

## Appendix A2

Graphical outputs showing traffic flows forecast using the 2006 Wellington Regional Transport Model for various transportation scenarios as listed. Traffic flows are shown as the difference from the Do Minimum scenario.

Roading Package A includes all highway improvement schemes including tunnels (Ngauranga-Aotea 4 Laning, Terrace Tunnel Duplication, Waterfront Depowering, Basin Reserve Grade Separation, Mt Victoria Tunnel / Ruahine St 4 Laning). Package B includes all highway improvement schemes except tunnels.

<b>Ref.</b>	<b>Scenario</b>
A2-1	Do Minimum (Central Business District)
A2-2	Do Minimum (Ngauranga To Aotea Quay)
A2-3	Bus Lanes (Central Business District)
A2-4	Bus Lanes (Ngauranga To Aotea Quay)
A2-5	Bus Ways (Central Business District)
A2-6	Bus Ways (Ngauranga To Aotea Quay)
A2-7	Ngauranga To Aotea Peak Hour 4 Laning (Central Business District)
A2-8	Ngauranga To Aotea Peak Hour 4 Laning (Ngauranga To Aotea Quay)
A2-9	Terrace Tunnel Duplication And Water Front Depowering (Central Business District)
A2-10	Terrace Tunnel Duplication And Water Front Depowering (Ngauranga To Aotea Quay)
A2-11	Basin Grade Separation
A2-12	Mt Victoria Tunnel And Ruahine Street 4 Laning
A2-13	Roading Package A With Bus Lanes (Central Business District)
A2-14	Roading Package A With Bus Lanes (Ngauranga To Aotea Quay)
A2-15	Roading Package B With Bus Lanes (Central Business District)
A2-16	Roading Package B With Bus Lanes (Ngauranga To Aotea Quay)































