

	TRAVEL DEMAND	ACTIVE MODES	MASS TRANSIT	OPTIMISE NETWORK	INTEGRATION AND SEQUENCING	LIVEABILITY AND COMPETITIVENESS	STRATEGIC ROAD NETWORK
GIVENS	Study area: bottom of Ngauranga Gorge to Constable Street, and Town Belt west of SH1 to the Airport. Recognition and intensification of CBD as regional growth engine	Sustainable Transport Hierarchy in the Wellington Urban Growth Plan. The need to integrate the urban cycling programme with the wider transport network. Wellington City Council (WCC) is currently reviewing speed limits in the CBD.	New bus network 2018 High capacity buses on the Golden Mile Integrated bus ticketing 2018 (possibly including ferries and cable car). Followed by extension to trains and then all modes. Better Public Transport (Better PT) in the short and medium term will rely on Bus Rapid Transport (BRT). Procurement of new bus operational contracts by 2018	Wellington Traffic Operations Centre (WTOC) and WCC Traffic Operations Centre (TOC) continue to work closely together. When the traffic model is complete, previously identified quick wins will be assessed and progressed according to modelling outputs.	This is a multi-modal transport network project involving both demand (and where necessary) supply interventions. Existing funding mechanisms remain.	Wellington 2040 and the Wellington Urban Growth Plan. The Basin Reserve as an international cricket venue, its development plans and the need to integrate these with any transport initiatives. Plans for boulevards in Victoria Street (implemented), Taranaki Street and a boulevard/linear park for Kent and Cambridge Terraces. Increasing residential population density in the central area.	The current road hierarchy as determined by ONRC. We will achieve optimal utilisation of the existing network. We will establish a road use hierarchy using the NOF.
	Considering Stats NZ forecast growth, id forecast growth and a high growth scenario based on recent trends, what is the forecast growth in travel demand over the periods: • 2016 – 2026 • 2016 – 2036 • 2016 – 2046 What are the opportunities to accommodate as much of this growing demand as possible with active and mass transit modes? Based on international and NZ experience, quantify the achievable mode shift for both hard and soft Travel Demand Management (TDM) initiatives in the Wellington context. What interventions are available to move journeys to off-peak time and how to quantify the achievable shift? Early work packages Analysis of potential TDM options – due early September Scenario development – due early September	What are the current pedestrian flows in the study area? Using the Network Operating Framework (NOF) what is the desired pedestrian network hierarchy? Quantify predicted future pedestrian flows resulting from growth and TDM/Public Transport (PT) initiatives. Identify conflict areas on pedestrian corridors. Using the NOF, identify current and future operational gaps in levels of service. Identify options to improve pedestrian journey safety and experience (e.g. sequenced pedestrian crossing green-waves). Develop options to address conflicts and operational gaps. Using the NOF, assess intervention options for network fit. How best to accommodate cyclists in the central city and the associated network implications?	Review identified constraints and pinch-points along the identified spine and recommend solutions, including confirming the spine corridor. What does Better PT look like, in the short, medium and long term? How bold can we be with BRT within existing constraints? What constraints need to be addressed to deliver bolder BRT? What level of improvement is necessary at the Basin Reserve and/or of the Mt Victoria Tunnel, to be able to achieve bold BRT, and what are the interdependencies? Are any other corridor improvements required or desirable to deliver bold BRT? What are the impacts of BRT to urban amenity, other modes and the wider network? Should provision be made for future-proofing the spine corridor for later conversion to Light Rail Transport (LRT)? What are the implications of doing so or would an alternative route be preferable? If an alternative route is preferred how should it be protected? Identify other mode investments necessary to improve journey experience to drive up usage (e.g. park-and-ride, pedestrian weather protection). Identify other infrastructure improvements necessary to provide a high quality passenger experience (e.g. off-bus ticketing, improved accessibility, bus stops/interchanges and improved information). How will BRT integrate with other transport interventions? What, where and when are the interdependencies? The extent and timing for rolling out BRT? Develop a detailed business case for BRT Early work packages BRT design elements investigation – due early October	Using the NOF, identify operational gaps that can be addressed through network optimisation and other potential quick wins. Use the NOF to assess both mode and corridor priorities and time-of-day operational restrictions/interventions. How do we achieve a single operating model for Wellington transport operations? What are operational resource and capability requirements are needed to bring about the desired level of optimisation? What allocation of space in key roading corridors is desired, including to parking. Early work packages Highway capacity constraints - timing tbc	What monitoring programme do we need to ensure flexibility and adaptability to social, economic, behavioural and technological change? What are the interdependencies between interventions? What are the sequencing dependencies between interventions? What packages of work should be delivered by each agency? What funding sources are applicable to the various programme elements? What further investigations are required? Early work packages Assessment methodology - timing tbc	Can the current impacts of transport on urban form and amenity be managed long term? What is the impact of the state highway network on the local road network (e.g. impact of on/off-ramp on intersections and corridors) and can these be managed better? Where are the opportunities to unlock economic potential? On the Quays, how can the potential conflict between a transport corridor and CBD connection to the harbour be addressed? What opportunities to improve the urban amenity of Vivian Street exist? How can the legibility of the CBD be improved and what are the wider network implications of rationalising the number of one-way streets? Should a higher priority be granted to pedestrian movements over other road users along selected parts of the network (including temporal options) and if so what are the wider network implications?	CBD traffic split between traversing and access? What are the current traversing traffic routes and volumes and what is desired to achieve our urban amenity objectives? What is the most efficient way for traffic to access the CBD without compromising urban amenity and economic objectives? What is the desired split of traffic between SH1, the Quays and alternative routes (Thorndon Quay, Featherston St etc)? How do we ensure efficient access for freight to the port and inter-island ferries? Where are the conflicts and operational gaps in the network? Where and when do/will capacity constraints exist/arise on the network? What practicable options exist to address known and forecast constraints? When should we plan to address these constraints? What package of options is possible/optimal? How do we balance the benefits of a progressive, responsive and incremental delivery strategy with the need to give investment confidence to unlock economic opportunity? How do we protect land/routes for options that will be progressively delivered? Where are the opportunities to integrate transport and urban regeneration?
OUT OF SCOPE	Changes to 'Wellington 2040' and the 'Wellington Urban Growth Plan' Changes to schools' term dates and times	Urban cycling programme	PT fleet motive power and fare review			Laneways projects	

KEY

Accessible and safe
 Better public transport
 Clean and green
 Compact city
 Demand and supply
 Future proof and resilient
 Past, present, future
 Predictable travel times
 Set in nature
 Growth
 Travel choice
 Wider view