

Legend		
Classification	#	Definition
Keep	136	Candidates for inclusion in the scenarios and long-list programme-options.
Fatal Flaw	14	An idea would not be considered further as there was some characteristic of the idea that meant that, in the professional judgment of the evaluators, it could not contribute to a possible option. Such reasons included expected cost being disproportionate to possible benefits, impracticality, or the concept having been tried previously without worthwhile results.
Exclude	60	Outside the project scope geographically, or had been ruled out by the Board or Governance Group, or not an intervention that could be influenced by the project.
Given	19	An intervention that had already been committed to in the scope, as agreed by the Board or Governance Group.
Total	229	Note: Additional interventions are anticipated to become available for crosscheck and inclusion as the LGWM engagement workstream progresses.

Theme	Theme Category	Sub Theme	Sub Theme Name	Intervention	Classification	Reason	Ref
1	Land-use Intensification	1A	Intensify land-use in conjunction with transport (TOD)	Land use - intensify residential around stations	Exclude	Only Wellington Station is within the study area	1A1
1	Land-use Intensification	1A	Intensify land-use in conjunction with transport (TOD)	Park n Ride - have TOD at park n ride areas (create nodes)	Keep		1A2
1	Land-use Intensification	1A	Intensify land-use in conjunction with transport (TOD)	Park n Ride - increase residential intensity around travel nodes	Keep		1A3
1	Land-use Intensification	1A	Intensify land-use in conjunction with transport (TOD)	Bus interchange - with apartments above	Keep		1A4
1	Land-use Intensification	1B	Promote residential and employment growth in City Centre	Relocating the Port - reallocation of Port land	Exclude	More suitable for inclusion in sensitivity testing	1B1
1	Land-use Intensification	1B	Promote residential and employment growth in City Centre	Build over SH1 and rail	Keep		1B2
1	Land-use Intensification	1B	Promote residential and employment growth in City Centre	CBD will continue to be employment centre	Given	Comment rather than intervention	1B3
1	Land-use Intensification	1C	Plan for inner city development	Growth in residential (Kilbirnie)	Given		1C1
1	Land-use Intensification	1C	Plan for inner city development	Growth in residential (Newtown)	Given		1C2
1	Land-use Intensification	1C	Plan for inner city development	Urban regeneration	Given		1C3
1	Land-use Intensification	1C	Plan for inner city development	Allow for CentrePort development	Given		1C4
2	Land-use dispersal	2A	Disperse employment	Diversify the employment centres outside of CBD e.g. Petone	Exclude	More suitable for inclusion in sensitivity testing	2A1
2	Land-use dispersal	2A	Disperse employment	Increase attractions to outer employment centres	Exclude	More suitable for inclusion in sensitivity testing	2A2
2	Land-use dispersal	2A	Disperse employment	CBD - may need to consider what needs to or should relocate to different areas	Exclude	Comment rather than intervention	2A3
2	Land-use dispersal	2B	Move the Port	Relocate ferry terminal	Exclude	More suitable for inclusion in sensitivity testing	2B1
2	Land-use dispersal	2B	Move the Port	Options to co-locate so it [port]could be better served by transport	Exclude	More suitable for inclusion in sensitivity testing	2B2
2	Land-use dispersal	2B	Move the Port	Relocating the Port - more significant volumes to be on rail e.g. logs	Exclude	More suitable for inclusion in sensitivity testing	2B3
2	Land-use dispersal	2C	Decentralise services	Decentralisation of hospital services	Exclude	Outside scope	2C1
2	Land-use dispersal	2C	Decentralise services	Relocate the Basin Reserve	Exclude	Outside scope	2C2
2	Land-use dispersal	2D	Other developments	Shelly Bay development	Exclude	Comment rather than intervention	2D1
2	Land-use dispersal	2E	Move the airport	Move the airport	Exclude	Contrary to urban growth plan	2E1
2	Land-use dispersal	2E	Move the airport	Increase the flight frequency out from Kapiti Airport	Exclude	Outside project influence	2E2
3	Manage Demand: Financial	3A	Introduce smart road pricing	Study area road pricing/congestion charging	Keep		3A1
3	Manage Demand: Financial	3A	Introduce smart road pricing	Replace fuel tax with time, location and distance RUC	Exclude	Out of scope - requires national legislative change	3A2
3	Manage Demand: Financial	3B	Cordon pricing	CBD charges	Keep		3B1
