

Purpose

This note documents how an initial list of investment scenarios was developed. In this context, “scenarios” can be thought of as outline programme options that address each of the problem statements to a greater or lesser extent.

The process used to develop the investment scenarios is summarised at Appendix 1. One page summaries of the resulting investment scenarios are attached at Appendix 2.

The scenarios will now be assessed and further refined, including the development of blended scenarios. Once a finalised list of investment scenarios is agreed, the scenarios will be developed into programme options.

Compiling Potential Interventions

Interventions Workshop

The source of an initial long list of over 250 possible interventions was a workshop attended by some 25 officials/officers representing the three alliance partners, together with two members of the LGWM team and two consultants. The interventions were not assessed at the workshop, as the aim was to maximise possible ideas for later consideration. Following the workshop, all of the ideas were assembled in a simple database, with duplicates removed.

Ideas from Public Engagement

A further set of potential interventions was added to the workshop list. The additional set came from the LGWM web feedback, the LGWM phone survey, the GWRC/WCC research panel survey, and the NZTA record of stakeholder comments (Darzin), and had been collated by GWRC staff.

Collation – Grouping and Assessment of Interventions

The second stage in processing the set of ideas was to group them by categories. The categories were simple groupings of the ideas by common characteristics – for example, bringing together all of the ideas related to public transport.

The collected list of possible interventions was subsequently assessed by a transport planning and evaluation group to determine which interventions should be candidates to be included in possible scenarios and programme options and which, for a range of reasons, should not be considered further within this context.

These processes related to the intervention long list are documented in Note 1.

Developing Investment Scenarios

Scenario development began by considering the qualitative gap in level of service for each mode, for each of the four problem statement areas, Reliability and Economic Productivity, Liveability, Safety, and Resilience. Different scenarios that focused on each of the four problem areas were then created by considering the relative scale of different types of intervention that might achieve desired outcomes for the emphasised problem area. This process is shown in Appendix 1.

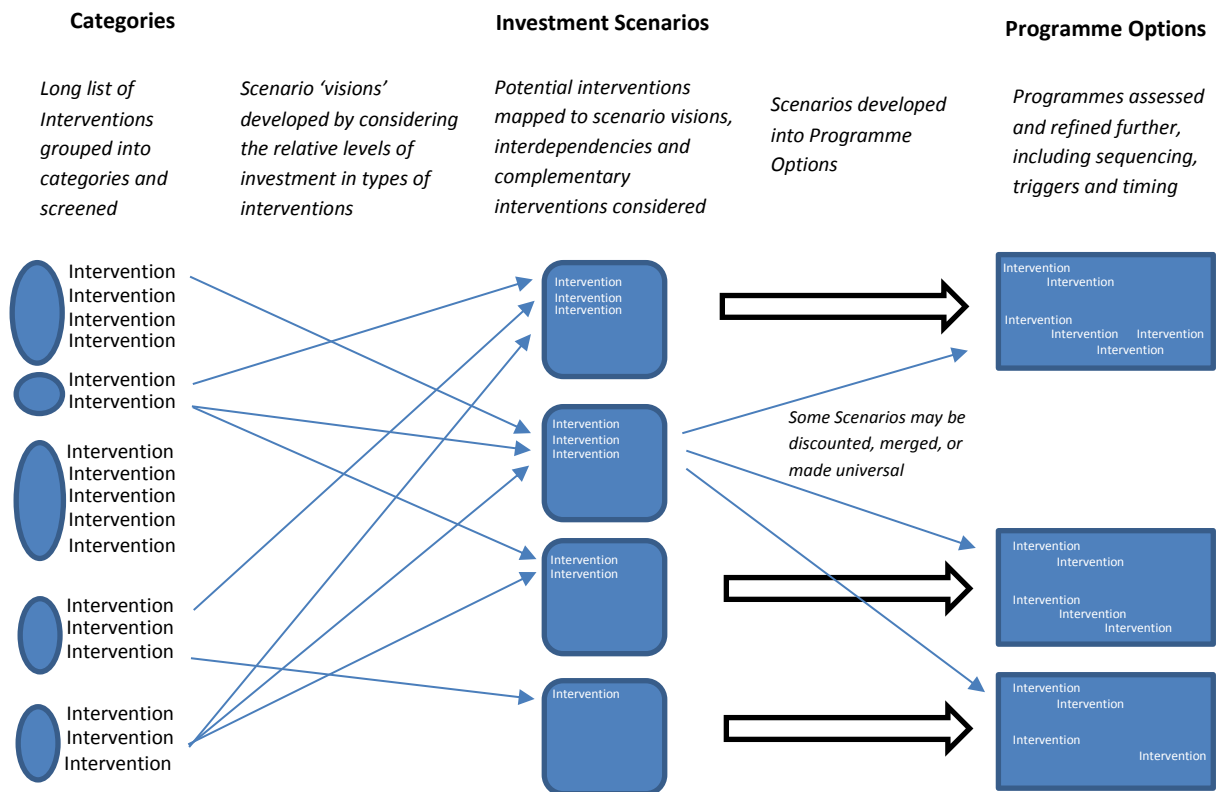
The four levels of investment/effort were:

- High: a level of intervention to deliver the desired outcome at the high end of what is practicable, having regard to engineering feasibility, public acceptability, and cost;
- Medium: a moderate level of intervention that has the potential to deliver the desired outcomes if applied in conjunction with other interventions;
- Base (BAU): sometimes referred to as 'Business As Usual', continuation of current level of intervention¹; and
- Less than BAU, a reduction from the current level of intervention in the outcome area.

A vision was developed to describe the logic of each investment scenario and how it would impact on outcomes for Wellington City. These scenarios were then developed further, with typical interventions applied to the different intervention areas, adding additional detail behind each scenario vision. This began to reveal some of the key risks and dependencies that each of the scenarios present.

Next Steps

The following figure demonstrates the intended process, in translating the long list of Interventions into a refined list of Programme Options. The programme options will include more detailed descriptions of the interventions involved, timescales for implementation, trigger points, and orders of cost.



¹ A summary of the investment baseline, based on the 2015-18 NLTP, is shown in Appendix 3.

Appendix 1

Scenario Development Spreadsheet

Appendix 2

Scenario Summary Sheets

Appendix 3

LGWM Investment Baseline

LGWM investment baseline

Purpose

This note defines the do-minimum, business as usual baseline for the project.

Basis of information

The information for the baseline has been taken from the National Land Transport Programme 2015-18 and considers committed and approved improvement activities.

Baseline Programme (\$million)

Activity	2015-2018	After 2018
Walking		
Cycling		
WCC cycle network	37.5	TBC
Public transport		
GW Real time passenger information	1.1	
GW Hutt line reliability improvement	2.3	
GW PT minor improvements	8.8	
GW RS1 carparks	0.4	
GW Integrated fares and ticketing		TBC
WCC Bus priority	1.1	TBC
WCC BRT infrastructure		TBC (60)
Commuter and through roads		
Safety retrofit	1.2	
Terrace Tunnel safety	6.1	
Ngauranga-Aotea smart motorway	34	
Mt Victoria duplication		TBC
Tunnel to tunnel		TBC
Terrace Tunnel duplication		TBC
Local roads		
WCC Adelaide Rd improvements		29.4
Hard TDM		
Soft TDM		
Education and enforcement		
GW safety promotion	0.5	
WCC safety promotion	0.7	
NZTA safety promotion	1.6	