

												
	<b>Accessible, healthy and safe</b>	<b>Better public transport</b>	<b>Clean and green</b>	<b>Compact city</b>	<b>Demand and supply</b>	<b>Future-proof and resilient</b>	<b>Past, present, future</b>	<b>Predictable travel times</b>	<b>Set in nature</b>	<b>Growth</b>	<b>Travel choice</b>	<b>Wider View</b>
	<i>Be socially inclusive and recognise the personal safety, access and health needs of all.</i>	<i>Significantly enhance public transport and increase its use.</i>	<i>Improve environmental outcomes for Wellington city and the region.</i>	<i>Reclaim urban space to support a people-centred, compact and livable city.</i>	<i>Recognise that we need to do more than just build infrastructure and consider a range of ways to manage travel demand and supply across the network.</i>	<i>Provide a transport system that is adaptable and future-proofed for urban, transport and freight growth and resilient to natural hazards and climate change.</i>	<i>Respect the importance of character and heritage in New Zealand's capital city.</i>	<i>Significantly reduce the impact of congestion on journey time predictability for all, at all times.</i>	<i>Ensure that Wellington city remains safe and attractive, set in nature and connected to the harbour.</i>	<i>Encourage continued economic growth and support population growth and intensification of Wellington city as the economic engine of the region.</i>	<i>Provide better transport choices for Wellington city and the region.</i>	<i>Recognise that there is a wide range of benefits to be realised from integrating urban form and transport thinking, and that increased value should not be measured by cost alone.</i>
<b>SCENARIO A</b>	Less traffic and slower traffic speeds in the core CBD; easier and safer to walk and cycle.	Quicker, more reliable public transport journeys along Golden Mile; but limited to small part of the network. A small increase in public transport use.	Air quality benefits along the Golden Mile due to reduced traffic. No significant change to greenhouse gas emission at a regional level.	Improved walkability and more space for people - Golden Mile and Lower Cuba.	Ways to manage travel demand will be considered under all scenarios.	No notable contribution in this area	No impact on heritage items and minimal building demolition.	Some improvement in bus reliability during peak times; but no notable change in travel time reliability overall.	More green space, trees and public open space in the central city.	No notable contribution in this area	Public transport, walking/cycling are better options in the CBD; but reduced access for private vehicles.	Improving the city as a place for people, and valuing the wider benefits of integrating transport and urban form is important under all scenarios.
<b>SCENARIO B</b>	Less traffic and slower traffic speeds in the core CBD; easier and safer to walk and cycle, including from the south and east.	Significantly quicker and more reliable journeys by public transport via mass transit to the south and east. A significant increase in public transport use.	Air quality benefits along the Golden Mile/central area due to reduced traffic. No significant change to greenhouse gas emission at a regional level.	Improved walkability and more space for people - Golden Mile and Lower Cuba. Supports growth and urban renewal in Adelaide Road area.	Ways to manage travel demand will be considered under all scenarios.	A more resilient, multi-modal connection to the south and east; via mass transit, separating traffic movements, and additional lanes allow quicker recovery after an unplanned event.	Likely to require some demolition of, relocation of, or impact on heritage items (buildings, trees, areas). Opportunities to enhance the built environment via less traffic.	Less traffic congestion and delays due to significantly more people taking public transport and improved flows through Basin and Mt Vic/Ruahine St.	More green space, trees and public open space in the central city; but impacts town belt land along Ruahine Street.	Improved access to hospital and airport. Supports growth and urban renewal in Adelaide Road area.	Unlocks mass transit; improved transport options for all to/from the south and east – but reduced access for private vehicles in CBD.	Improving the city as a place for people and valuing the wider benefits of integrating transport and urban form, is important under all scenarios.
<b>SCENARIO C</b>	Less traffic and lower traffic speeds in the core CBD; easier and safer to walk and cycle, including from the south and east and through Te Aro.	Significantly quicker and more reliable journeys by public transport via mass transit to the south / east, and through Te Aro. A significant increase in people travelling by public transport, despite some offset from improved car journeys.	Air quality benefits along the Golden Mile/central area due to reduced traffic. No significant change to greenhouse gas emission at a regional level.	Improved walkability and more space for people throughout the central city. Unlocks urban regeneration in Te Aro and enables more people to live closer to, and support, a vibrant city centre.	Ways to manage travel demand will be considered under all scenarios.	A much more resilient network through Wellington city; including additional capacity and a safer alignment for SH1 along Karo Drive.	Likely to require some demolition of, relocation of, or impact on heritage items (buildings, trees, areas). Opportunities to enhance the built environment via less traffic in city centre and urban revitalisation in Te Aro.	Less traffic congestion due to significantly more people taking public transport, improved flows through Basin and Mt Vic/Ruahine St, and reduced conflicts for all modes through Te Aro.	More green space, trees and public open space in the central city; but impact on town belt along Ruahine St, and potential visual amenity/severance impacts through Basin and Te Aro.	Improved access to hospital and airport. Urban renewal in Te Aro provides for many more people to live, work, shop and play. Major corridors move many more people.	Unlocks mass transit; improved transport options for all to/from the south and east through Te Aro - but reduced access for private vehicles in CBD.	Improving the city as a place for people and valuing the wider benefits of integrating transport and urban form, is important under all scenarios.
<b>SCENARIO D</b>	Less traffic and lower traffic speeds in the core CBD; easier and safer to walk and cycle, including from the south and east and through Te Aro; traffic is attracted to SH1 route allowing enhanced access to the Waterfront.	Significantly quicker and more reliable journeys by public transport via mass transit to the south / east; and through Te Aro. A significant increase in people travelling by public transport, but some offset from improved car journeys.	Air quality benefits along the Golden Mile/central area due to reduced traffic. No significant change to greenhouse gas emission at a regional level.	Improved walkability; enhanced access to waterfront; more space for people throughout the central city. Unlocks urban regeneration in Te Aro and enables more people to live closer to, and support, a vibrant city centre.	Ways to manage travel demand will be considered under all scenarios.	A much more resilient network with additional capacity through Terrace Tunnel and safer alignment for SH1 along Karo Dr. Reduced capacity along the Quays but additional capacity on motorway and improved access to Port.	Likely to require some demolition of, relocation of, or impact on heritage items (buildings, trees, areas). Opportunities to enhance the built environment via less traffic in city centre and urban revitalisation in Te Aro.	Less traffic congestion due to significantly more people taking public transport, improved flows through Basin and Mt Vic/Ruahine St, and reduced conflicts for all modes through Te Aro.	More green space, trees and public open space in the central city and enhanced access to the waterfront; but impact on town belt along Ruahine St, and potential visual amenity/severance impacts through Basin and Te Aro.	Improved access to hospital, airport, and the Port. Urban renewal in Te Aro provides for many more people to live, work, shop and play. Major corridors move many more people.	Unlocks mass transit; improved transport options for all through the Ngauranga to Airport corridor - but reduced access for private vehicles in CBD.	Improving the city as a place for people and valuing the wider benefits of integrating transport and urban form, is important under all scenarios.