3	Manage Demand: Financial	3C	Parking pricing	Parking pricing: targeted rate for off street; variable pricing	Keep		3C1
3	Manage Demand: Financial	3C	Parking pricing	Parking pricing compared to PT fares	Exclude	Comment rather than intervention	3C2
4	Manage Demand: Non-financial	4A	Behavioural change – through education/information	Behaviour change, increase understanding, focus on encouragement – carrot - first before stick to increase acceptability	Keep		4A1
4	Manage Demand: Non-financial	4A	Behavioural change – through education/information	Promote teleworking - Soft measures, at-home working incentives	Keep		4A2
4	Manage Demand: Non-financial	4A	Behavioural change – through education/information	Promote work/school travel plans	Keep		4A3
4	Manage Demand: Non-financial	4A	Behavioural change – through education/information	Technology as enabler for less travel need	Keep		4A4
4	Manage Demand: Non-financial	4A	Behavioural change – through education/information	TDM for Kilbirnie park/sports centre	Exclude	Subsume into more generic TDM measures	4A5
4	Manage Demand: Non-financial	4B	Spread the demand	Flexible working times	Exclude	Subsume into more generic TDM measures	4B1
4	Manage Demand: Non-financial	4B	Spread the demand	TDM in alignment with people's needs (understanding that every journey is different)	Exclude	Comment rather than intervention	4B2
4	Manage Demand: Non-financial	4B	Spread the demand	Staggered school hours, work hours	Exclude	Out of scope - changes to school term dates and times	4B3
4	Manage Demand: Non-financial	4B	Spread the demand	Control freight delivery times/locations (bylaw)	Keep		4B4
4	Manage Demand: Non-financial	4B	Spread the demand	Rationalise waiting and loading restrictions across CBD	Keep		4B5
4	Manage Demand: Non-financial	4C	Actively manage traffic levels	Metering into CBD	Keep		4C1
4	Manage Demand: Non-financial	4C	Actively manage traffic levels	Off-ramp metering	Keep		4C2
4	Manage Demand: Non-financial	4D	Change parking supply	Manage/limit parking provision	Keep		4D1
4	Manage Demand: Non-financial	4D	Change parking supply	More on-street parking spaces	Keep		4D2
4	Manage Demand: Non-financial	4D	Change parking supply	only let people buy a car if they can prove they have an off-street parking space to store it	Exclude	Out of scope - Requires a legislative change	4D3
4	Manage Demand: Non-financial	4E	More efficient use of motor vehicles	Car share/pool to increase vehicle occupancy	Keep		4E1

Theme	Theme Category	Sub Theme	Sub Theme Name	Intervention	Classification	Reason	Ref
4	Manage Demand: Non-financial	4E	More efficient use of motor vehicles	Parking Buildings - better information on space availability	Keep		4E2
4	Manage Demand: Non-financial	4E	More efficient use of motor vehicles	T3 lanes	Keep		4E3
4	Manage Demand: Non-financial	4E	More efficient use of motor vehicles	SH HoV/freight lanes	Keep		4E4
4	Manage Demand: Non-financial	4E	More efficient use of motor vehicles	Information provision - enhanced - when available to drivers	Keep		4E5
4	Manage Demand: Non-financial	4F	Provide attractive alternatives – PT and active mode – see themes 6, 8 and 9.		Keep		4F1
5	Enhance Supply: High investment in road capacity	5A	Upgrade existing State Highway – Ngauranga to Airport – to consistent standard	Grade separation/tunnel for SH1 tunnel to tunnel,	Keep		5A1
5	Enhance Supply: High investment in road capacity	5A	Upgrade existing State Highway – Ngauranga to Airport – to consistent standard	Duplicate Mt Victoria Tunnel	Keep		5A2
5	Enhance Supply: High investment in road capacity	5A	Upgrade existing State Highway – Ngauranga to Airport – to consistent standard	Duplicate Terrace Tunnel	Keep		5A3
5	Enhance Supply: High investment in road capacity	5A	Upgrade existing State Highway – Ngauranga to Airport – to consistent standard	Grade separation at the Basin	Keep		5A4
5	Enhance Supply: High investment in road capacity	5A	Upgrade existing State Highway – Ngauranga to Airport – to consistent standard	4th southbound lane to Aotea Quay	Keep		5A5
5	Enhance Supply: High investment in road capacity	5A	Upgrade existing State Highway – Ngauranga to Airport – to consistent standard	Review motorway on- and off- ramps	Keep		5A6
5	Enhance Supply: High investment in road capacity	5A	Upgrade existing State Highway – Ngauranga to Airport – to consistent standard	Widen Ruahine/Wellington streets	Keep		5A7
5	Enhance Supply: High investment in road capacity	5B	New route for SH1	Tunnel Ngauranga - airport	Fatal Flaw	Insufficient demand to justify very high costs	5B1
