**Designing quick build walk, bus and bike improvements in Wellington**

In June 2021 Wellington City Council committed to a rapid roll-out of a bike network within the first three years of the Long Term Plan. In order to act swiftly, a programme of transitional improvements was developed with the aim to use lower cost and adaptable designs to get a connected network in place relatively cheaply and quickly until permanent changes can be made in the future. Since approval, eleven projects comprising approximately 50km are underway with five of these already partially or fully installed. This presentation will outline the challenges, successes and lessons learnt by a design team through the programme so far.

The transitional cycleways programme involves reallocating road space mostly within the kerb to kerb space of existing streets to accommodate cycle facilities as well as other improvements for people walking or taking the bus. Reallocating space has been challenging in Wellington’s constrained inner city environments and hill suburbs, where travel options often compete for space. Because of this, many sections have required compromises from design standards whilst still striving for a safe and connected transport network.

The programme differs from traditional approaches by; only considering options that can be delivered within the kerb to kerb space of existing streets; reducing the number of design review gates; minimising the civil work using transitional materials; and using professional judgement to accept design compromises.

The design team developed innovative design solutions that balance users’ needs within the local context. Design tools like bus stop bypasses, in-lane bus stops, diagonal bike crossings and hook turns were introduced with a range of success that will be described in the presentation.

This presentation will be valuable for transport planners, designers and decision makers wanting to rapidly improve their town or city for people walking, cycling or taking the bus.

(297 words)

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***Sub-themes***

*Innovation design and delivery*

*Cycling*