

## Long List Workshop

<b>Time:</b>	10:00am – 1:00pm	
<b>Date:</b>	Wednesday 7 March 2018	
<b>Location:</b>	NZTA, L5, Majestic Centre, Willis St	
<b>Attendees:</b>	Facilitator Project Director GW Regional Transport Manager NZTA Principal Transport Planner WCC Transport Strategy Manager Programme Development Team Lead LGWM Engagement Lead	GW Transport Modeller GW Senior Transport Planner Consultant – 41 South WCC Principal Transport Planner WCC Senior Transport Planner NZTA Senior Transport Planner
<b>Apologies / Circulation</b>	Stantec Consultant	

## Workshop Notes

Item	Notes	Who	Due Date
<b>1.0</b>	<b>Introduction</b>		
1.1	<p><b>Workshop purpose and format</b> The purpose of the workshop was to assess the long list of programmes against the Project Objectives and associated KPIs, and to select a number of programmes for short listing. The workshop was attended by officers representing the various subject matters covered by the KPIs, the Project Director and the Project Engagement Manager. The workshop was facilitated by the Stantec Facilitator who is not directly involved in the programme development or evaluation and had a neutral stance towards the various programme options.</p> <p>A long list of ten programmes was circulated in advance of the workshop. This included a description of the various investment packages and how these were combined to generate different programmes. It also included examples of the types of specific interventions that could be put forward as part of the programmes.</p> <p>An eleventh programme was added to the original ten prior to the workshop commencing. This programme was not circulated in advance. The purpose of adding this programme was to widen the range of programmes considered by including an option without a step change in PT but with more road capacity.</p> <p>The NZTA Senior Transport Planner presented the eleven programmes and explained the differentiators between them.</p> <p>Illustrative maps showing the geographic distribution of the interventions for each programme were provided.</p> <p>The Stantec Consultant, the leader of the Evaluation team, had undertaken a preliminary scoring of the eleven programmes ahead of the workshop and documented his assumptions. This was provided to the workshop participants and used as a starting point for discussion. Workshop participants were split into 3 groups of 4. Each group was allocated KPI's relevant to the group's expertise.</p>		