5	Enhance Supply: High investment in road capacity	5B	New route for SH1	Tunnel Ngauranga - Wellington Road	Fatal Flaw	Insufficient demand to justify very high costs	5B2
5	Enhance Supply: High investment in road capacity	5B	New route for SH1	Tunnel Miramar – Chaffers	Fatal Flaw	Insufficient demand to justify very high costs	5B3
5	Enhance Supply: High investment in road capacity	5B	New route for SH1	a road that flows directly to Hataitai to take traffic off Vivian St	Fatal Flaw	Tunnel cost prohibitive – at grade would have adverse impacts on town belt	5B4
5	Enhance Supply: High investment in road capacity	5C	Major upgrade of waterfront route	Cut and cover the quays	Keep		5C1
5	Enhance Supply: High investment in road capacity	5C	Major upgrade of waterfront route	Bridge across harbour entrance (Eastbourne to Seatoun)	Fatal Flaw	Benefit not expected to justify extreme cost and environmental impact	5C2
5	Enhance Supply: High investment in road capacity	5C	Major upgrade of waterfront route	Bridge across harbour entrance (Port to Te Papa)	Fatal Flaw	Benefit not expected to justify extreme cost and environmental impact	5C3
5	Enhance Supply: High investment in road capacity	5D	Ancillary road upgrades (could be included with above 1A – 1C)	Widening Adelaide Road	Keep		5D1
5	Enhance Supply: High investment in road capacity	5D	Ancillary road upgrades (could be included with above 1A – 1C)	Reroute Hutt Road	Fatal Flaw	No obvious benefit to rerouting, also contrary to critical corridor resilience	5D2
5	Enhance Supply: High investment in road capacity	5D	Ancillary road upgrades (could be included with above 1A – 1C)	Grade separate key intersections	Keep		5D3
5	Enhance Supply: High investment in road capacity	5E	Dual layer city with ped/cyclists on top and cars underneath	Dual layer city with ped/cyclists on top and cars underneath	Fatal Flaw	Extreme cost, environmental and amenity impacts, lack of track record	5E1
5	Enhance Supply: High investment in road capacity	5E	Dual layer city with ped/cyclists on top and cars underneath	Sections of dual layer to separate conflict	Keep		5E2
6	Enhance supply: High investment in public transport	6A	Heavy rail upgrades north of Wellington station	Rail - increase capacity on rail network	Given		6A1
6	Enhance supply: High investment in public transport	6A	Heavy rail upgrades north of Wellington station	Rail - RS1 (i.e. GWRC rail plan)	Given		6A2
6	Enhance supply: High investment in public transport	6A	Heavy rail upgrades north of Wellington station	Rail extensions to northern growth areas	Keep	Outside study area but potentially benefits could accrue in the study area	6A3
6	Enhance supply: High investment in public transport	6A	Heavy rail upgrades north of Wellington station	Extend more lines to Porirua	Keep		6A4
6	Enhance supply: High investment in public transport	6A	Heavy rail upgrades north of Wellington station	Have a train service along the new Petone to Grenada route	Exclude	Outside scope	6A5
6	Enhance supply: High investment in public transport	6B	Heavy rail south of Wellington station/	Rail extensions to Courtenay place	Fatal Flaw	Too expensive for the likely benefits according to previous studies	6B1
6	Enhance supply: High investment in public transport	6C	Light rail through Wellington CBD	LRT to eastern suburbs/airport/hospital	Keep	Long term only	6C1
6	Enhance supply: High investment in public transport	6C	Light rail through Wellington CBD	other routes include along the quays, Taranaki street with tunnel at zoo or to other destinations north of rail station and other eastern/southern suburbs	Keep	Long term only	6C2
6	Enhance supply: High investment in public transport	6D	Light rail north of Wellington station	Johnsonville LRT/tram line	Keep	Long term only	6D1
6	Enhance supply: High investment in public transport	6E	BRT through Wellington CBD	BRT- step change provision	Given	For short to medium term	6E1
6	Enhance supply: High investment in public transport	6E	BRT through Wellington CBD	BRT with Constable Street Tunnel	Keep	For short to medium term	6E2

Theme	Theme Category	Sub Theme	Sub Theme Name	Intervention	Classification	Reason	Ref
6	Enhance supply: High investment in public transport	6F	BRT north of Wellington station	Convert Johnsonville Line to BRT	Fatal Flaw	Previously studied and found uneconomic	6F1
6	Enhance supply: High investment in public transport	6G	LRT route protection	LRT route protection	Exclude	Subsume into 6C	6G1
