bus with walking and cycling.

However when the 858 pro form busway forms are excluded, analysis of the 748 standard submissions shows Scenario 1 – Enhanced rail as the preferred option. This is followed by Scenario 4 – Light rail, Scenario 3 – Busway and lastly Scenario 2 – Bus with walking and cycling.

The analysis of the results in relation to particular suburbs found certain trends. Generally, those suburbs located in proximity to the existing rail corridor (being those suburbs located south of Johnsonville and west of the motorway) supported the enhanced rail and light rail scenarios. Greater support for the busway scenario mainly came from those suburbs within the study that are currently serviced by bus rather than rail, and are generally located east of the motorway, but also include Churton Park. Of the 406 respondents located outside the study area, respondents generally supported the busway followed by enhanced rail and light rail. Within Johnsonville and Broadmeadows, respondents generally supported all scenarios except bus on street.

# APPENDIX 1

## STANDARD SUBMISSION FORM FROM BROCHURE

### Submission form

Wellington City Council and Greater Wellington Regional Council would like your feedback on the four scenarios. Please fill in this submission form and send it to us by 5pm 12 July 2006 (no stamp required). Additional room for comment is provided overleaf.

Mr/Mrs/Ms/Miss/Dr (circle which applies)

First Name(s)  Last Name

Street Address

Phone  Email

I am writing this submission on behalf of (organisation name)

What do you think of these scenarios?	Strongly support	Support	Neutral	Oppose	Strongly oppose
<b>Scenario 1 – Enhanced rail</b> (please tick one circle)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Comments	<input type="text"/>				
<b>Scenario 2 – On-road bus with walking and cycling</b> (please tick one circle)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Comments	<input type="text"/>				
<b>Scenario 3 – Busway</b> (please tick one circle)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Comments	<input type="text"/>				
<b>Scenario 4 – Light rail</b> (please tick one circle)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Comments	<input type="text"/>				

*There is room for further comments overleaf.*

I do  do not  (please tick one circle) wish to be contacted about future consultation and outcomes.

Comments

Lined area for writing comments, with horizontal lines and dashed fold lines on the sides.

Fold

Fold along lines, fasten and send this submission form to us by 12 July 2006. Feel free to include extra pages if you need to.

Alternatively you can complete a submission online at [www.gw.govt.nz/northernsuburbs](http://www.gw.govt.nz/northernsuburbs), send an email to [nwpts@boffamiskell.co.nz](mailto:nwpts@boffamiskell.co.nz) or fax 04 384 3089.

Please note all submissions (including names and/or organisations) will be public documents.

Fold

FreePost Authority Number 2199



FreePost 2199  
North Wellington Public Transport Study  
PO Box 11340  
Manners Street  
Wellington 6142

APPENDIX 2

PRO FORMA BUSWAY SUBMISSION FORM

# YES

## TO THE BUSWAY

seamless travel

**Support Scenario 3**

**WHY YOU SHOULD SUPPORT THE BUSWAY**

If you want public transport that delivers you

- Once on once off
- Closer to home and closer to work
- Greater frequency and reliability
- New levels of comfort
- Bypass traffic congestion
- Keeps to the timetable

Then you've got to say **Yes to the Busway**. For full details go to [www.gw.govt.nz](http://www.gw.govt.nz)

You can tell them what you think online, or fill out this form and post to NWPTS, PO Box 11 646, Wellington.

**SCENARIO 1 – RAILWAY**  
Invest money on the existing trains and track and increase peak-time frequency. *No improvement of service for most commuters. You still need to walk/bus/drive to the railway station then walk/bus to your workplace. Expensive.*

**SCENARIO 2 – WALKWAY**  
Replace the train with more buses using the existing road routes. Turn the Johnsonville rail corridor into a green walkway or cycleway. *More buses on already congested roads, creating longer travel times than for current train users. Cheap but ineffective.*

**SCENARIO 3 – BUSWAY**  
Convert the railway line into a guided busway. Services can start from Grenada Village, Glenside, Churton Park, Papanangi and Newlands direct to Courtenay Place and beyond via the Busway. *A seamless service with no need to change your transport. Bypass Ngauranga Gorge congestion, travel directly from home to your CBD destination and return via the Busway. Greater frequency of service and coach comfort. Affordable.*


**SCENARIO 4 – LIGHT RAILWAY**  
Replace existing trains with light rail and continue the line to Courtenay Place. *You still need to walk/bus/drive to the railway station. Long and costly construction phase with big impact on general CBD traffic congestion. Very expensive.*

**YES** I would like the Greater Wellington Regional Council and Wellington City Council to adopt **Scenario 3 the Busway** as the preferred option for North Wellington Public Transport.

Full Name \_\_\_\_\_

Address \_\_\_\_\_

Tel \_\_\_\_\_



AUTHORISED BY THE  
BUS & COACH ASSOCIATION