

## Purpose

This note explains how potential interventions that might be candidates for inclusion in the Let's Get Wellington Moving (LGWM) scenarios and programme options were initially generated, included in categories of similar interventions and screened.

In this context, “interventions” means possible ways to improve transport in the study area, ranging from detailed modifications to the network to strategic transport infrastructure and policy or land-use changes.

## Workshop and Attendees

The source of an initial 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 alliance participants were drawn from the organisations' professional disciplines covering transport strategy, transport traffic management, public transport planning, active mode specialists, urban planners, engineers and communication specialists.

The brief of the participants was to generate as wide a set of potential interventions as possible (“blue sky”) to address the problems established through the project Investment Logic Map (refer to Appendix 1). The interventions were not assessed at the workshop, as the aim was to maximise possible ideas for later consideration.

## Problems

The problems which the interventions needed to respond to were identified by the project ILM<sup>1</sup>. These were:

- Severe congestion leads to unreliable and increased journey times suppressing economic productivity
- Too many vehicles and competing demands undermine central city liveability and competitiveness
- Conflict between users in limited corridor spaces erodes safety and service levels
- Lack of system resilience result in disproportionate vulnerability to disruption and change

To ensure that all participants had a common understanding of the problems, the early part of the workshop was used to examine their components and to review the evidence behind the problems at a high level. Specialists within the group contributed their knowledge to amplify the evidence where required.

Following the workshop, all of the ideas were assembled in a simple database, with duplicates removed.

## Categories

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 set of categories adopted was:

- Land-use Intensification
- Land-use Dispersal
- Manage Demand: Financial
- Manage Demand: Non-financial
- Enhance Supply: High investment in road capacity
- Enhance Supply: High investment in public transport
- Incremental Improvements: Road network
- Incremental Improvements: Public Transport network

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<sup>1</sup> It is noted that the problem statements and their interpretation are yet to be confirmed in the LGWM interim report.

- Enhance Interventions to motor vehicle use
- Resilience-specific

## Evaluation of Interventions

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. The large majority were classified as 'keep' i.e. candidates for inclusion in the scenarios and long-list programme options.

The possible reasons not to consider an idea further were:

- **Fatal Flaw** – 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** – Outside the project scope or not an intervention that could be influenced by the project.
- **Given** – An intervention that had already been committed.

The scope document summary is shown in Appendix 2. Some of the givens and out of scope matters were:

### Givens:

- Recognition of the Wellington CBD as the regional growth engine
- Implementation of Wellington public transport network in 2018
- Provision of high capacity buses on the Golden Mile
- Provision of integrated public transport ticketing
- Better public transport in the short to medium term will rely on BRT
- Urban cycleways programme
- One Network Road Classification hierarchy

### Out of scope:

- Laneways projects
- PT fleet motive power and fare review

## Additional Interventions

Following the classification of the workshop ideas, a further set of potential interventions was considered and any different ideas were assessed and added to the workshop list, with the appropriate classification. 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.

The current draft list of possible interventions, by category, is shown in Appendix 3. Additional interventions are anticipated to become available for crosscheck and inclusion as the LGWM engagement workstream progresses.