6	Enhance supply: High investment in public transport	6H	Complementary measures to above	Park and ride, intensification at PT nodes	Keep		6H1
6	Enhance supply: High investment in public transport	6I	Build a bus only lane or monorail down the centre of the motorway	Build a bus only lane or monorail down the centre of the motorway	Keep		6I1
7	Incremental improvements – road network	7A	Infrastructural changes	SH – grade separation between SH east-west from city north-south routes at some intersections	Keep		7A1
7	Incremental improvements – road network	7A	Infrastructural changes	Improve Basin gyratory	Keep		7A2
7	Incremental improvements – road network	7A	Infrastructural changes	Localised improvement to SH1 corridor	Keep		7A3
7	Incremental improvements – road network	7A	Infrastructural changes	Limited road widening in Berhampore	Exclude	Outside study area	7A4
7	Incremental improvements – road network	7A	Infrastructural changes	Repurpose current bus tunnel	Keep		7A5
7	Incremental improvements – road network	7A	Infrastructural changes	Repurpose current bus tunnel: Extend SH1 one way system	Exclude	Contrary to 2018 Bus network	7A6
7	Incremental improvements – road network	7A	Infrastructural changes	Infrastructure not adequate (Hataitai)	Exclude	Comment rather than intervention	7A7
7	Incremental improvements – road network	7A	Infrastructural changes	Capacity improvements (lead up to Mt Vic Tunnel)	Keep		7A8
7	Incremental improvements – road network	7A	Infrastructural changes	Access to Aotea Quay improved	Keep		7A9
7	Incremental improvements – road network	7A	Infrastructural changes	Increase capacity of streets linking to SH1	Keep		7A10
7	Incremental improvements – road network	7A	Infrastructural changes	Improve port access - to ferries	Keep		7A11
7	Incremental improvements – road network	7A	Infrastructural changes	Deal with conflict between CBD traffic, Mt Vic	Keep		7A12
7	Incremental improvements – road network	7A	Infrastructural changes	Rationalise off-ramps	Keep		7A13
7	Incremental improvements – road network	7A	Infrastructural changes	Re-widen Lambton Quay	Keep		7A14
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	Remove parking on SH, all arterial roads and PT spine. (Provide off-street parking to compensate for loss of on-street parking)	Keep		7B1
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	Invest in ITS systems to cope with congestion and delay and improve utilisation of existing road network	Keep		7B2
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	Radial Smart Corridor - ITS operated corridors to prioritise and "push" traffic by time of day to optimise local road network	Keep		7B3
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	Tidal flow on SH1	Keep		7B4
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	Allocation of lane usage to hospital/airport by time of day - technology corridors	Keep		7B5
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	ITS traffic signals	Given		7B6
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	No parking in clearways at peaks	Given		7B7
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	More clearways	Keep		7B8
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	Optimise on-street parking	Keep		7B9
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	Tidal flow on the quays	Keep		7B10
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	Tidal flow on Hutt Road	Keep		7B11
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	Limit turning movements from SH1 tunnel to tunnel	Keep		7B12
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	Work with CentrePort/KiwiRail on shunting times	Given		7B13
7	Incremental improvements – road network	7B	Use operational efficiencies to increase effective capacity of the road network.	Consideration of Aotea Quay to supplement SH1 capacity	Keep	Already functions as a significant supplementary route	7B14
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Re-allocate traffic to SH1	Keep		7C1
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Road space reallocation	Keep		7C2
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Re-prioritise modes	Keep		7C3

Theme	Theme Category	Sub Theme	Sub Theme Name	Intervention	Classification	Reason	Ref
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Address capacity of streets linking to SH1	Keep		7C4
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Review on- and off- ramp from SH1	Keep		7C5
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Limit traffic capacity improvements to SH1 only	Keep		7C6
