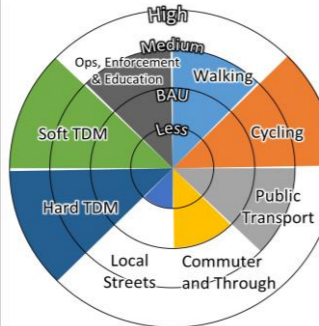
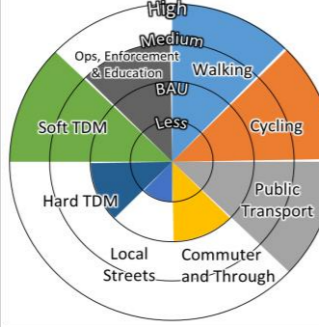




Scenario Emphasis	Scenario	Scenario Vision	How to Realise the Vision (High, Medium, BAU, Less than BAU)								
			Walking	Cycling	Public Transport	Commuter and Through	Local Streets	Hard TDM	Soft TDM	Operations, Enforcement and Education	
Reliability and Economic Productivity	A	An economically productive and inclusive city has a high level of motorised and public transport mobility, allowing its citizens and employees convenient, direct and rapid access to all parts of the city and wider region. Any excess demand to the city centre is self managed.		Less than BAU Removal of some pedestrian and cycling facilities	Less than BAU Removal of some pedestrian and cycling facilities	High High BRT - multiple routes, new corridors where necessary	High Terrace Tunnel Duplication Mt Vic Tunnel Duplication High capacity high LoS SH1 from Ngauranga to Airport Grade separation between SH1 and key arterial routes	High Widening of key arterials e.g.. Adelaide Road, Waterfront Quays, Kent/Cambridge Improving and maintaining access within the city Increasing general traffic priority Removal of some pedestrian and cycling facilities More on street parking and improved parking supply	Less than BAU Maintain/reduce parking pricing	Less than BAU	Medium Strong enforcement of clearways Good information for travellers Parking information Well managed roadworks
	B	An economically productive, modern city has very high standards of pedestrian connectivity and a high quality environment, especially in its city centre. The city is served with a very effective public transport system, while the roads have sufficient capacity for essential traffic.		High Improved connectivity to outer CBD with more dedicated crossing and pedestrian priority Traffic calming and shared space creation on pedestrian preferred routes Grade separation at busy locations	Medium Reallocation of space to dedicated bike routes connecting the commuter corridors Increased supply of cycle parking/facilities Bike sharing schemes	High High BRT - multiple routes, use of existing road corridors New PNR and increased capacity for existing - strong linkages to rail and bus High levels of priority on non-BRT routes	Medium Some capacity improvements SH1 from Ngauranga to Airport Improve Gyratory at Basin Reserve Reduced turning volumes on Vivian Street Reduction of parking from SH1 Rationalise access points to improve flow Restrict access to facilitate an increased speed limit Improved SH1 management by time of day	BAU	BAU	High Full suite of soft TDM measures	Medium Strong enforcement of clearways Good information for travellers Parking information Well managed roadworks
	C	An economically productive city has an effective, high capacity strategic road and public transport network, with a vibrant people-focused city centre.		Medium Improved connectivity to outer CBD with more dedicated crossing and pedestrian priority Traffic calming and shared space creation on pedestrian preferred routes	BAU	High High BRT - multiple routes, use of existing road corridors New PNR and increased capacity for existing - strong linkages to rail and bus High levels of priority on non-BRT routes	High Terrace Tunnel Duplication Mt Vic Tunnel Duplication High capacity high LoS SH1 from Ngauranga to Airport Reduced access/restricted turning movements for local traffic	Less than BAU Restricted motorised traffic movements and capacity where parallel to a strategic route Reallocation of space to public transport Detune waterfront route for alternative modes and improved connectivity	BAU	High Full suite of soft TDM measures	Medium Strong enforcement of clearways/bus lanes Good information for travellers Parking information Well managed roadworks
	D	An economically productive city has a high level of motorised mobility and good public transport, allowing its citizens and employees convenient and direct access to most parts of the city and wider region.		Less than BAU Removal of some pedestrian and cycling facilities	Less than BAU Removal of some pedestrian and cycling facilities	Medium Bus priority enhancements Some PNR improvements at priority locations	High Terrace Tunnel Duplication Mt Vic Tunnel Duplication High capacity high LoS SH1 from Ngauranga to Airport Grade separation between SH1 and key arterial routes	High Widening of key arterials e.g.. Adelaide Road, Waterfront Quays, Kent/Cambridge Improving and maintaining access within the city Increasing general traffic priority Removal of some pedestrian and cycling facilities More on street parking and improved parking supply	BAU	High Full suite of soft TDM measures	Medium Strong enforcement of clearways/bus lanes Good information for travellers Parking information Well managed roadworks