	Each group reviewed the preliminary scoring, noted divergences and reasons																																																																																																																															
<b>1.2</b>	<b>Urban growth</b> The Project Director noted that the LGWM Board expected the programme assessment to reflect the City's urban growth objectives. It was agreed that an additional KPI, with an interim label 'Urban development potential' would be added to the ten KPIs of the approved Evaluation Framework.																																																																																																																															
<b>2.0</b>	<b>Long List Evaluation</b>																																																																																																																															
<b>2.1</b>	<p><b>Programme Options</b> The first question put to the workshop participants was whether any programmes were missing from the long list of eleven.</p> <p>It was agreed that one additional option was required to reflect the proportion of the engagement feedback that favoured an 'Option D+' ie step change in PT plus road capacity improvements but without the Terrace Tunnel duplication. Adding a pricing option, this gave rise to the two following programmes:</p> <ul style="list-style-type: none"> <li>• Programme 12 – Mass Rapid Transit with some network capacity increases (Mt Vic / Ruahine Street / Basin)</li> <li>• Programme 13 – As 12 with Pricing</li> </ul> <p>The programmes forming the long list are made up of the following combination of packages:</p> <table border="1"> <thead> <tr> <th rowspan="2">Programme Element</th> <th colspan="13">Post-workshop Long list Programme Options</th> </tr> <tr> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> <th>7</th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> </tr> </thead> <tbody> <tr> <td>Kick Start: Priority for PT and active modes in the central city</td> <td>X</td> </tr> <tr> <td>Distributed bus priority / bus lanes</td> <td></td> <td></td> <td>X</td> <td>X</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Mass Rapid Transit with supporting infrastructure</td> <td></td> <td></td> <td></td> <td></td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td></td> <td>X</td> <td>X</td> </tr> <tr> <td>Infrastructure to reduce conflict and increase amenity in Te Aro</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> </tr> <tr> <td>Increased capacity: Basin / Mt Vic / Ruahine only</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> </tr> <tr> <td>Increased capacity: Terrace Tunnel and motorway</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>X</td> <td>X</td> <td>X</td> <td></td> <td></td> </tr> <tr> <td>Pricing to manage demand</td> <td></td> <td>X</td> <td></td> <td>X</td> <td></td> <td>X</td> <td></td> <td>X</td> <td></td> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </tbody> </table>	Programme Element	Post-workshop Long list Programme Options													1	2	3	4	5	6	7	8	9	10	11	12	13	Kick Start: Priority for PT and active modes in the central city	X	X	X	X	X	X	X	X	X	X	X	X	X	Distributed bus priority / bus lanes			X	X										Mass Rapid Transit with supporting infrastructure					X	X	X	X	X	X		X	X	Infrastructure to reduce conflict and increase amenity in Te Aro							X	X	X	X	X	X	X	Increased capacity: Basin / Mt Vic / Ruahine only									X	X	X	X	X	Increased capacity: Terrace Tunnel and motorway									X	X	X			Pricing to manage demand		X		X		X		X		X			X		
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2.2	<p><b>Long list scoring and assumptions</b></p> <p>Some of the assumptions behind the KPI scoring are:</p> <p>KPI 1 Pedestrian and PT travel times</p> <ul style="list-style-type: none"> <li>• Pedestrians – The Kick Start Package (common to all) provides a significant improvement to pedestrian travel times. As a general rule, mass transit / LRT, Te Aro and pricing further improve pedestrian travel times, as does Mt Vic Tunnel duplication.</li> <li>• PT - Similar to pedestrians, the Kick Start Package provides a good starting point, with mass transit / LRT and pricing further improving the score; note that both the mass transit options were scored the same as one option provides medium improvement across wide area with LRT option providing high improvement but across a smaller area (with smaller improvements elsewhere)</li> <li>• Highway-only (Prog. 11) scores poorly as only provides new link through Mt Vic; assumed that increase in vehicles / conflicts elsewhere would result in decline in pedestrian LoS</li> </ul> <p>KPI 2 Travel time reliability (all modes)</p> <ul style="list-style-type: none"> <li>• Kick Start Package provides limited improvement in PT reliability (due to limited priority measures) but consequently would have limited impact on car travel times.</li> <li>• Mass transit / LRT is assumed to be more positive as modal shift from car to PT could potentially mitigate some of the deterioration in car travel times on key corridors as result of road-space reallocation from car to PT.</li> <li>• Te Aro on its own has minor impact on travel time reliability as full benefits would only be gained if combined with Basin, Mt Vic / Terrace Tunnel</li> <li>• Pricing has significant impact as has potential to manage demand and deliver optimum travel times across all modes.</li> <li>• Highway capacity only provides significant benefits for general traffic; whilst highway capacity could provide minor benefits (at most) for PT at the outset through removal of conflicts, this is likely to be eroded through time by induced traffic resulting from the highway capacity improvement</li> </ul> <p>KPI 3 Number of pedestrians and cyclists</p> <p>As Walking and Cycling improvements are included in the Kick Start Package, this was scored as a 2 for all non-pricing options (except 11) and 3 for pricing options. Point difference to reflect impact of pricing - financial incentive to change mode. Programme 11 only exception as roading focus thought to encourage car use hence lower score of 0.5</p> <p>KPI 4 Improved safety (all modes)</p> <p>Safety considered to incrementally improve with each stage of investment and also with Pricing as encourages greater use of PT. 0.5 incremental improvements allowed. Option 11 scored at 1 as no PT enhancements.</p> <p>KPI 5 Amenity index</p> <p>In order to achieve a significant shift in the amenity index some change in width is required, be it reduction in number of road lanes or a widening of pavements/pavers/green space. Pricing expected to give a benefit of half a point at most as it may reduce the number of vehicles in some locations.</p> <p>KPI 6 Ratio of people to vehicles entering the CBD</p> <ul style="list-style-type: none"> <li>• Kick Start Package improves ratio as it includes a significant programme of pedestrian / cycle improvements alongside PT improvements</li> <li>• Mass transit, LRT and pricing provide further incremental improvements</li> <li>• Highway capacity only improvements score a negative as ratio of people</li> </ul>		
3.0	<b>Short List Identification</b>		