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	De-tune quays, reduce turning movements	Keep		7C7
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Remove one-way systems (local)	Keep		7C8
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Remove one-way systems (SH)	Keep		7C9
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Lower CBD speed limit	Keep		7C10
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Detune quays strengthening active mode connectivity across quays	Keep		7C11
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Lower speed limit Evans Bay Parade	Keep		7C12
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Repurpose existing Mt Vic tunnel	Exclude	Contrary to ONRC	7C13
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Re-allocation of road space on SH1	Keep		7C14
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Re-allocation of road space on city roads	Keep		7C15
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Reclaim Vivian as city street	Keep		7C16
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Divert traffic from core CBD	Keep		7C17
7	Incremental improvements – road network	7C	Use interventions to limit traffic use on targeted parts of the road network.	Specific focus on reducing vehicle trips into CBD including Lambton Quay	Keep		7C18
7	Incremental improvements – road network	7D	Manage the network as a whole, in accordance with the NoF/hierarchy	Manage the network as one system	Given		7D1
7	Incremental improvements – road network	7D	Manage the network as a whole, in accordance with the NoF/hierarchy	SH - give effect to Network Improvement Plans and Network Operating Plan - this will allow local roads to act as feeders	Given		7D2
7	Incremental improvements – road network	7D	Manage the network as a whole, in accordance with the NoF/hierarchy	Apply road user hierarchy	Given		7D3
7	Incremental improvements – road network	7D	Manage the network as a whole, in accordance with the NoF/hierarchy	Role of State Highway - purpose for through trips	Keep		7D4
7	Incremental improvements – road network	7D	Manage the network as a whole, in accordance with the NoF/hierarchy	Enhance role of State Highway - currently people exiting at Aotea	Keep		7D5
7	Incremental improvements – road network	7D	Manage the network as a whole, in accordance with the NoF/hierarchy	Role of State Highway – Maintain role as a distributor	Keep		7D6
7	Incremental improvements – road network	7D	Manage the network as a whole, in accordance with the NoF/hierarchy	CBD - people will access CBD before getting to the Terrace Tunnel (restrict access between tunnels)	Keep		7D7
7	Incremental improvements – road network	7D	Manage the network as a whole, in accordance with the NoF/hierarchy	Function of Aotea Quay - options of getting into City	Keep		7D8
7	Incremental improvements – road network	7D	Manage the network as a whole, in accordance with the NoF/hierarchy	Is the function of Aotea Quay to provide connections within the City?	Keep		7D9
7	Incremental improvements – road network	7D	Manage the network as a whole, in accordance with the NoF/hierarchy	Improve/rationalise off ramps and accesses into the city	Keep		7D10
7	Incremental improvements – road network	7D	Manage the network as a whole, in accordance with the NoF/hierarchy	Manage conflicting modes (Kilbirnie)	Keep		7D11
7	Incremental improvements – road network	7D	Manage the network as a whole, in accordance with the NoF/hierarchy	Enhance the role of State Highway - vehicles coming out of Terrace Tunnel going south	Keep		7D12
8	Incremental improvements – Public Transport network	8A	Make more use of ferries	Airport to CBD ferry	Keep	PT to look at multiple mode options	8A1
8	Incremental improvements – Public Transport network	8A	Make more use of ferries	Ferry opportunities - Shelly Bay; Miramar Wharf	Keep	PT to look at multiple mode options	8A2
8	Incremental improvements – Public Transport network	8A	Make more use of ferries	Ferries - more wharfs, services, and better quality	Keep	PT to look at multiple mode options	8A3
8	Incremental improvements – Public Transport network	8A	Make more use of ferries	Ferry to Petone	Fatal Flaw	Trialled, more desirable options cannot be competed with	8A4
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	Park and ride at CBD edge	Keep		8B1
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	Park n Ride - Increase Supply	Keep		8B
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	Park n Ride - rail and bus	Keep		8B