	E	A productive, economically rational city has very high standards of pedestrian connectivity and a high quality environment, especially in its city centre. The city is served with a very effective public transport system, while road use is managed with advanced systems to ensure availability for essential traffic.		High Improved connectivity to outer CBD with more dedicated crossing and pedestrian priority Traffic calming and shared space creation on pedestrian preferred routes Grade separation at busy locations	Medium Reallocation of space to dedicated bike routes connecting the commuter corridors Increased supply of cycle parking/facilities Bike sharing schemes	High High BRT - multiple routes, use of existing road corridors New PNR and increased capacity for existing - strong linkages to rail and bus High levels of priority on non-BRT routes	BAU	BAU	High Sufficient road pricing and increased parking charges to ensure that road traffic capacity matches demand	High Full suite of soft TDM measures	Medium Strong enforcement of clearways Good information for travellers Parking information Well managed roadworks

Scenario Emphasis	Scenario	Scenario Vision	How to Realise the Vision (High, Medium, BAU, Less than BAU)								
			Walking	Cycling	Public Transport	Commuter and Through	Local Streets	Hard TDM	Soft TDM	Operations, Enforcement and Education	
Liveability	F	A liveable city is one where there are low levels of road traffic and most peoples' needs for travel are met through walking, cycling and public transport. Roads are prioritised for more sustainable modes and managed with advanced systems to ensure availability for essential traffic.		Medium Increased pedestrian priority on pedestrian preferred routes Selected weather protection on highest use routes Improved connectivity to outer CBD with more dedicated crossing and facility quality Traffic calming and shared space creation on pedestrian preferred routes Increased protection at busy locations High quality public space creation	High Create a central city network connected to the surrounding suburbs where routes include separation from high levels/fast traffic Increased supply of cycle parking/facilities Bike sharing schemes	Medium Low BRT - key routes Bus priority on other routes Some PNR improvements at priority locations	BAU	Less than BAU Restricted motorised traffic movements and capacity where parallel to a strategic route Reallocation of space to public transport and pedestrians Detune waterfront route for alternative modes and improved connectivity	High Sufficient road pricing and increased parking charges to ensure that road traffic capacity matches demand	High Full suite of soft TDM measures	Medium Strong enforcement of clearways and bus lanes Good information for travellers Parking information Well managed roadworks
	G	A highly liveable city has easy, affordable access for all, with excellent public domain, public transport, many shared use and calmed streets and a strong feeling of safety.		High Increased pedestrian priority on all routes Improved connectivity to outer CBD with more dedicated crossing and facility quality Traffic calming, shared space creation, and weather protection on pedestrian preferred routes Grade separation at busy locations High quality public space creation with weather protection	High Create a central city network connected to the surrounding suburbs where routes include separation from high levels/fast traffic Increased supply of cycle parking/facilities Bike sharing schemes	High High BRT - multiple routes, use of existing road corridors New PNR and increased capacity for existing - strong linkages to rail and bus High levels of priority on non-BRT routes	BAU	Less than BAU Restricted motorised traffic movements and capacity where parallel to a strategic route Reallocation of space to parking, public transport and shared space Detune waterfront route for alternative modes and improved connectivity	BAU	High Full suite of soft TDM measures	Medium Strong enforcement of clearways and bus lanes Good information for travellers encouraging alternate modes Parking information Well managed roadworks
	H	A highly liveable city is one where local streets are prioritised for people and separated from high levels of motorised traffic		High Increased pedestrian priority on all routes Improved connectivity to outer CBD with more dedicated crossings and separated facilities Traffic calming and weather protection on low-medium priority pedestrian routes Grade separation at busy locations High quality public space creation with weather protection	High Create a central city network connected to the surrounding suburbs where routes include separation from high levels/fast traffic Increased supply of cycle parking/facilities Bike sharing schemes	Medium Low BRT - key routes Bus priority on other routes Some PNR improvements at priority locations	High Separate SH1 from the urban network between the tunnels	Less than BAU Restricted motorised traffic movements and capacity where parallel to a strategic route Reallocation of space to public transport and shared space Detune waterfront route for alternative modes and improved connectivity	BAU	High Full suite of soft TDM measures	Medium Strong enforcement of clearways and bus lanes Good information for travellers encouraging alternate modes Parking information Well managed roadworks