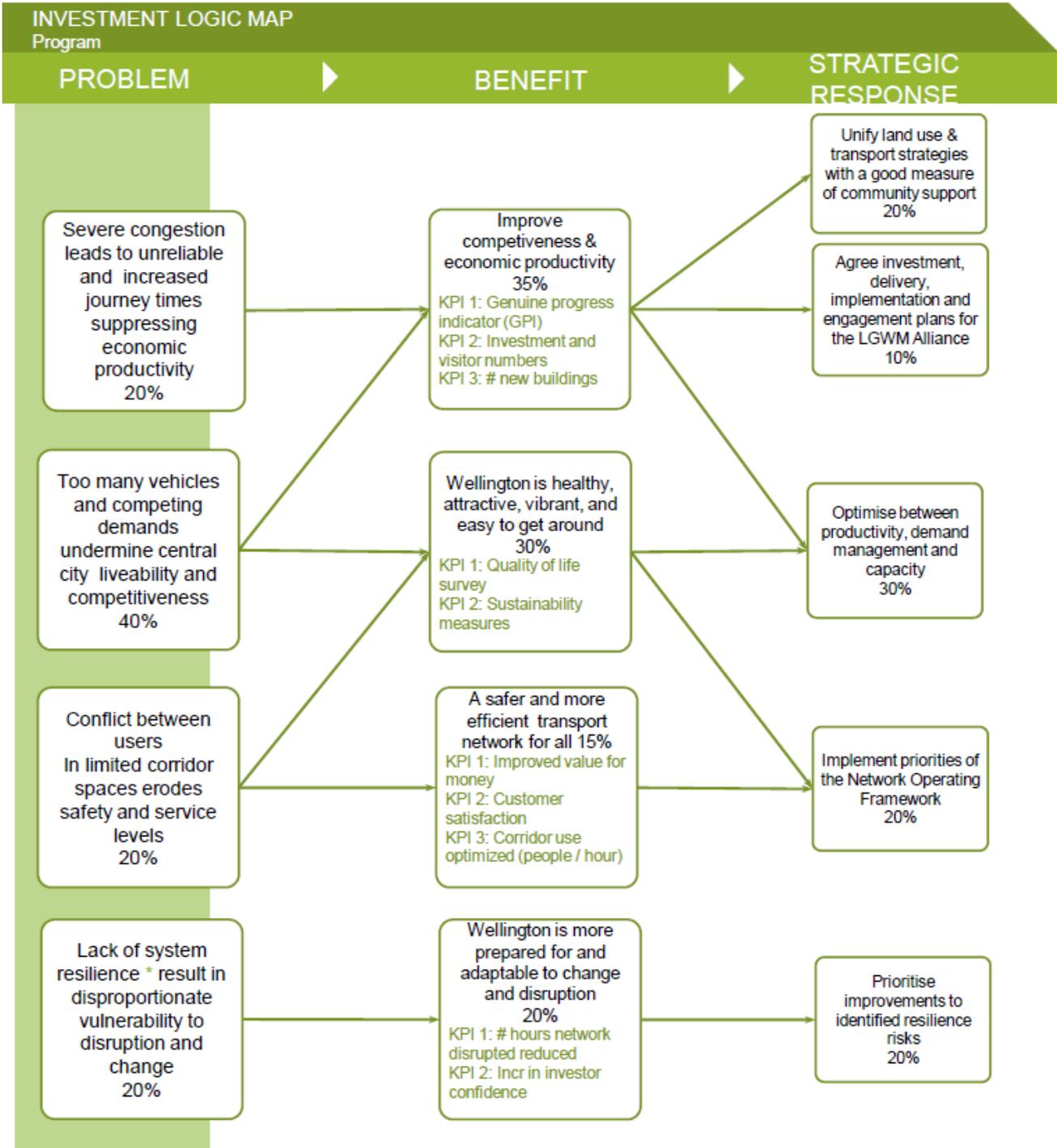
## Appendix 1

Investment Logic Map

'Let's Get Wellington Moving' Project Partners

# Getting Wellington Moving between Ngauranga and the Airport

A unified transport approach to a more liveable Wellington



Investor: Deb Hume on behalf of N2A Project Partners  
Facilitator: Graham Spargo  
Accredited: No

Version no: 0.5  
Initial Workshop: 5/08/2016  
Last modified by: Graham Spargo 5/08/2016  
Template version: 5.0

## Appendix 2

Scope of work

<http://getwellymoving.co.nz/assets/Documents/Scenario-Development/Scope-of-Work.pdf>

## Appendix 3

Intervention Long List Screen

<http://getwellymoving.co.nz/assets/Documents/Scenario-Development/The-230-Draft-Interventions.pdf>