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	Park n Ride - better information to let people know	Keep		8B

Theme	Theme Category	Sub Theme	Sub Theme Name	Intervention	Classification	Reason	Ref
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	Park and Ride at Ngauranga	Keep		8B
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	Park and Ride at Petone	Keep		8B
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	Park and ride at local sites	Keep		8B
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	More park and ride around suburban areas for buses	Keep		8B
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	Park and ride sites near stadium	Keep		8B
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	Park and ride at Kelburn playing field	Keep		8B
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	Park and ride integration with ferries	Keep		8B
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	Park and ride for Eastern Peninsular	Keep		8B
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	Reduce the number of park and rides spaces	Fatal Flaw	No alignment to problems	8B
8	Incremental improvements – Public Transport network	8B	Make more use of park and ride	Charging for P&R	Keep		8B
8	Incremental improvements – Public Transport network	8C	Upgrade/promote airport bus	Airport prioritised to PT - easier choice	Keep		8C
8	Incremental improvements – Public Transport network	8C	Upgrade/promote airport bus	Business Flyer potential	Keep		8C
8	Incremental improvements – Public Transport network	8C	Upgrade/promote airport bus	Mandate/promote airport bus	Keep		8C
8	Incremental improvements – Public Transport network	8D	Make PT fares and ticketing more attractive	Integrated smart ticketing for all PT	Given		8D1
8	Incremental improvements – Public Transport network	8D	Make PT fares and ticketing more attractive	Fares to encourage use	Exclude	PT fare levels outside scope	8D2
8	Incremental improvements – Public Transport network	8D	Make PT fares and ticketing more attractive	Fares (pricing high fares) invest to increase patronage e.g. rail patronage increase has meant fares haven't had to increase	Exclude	PT fare levels outside scope	8D3
8	Incremental improvements – Public Transport network	8D	Make PT fares and ticketing more attractive	Daily cap to PT charges	Exclude	PT fare levels outside scope	8D4
8	Incremental improvements – Public Transport network	8D	Make PT fares and ticketing more attractive	Remove time restrictions on Gold Card use	Exclude	PT fare levels outside scope	8D5
8	Incremental improvements – Public Transport network	8D	Make PT fares and ticketing more attractive	Free and frequent public transport in the CBD	Exclude	PT fare levels outside scope	8D6
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	Bus to south suburbs	Exclude	2018 Bus Network	8E1
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	Increase capacity on bus network	Exclude	2018 Bus Network	8E2
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	Northern suburbs PT needs to be easier and quicker	Exclude	2018 Bus Network	8E3
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	Network bus review - higher frequency; required for bus priority	Exclude	2018 Bus Network	8E4
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	Feeder routes and quality of bus infrastructure	Exclude	2018 Bus Network	8E5
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	Shoulder peak PT services around school drop-off times	Exclude	2018 Bus Network	8E6
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	Enhance PT services for ASB centre	Exclude	2018 Bus Network	8E7
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	Shuttles from Ngauranga	Exclude	Considered with Ngauranga PNR	8E8
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	PT circuit route around CBD, hop on/hop off	Exclude	2018 Bus Network	8E9
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	Grade separate public transport from road traffic, elevate or underground	Keep		8E10
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	Use alternate route than Golden Mile	Exclude	2018 Bus Network	8E11
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	Add a direct bus route between Hataitai and Newtown/Berhampore	Exclude	2018 Bus Network	8E12
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	Keep/remove the trolley buses	Exclude	Out of scope - changes to fleet motive power	8E13