3.1	<p><b>Fatal Flaws</b></p> <p>No programme was considered to be fatally flawed and therefore none was discarded on this basis.</p>		
3.2	<p><b>Exclusions</b></p> <p><b>Pricing</b> It was agreed that pricing should be a sensitivity test only and not the basis for separate programmes. <b>Programmes 2, 4, 6, 10 and 13</b> were therefore excluded from the shortlist.</p> <p><b>Project objectives</b> <b>Programme 11</b>, which increases road capacity without a step change in public transport provision, was excluded from the shortlist on the basis that it would not deliver against the project objective of “reducing reliance on private vehicle travel”.</p> <p><b>Step change in public transport</b> The engagement feedback has identified a clear need for a significant investment (or ‘step change’) in public transport. It was agreed that either Programme 1 could not deliver such a step-change or that if it was amended so it could deliver well across the investment objectives, it would be very similar to Programme 3. As such, <b>Programme 1</b> and Programme 3 were combined, noting that the way in which they would be developed and assessed moving forward was likely to be similar.</p> <p><b>Relationship between Te Aro and wider network improvements</b> It was agreed that relocating SH1 from Vivian Street to Karo Drive and possibly undergrounding SH1 in both directions along the Karo Drive alignment is reliant on changes to the Basin Reserve and wider road network. For this reason, <b>Programme 7</b>, which excludes wider network capacity improvements, was excluded from the shortlist.</p>		
3.3	<p><b>Short List Programmes</b></p> <p>Through the process of programme exclusion (see 3.2 above), the following programmes were identified to form the shortlist for evaluation:</p> <ul style="list-style-type: none"> <li>• <b>Programme 3: BRT system along three core routes.</b> This includes a high level of investment in three core public transport routes - Airport to Johnsonville, Island Bay to Karori, Miramar to CBD via Newtown - with 24/7 bus lanes where space permits and signal priority at all significant intersections. This option includes two dedicated spine routes through the CBD - Golden Mile and Waterfront - with high levels of priority and segregation for public transport. Includes pricing as a sensitivity test.</li> <li>• <b>Programme 5: LRT-like single spine with supporting bus improvements.</b> Provision of a single high quality, mass rapid transit primary spine from Wellington Station to Newtown, Kilbirnie, Miramar and Airport that is fully segregated from general traffic as far as possible and receives full priority at all signalised intersections along the route. The level of investment on the Karori to Wellington Station and Johnsonville to Wellington Station corridors is identical to Programme 3, with slightly lower levels of investment on alternative corridors to the southern / eastern suburbs (such as Hataitai tunnel, Newtown to Island Bay) compared to Programme 3. This presents options for how to stage implementation. Includes pricing as a sensitivity test.</li> <li>• <b>Programme 12: LRT-like (Programme 5) with some network capacity improvements.</b> This includes capacity improvements at the Basin, Mt Victoria Tunnel duplication and Ruahine Street widening. This programme also includes amenity and severance improvements through Te Aro (no increase in SH1</li> </ul>		

	<p>capacity through Te Aro, just a relocation of current capacity). Includes pricing as a sensitivity test.</p> <ul style="list-style-type: none"> <li>• <b>Programme 9: LRT-like (Programme 5) with wider network capacity improvements.</b> This includes more capacity improvements than Programme 12 e.g. SH1 Ngauranga to Aotea Quay, SH1 on-ramp and off-ramps, Terrace Tunnel, SH1 through Te Aro, Basin improvements, Mt Victoria Tunnel duplication and Ruahine Street widening. Includes pricing as a sensitivity test. Also test without Ngauranga to Aotea Quay and Terrace Tunnel capacity improvements.</li> </ul> <p>All short list programmes include:</p> <ul style="list-style-type: none"> <li>• <b>Kick Start Package</b> as a first stage - improving priority for buses on key routes, improving walkability and creating more people-focused spaces in the central city, and creating a network of safe cycleways throughout the central city.</li> <li>• <b>Early Improvements</b> - optimising operation of existing infrastructure, including lowering speeds in the central city</li> </ul>		
4.0	<b>Next Steps</b>		
4.1	<p><b>Modelling approach</b></p> <p>There is a need to first assess the two public transport investment options as these may lead to different interventions in the wider network. The team will therefore start modelling Programme 3 and Programme 5. This is likely to expose impacts in terms of road space reallocation, which will feed into the pricing sensitivity test and infrastructure tests.</p> <p>Pricing testing will focus on the impact that a given reduction in traffic volumes might have upon highway travel times / reliability (i.e what might you need to do on top of mass transit to preserve / improve some of the highway KPIs). Similarly, the infrastructure testing will look at a kind of alternative future to understand what level of growth in car trips (building on mass transit) would be required to justify consideration of highway infrastructure investment to preserve / improve highway KPIs.</p> <p>The modelling work is expected to produce a range of outputs that will inform some of the trigger point / phasing discussions.</p>		
4.2	<p><b>Key Performance Indicators (KPI's)</b></p> <p>It was noted that more work is required on the 'Urban development' KPI.</p>		
5.0	<b>Attachments</b>		
5.1	<b>Long List Workshop Presentation</b>		
5.2	<b>Long List Programme Options Posters</b>		
5.3	<b>Long List Scoring</b>		
5.4	<b>Short List Programme Options</b>		