	I	A city has high liveability when people and freight heading to essential facilities throughout the city have high levels of vehicular access while the city centre is more served by other modes that don't compete for space with through traffic.		High Increased pedestrian priority on all routes Improved connectivity to outer CBD with more dedicated crossings and improved facility quality Traffic calming and weather protection on low-medium priority pedestrian routes Grade separation at very busy locations High quality public space creation with weather protection	High Create a central city network connected to the surrounding suburbs where routes include separation from high levels/fast traffic Increased supply of cycle parking/facilities Bike sharing schemes	Medium Low BRT - key routes Bus priority on other routes Some PNR improvements at priority locations	High Terrace Tunnel Duplication Mt Vic Tunnel Duplication High capacity high LoS SH1 from Ngauranga to Airport Grade separation between SH1 and key arterial routes	BAU	BAU	BAU	Medium Strong enforcement of clearways and bus lanes Good information for travellers encouraging alternate modes Parking information Well managed roadworks

Scenario Emphasis	Scenario	Scenario Vision	How to Realise the Vision (High, Medium, BAU, Less than BAU)							Operations, Enforcement and Education	
			Walking	Cycling	Public Transport	Commuter and Through	Local Streets	Hard TDM	Soft TDM		
Safety	J	A safe city is one where the real, evidential, safety issues are addressed as a priority. Vulnerable modes enjoy high levels of protection.		Medium Increased pedestrian priority on preferred routes Improved connectivity to outer CBD with more dedicated crossings and improved facility quality Traffic calming on pedestrian preferred routes Increased protection at busy locations	High Create a central city network connected to the surrounding suburbs where routes include separation from high levels/fast traffic	BAU	BAU	Medium Targeted safety improvements (reactive and proactive) Reduced speed limit	BAU	BAU	High Strong enforcement of clearways and bus lanes Well managed roadworks Speed enforcement Road safety promotion
	K	A safe city has vulnerable users separated from general traffic with road space prioritised for active modes and public transport. Traffic is managed to reduce higher speed crashes with advanced systems that also ensure sufficient availability for essential traffic.		High Increased pedestrian priority on all routes Improved connectivity to outer CBD with more dedicated crossings and separated facilities Traffic calming on pedestrian preferred routes Grade separation at busy locations, improved protection for other locations	High Create a central city network connected to the surrounding suburbs where routes include separation from high levels/fast traffic	Medium Bus priority enhancements	BAU	Less than BAU Restricted motorised traffic movements and capacity on non-strategic routes Reallocation of space to public transport, walking, and cycling Reduced speed limit	High Sufficient road pricing and increased parking charges to maintain 2016 congestion levels	High Full suite of measures to complement road pricing	High Strong enforcement of clearways and bus lanes Well managed roadworks Speed enforcement Road safety promotion
	L	A safe city is one where people are unlikely to have a serious crash on the roads as they are designed and operated to the appropriate standard for their use. People feel secure when travelling on public transport.		BAU	Medium Investment targeting key cycling safety issues	Medium CPTED improvements to public transport Additional CCTV, panic buttons etc.	High High investment in road safety engineering to support a safe system. Grade separation to remove unsafe conflicts	Medium Investment in road safety engineering to support a safe system. Reduced speed limits	BAU	Medium Partial suite of soft TDM measures	High Strong enforcement of clearways and bus lanes Well managed roadworks Speed enforcement Road safety promotion

Scenario Emphasis	Scenario	Scenario Vision	How to Realise the Vision (High, Medium, BAU, Less than BAU)							
			Walking	Cycling	Public Transport	Commuter and Through	Local Streets	Hard TDM	Soft TDM	Operations, Enforcement and Education
Resilience	M	A resilient city has focused on the real, evidential, transport network issues and prioritised measures to address them.	BAU	BAU	BAU	High Accelerated implementation of road network interventions as per regional resilience Programme Business Case and Lifelines studies.	High	BAU	BAU	Medium Moderate level of preparation for recovery
	N	A more resilient city is one where there are multiple transport options and where the transport networks are suitably engineered. Effective preparations have been made for recovery.	BAU	BAU	High Accelerated implementation of interventions as per regional resilience Programme Business Case and Lifelines studies.	High	High	BAU	BAU	High High level of preparation for recovery
	O	A resilient city is secure against a variety of natural threats. It has redundancy in its transport system which is well-built and unlikely to suffer catastrophic failure.	BAU	BAU	Medium Prioritised implementation of interventions as per regional resilience Programme Business Case and Lifelines studies.	Medium	Medium	BAU	BAU	Medium Moderate level of preparation for recovery