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	Different types of buses (smaller, electric, double decker)	Exclude	Out of scope - changes to fleet motive power	8E14
8	Incremental improvements – Public Transport network	8E	Extend reach/coverage of bus routes	More frequent night services and keep bus route to airport until last flight has left	Exclude	2018 Bus Network	8E15

Theme	Theme Category	Sub Theme	Sub Theme Name	Intervention	Classification	Reason	Ref
8	Incremental improvements – Public Transport network	8F	Provide greater priority for buses	PT - optimise existing network for PT (increase PT priority) o Hutt Road bus lanes o SH Bus lanes o Priority lanes for more efficient users – buses o Bus lanes along Ruahine Street (Hataitai) o PT signal prioritisation - other measures (headways) o SH1 road space allocation - buses	Keep		8F1
8	Incremental improvements – Public Transport network	8G	Enhance quality of PT	Better vehicles, more frequent services, better interchange	Given	Out of scope, part of 2018 Network, train stations part of RS1 etc.	8G1
8	Incremental improvements – Public Transport network	8G	Enhance quality of PT	More attractive PT stations, stops	Given	Out of scope, part of 2018 Network, train stations part of RS1 etc.	8G2
8	Incremental improvements – Public Transport network	8G	Enhance quality of PT	Real time info faster PT journey times	Keep		8G3
8	Incremental improvements – Public Transport network	8G	Enhance quality of PT	Make public transport more dog friendly	Fatal Flaw	Service dogs already permitted, too detailed	8G4
8	Incremental improvements – Public Transport network	8H	Make more use of different modes	More cable cars and trams	Keep		8H1
8	Incremental improvements – Public Transport network	8H	Make more use of different modes	Reopen Kaiwharawhara Station	Exclude	Not identified as a benefit in RS1 etc.	8H2
8	Incremental improvements – Public Transport network	8H	Make more use of different modes	Skycabs as an alternative mode	Keep		8H3
8	Incremental improvements – Public Transport network	8H	Make more use of different modes	Provide for tuktuk-style vehicles	Exclude	Already allowed	8H4
9	Enhance alternatives to motor vehicle use	9A	Greater focus on integration between modes	Active improvements that will enhance existing connections to bus and rail hubs	Keep		9A1
9	Enhance alternatives to motor vehicle use	9A	Greater focus on integration between modes	Ferry - increase ferry links to other modes	Keep		9A2
9	Enhance alternatives to motor vehicle use	9A	Greater focus on integration between modes	Improve multi modal connections e.g. PT, ferry, train, cycle, P&R	Keep		9A3
9	Enhance alternatives to motor vehicle use	9A	Greater focus on integration between modes	Cycle provision fares Petone & Johnsonville	Exclude	Out of scope - PT fares	9A4
9	Enhance alternatives to motor vehicle use	9A	Greater focus on integration between modes	Bike racks on buses	Exclude	Trial underway 2016	9A5
9	Enhance alternatives to motor vehicle use	9A	Greater focus on integration between modes	CBD - as pedestrian environment, allowing public transport only	Keep		9A6
9	Enhance alternatives to motor vehicle use	9A	Greater focus on integration between modes	Airport demand management - airport PT improvement	Keep		9A7
9	Enhance alternatives to motor vehicle use	9A	Greater focus on integration between modes	Parking buildings - Increase supply on outskirts of CBD with park n ride from these	Keep		9A8
9	Enhance alternatives to motor vehicle use	9B	Walking - infrastructure	Enhanced pedestrian weather protection from station - other PT hubs o extend underground walkway from rail station to IRD building and Molesworth street	Keep		9B1
9	Enhance alternatives to motor vehicle use	9B	Walking - infrastructure	Cut and cover trenching of quays to facilitate pedestrian movement, Post Office Square to Lagoon	Keep		9B2
9	Enhance alternatives to motor vehicle use	9B	Walking - infrastructure	NIWA to Shelly Bay facility bridge	Fatal Flaw	Cost prohibitive for potential benefits, adverse environment impact	9B3
9	Enhance alternatives to motor vehicle use	9B	Walking - infrastructure	Tory Street shared space similar to Fort Street Auckland, including relocating traffic generators	Keep		9B4
9	Enhance alternatives to motor vehicle use	9B	Walking - infrastructure	Extend Cuba Street pedestrianised area further south	Keep		9B5
9	Enhance alternatives to motor vehicle use	9B	Walking - infrastructure	Install travellers in CBD and to waterfront	Keep		9B6
9	Enhance alternatives to motor vehicle use	9C	Walking - management	More pedestrian countdown timers at crossings	Given	Minor improvements already been rolled out	9C1
9	Enhance alternatives to motor vehicle use	9C	Walking - management	Provide green waves for pedestrians	Keep	For single intersection diagonal movements	9C2
9	Enhance alternatives to motor vehicle use	9D	Cycling - infrastructure	Cycle facility Hutt Road - links to Petone, links to Johnsonville	Given	Part of UCP	9D1
9	Enhance alternatives to motor vehicle use	9D	Cycling - infrastructure	Improve cycle infrastructure Kent/Cambridge Terrace	Keep		9D2
9	Enhance alternatives to motor vehicle use	9D	Cycling - infrastructure	Cycle parking provisions	Keep		9D3
9	Enhance alternatives to motor vehicle use	9D	Cycling - infrastructure	Cycle lanes/infrastructure across the network and look at having them on "quieter streets", encourage local trips	Keep		9D4
9	Enhance alternatives to motor vehicle use	9D	Cycling - infrastructure	Connected cycling corridors and separate cycle lanes (e.g. to Hataitai, through Newtown, and Miramar)	Keep		9D5
9	Enhance alternatives to motor vehicle use	9D	Cycling - infrastructure	Opposed to cycling priority and infrastructure	Exclude	Out of scope - contrary to Urban Growth Plan and UCP	9D6
9	Enhance alternatives to motor vehicle use	9E	Cycling - management	Provide for greater use of electric bikes	Exclude	No special facilities are required	9E1
9	Enhance alternatives to motor vehicle use	9E	Cycling - management	Bike allocation of road space, especially in flat areas	Keep		9E2
9	Enhance alternatives to motor vehicle use	9E	Cycling - management	Traffic calming on round the bays route with cycle lane	Exclude	Part of UCP	9E3
9	Enhance alternatives to motor vehicle use	9E	Cycling - management	Cycling green waves and priority	Keep		9E4
9	Enhance alternatives to motor vehicle use	9E	Cycling - management	Banning cyclist from CBD	Exclude	Out of scope - contrary to Urban Growth plan and UCP	9E5
9	Enhance alternatives to motor vehicle use	9E	Cycling - management	Make tandem bikes and segways more readily available (e.g. hire scheme)	Keep		9E6
9	Enhance alternatives to motor vehicle use	9F	Walking and cycling infrastructure	Address conflict at SH1 (west end connections to Aro Valley and Brooklyn) - grade separate pedestrians/cyclists	Keep		9F1
9	Enhance alternatives to motor vehicle use	9F	Walking and cycling infrastructure	More pedestrian/cyclist grade separation	Keep		9F2
9	Enhance alternatives to motor vehicle use	9F	Walking and cycling infrastructure	Cobham Drive - cycleway, (Kilbirnie)	Exclude	Out of Scope - Part of UCP	9F3
9	Enhance alternatives to motor vehicle use	9F	Walking and cycling infrastructure	Multimodal connections across Cobham Drive to indoor centre	Keep		9F4
9	Enhance alternatives to motor vehicle use	9F	Walking and cycling infrastructure	Hutt Road Signals - pedestrian/cycle access facilities	Exclude	Out of Scope - Part of UCP	9F5

Theme	Theme Category	Sub Theme	Sub Theme Name	Intervention	Classification	Reason	Ref
10	Resilience-specific	10A	Resilience issues	CBD - major economic driver for region but isn't very resilient	Exclude	Comment only - not an intervention. Consideration given in regional resilience PBC and lifelines work. Any investment will still need to be resilient or have resilience considerations	10A1
10	Resilience-specific	10A	Resilience issues	CBD business continuity issue - need to invest in its resilience	Exclude	Comment only - not an intervention. Consideration given in regional resilience PBC and lifelines work. Any investment will still need to be resilient or have resilience considerations	10A2
10	Resilience-specific	10A	Resilience issues	Cobham Drive resilience investment (sea level rise/liquefaction)	Exclude	Comment only - not an intervention. Consideration given in regional resilience PBC and lifelines work. Any investment will still need to be resilient or have resilience considerations	10A3
10	Resilience-specific	10A	Resilience issues	Hospital as key no.1 recovery location - network resilience	Exclude	Comment only - not an intervention. Consideration given in regional resilience PBC and lifelines work. Any investment will still need to be resilient or have resilience considerations	10A4
10	Resilience-specific	10A	Resilience issues	Resilience - very susceptible, bridges, hotspots	Exclude	Comment only - not an intervention. Consideration given in regional resilience PBC and lifelines work. Any investment will still need to be resilient or have resilience considerations	10A5