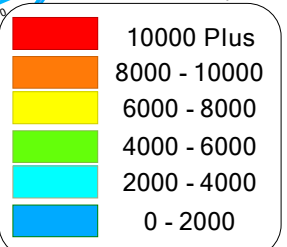


## Appendix A1

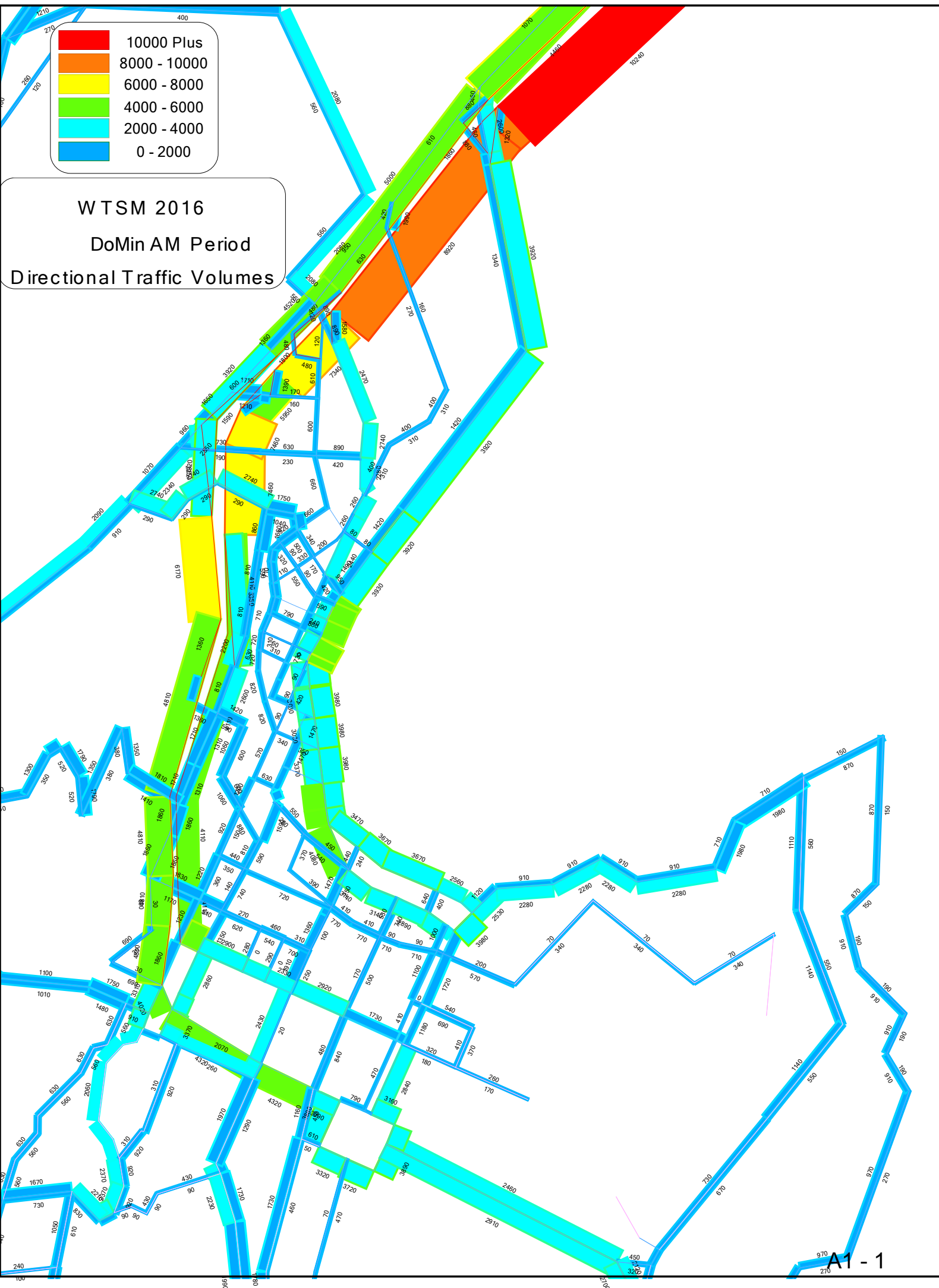
Graphical outputs showing traffic flows forecast using the 2006 Wellington Regional Transport Model for various transportation scenarios as listed. Traffic flows are shown as the difference from the Do Minimum scenario.

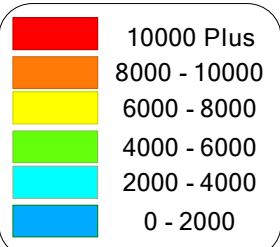
Roading Package A includes all highway improvement schemes including tunnels (Ngauranga-Aotea 4 Laning, Terrace Tunnel Duplication, Waterfront Depowering, Basin Reserve Grade Separation, Mt Victoria Tunnel / Ruahine St 4 Laning). Package B includes all highway improvement schemes except tunnels.

<b>Ref.</b>	<b>Scenario</b>
A1-1	Do Minimum (Central Business District)
A1-2	Do Minimum (Ngauranga To Aotea Quay)
A1-3	Bus Lanes (Central Business District)
A1-4	Bus Lanes (Ngauranga To Aotea Quay)
A1-5	Bus Ways (Central Business District)
A1-6	Bus Ways (Ngauranga To Aotea Quay)
A1-7	Ngauranga To Aotea Peak Hour 4 Laning (Central Business District)
A1-8	Ngauranga To Aotea Peak Hour 4 Laning (Ngauranga To Aotea Quay)
A1-9	Terrace Tunnel Duplication And Water Front Depowering (Central Business District)
A1-10	Terrace Tunnel Duplication And Water Front Depowering (Ngauranga To Aotea Quay)
A1-11	Basin Grade Separation
A1-12	Mt Victoria Tunnel And Ruahine Street 4 Laning
A1-13	Roading Package A With Bus Lanes (Central Business District)
A1-14	Roading Package A With Bus Lanes (Ngauranga To Aotea Quay)
A1-15	Roading Package B With Bus Lanes (Central Business District)
A1-16	Roading Package B With Bus Lanes (Ngauranga To Aotea Quay)

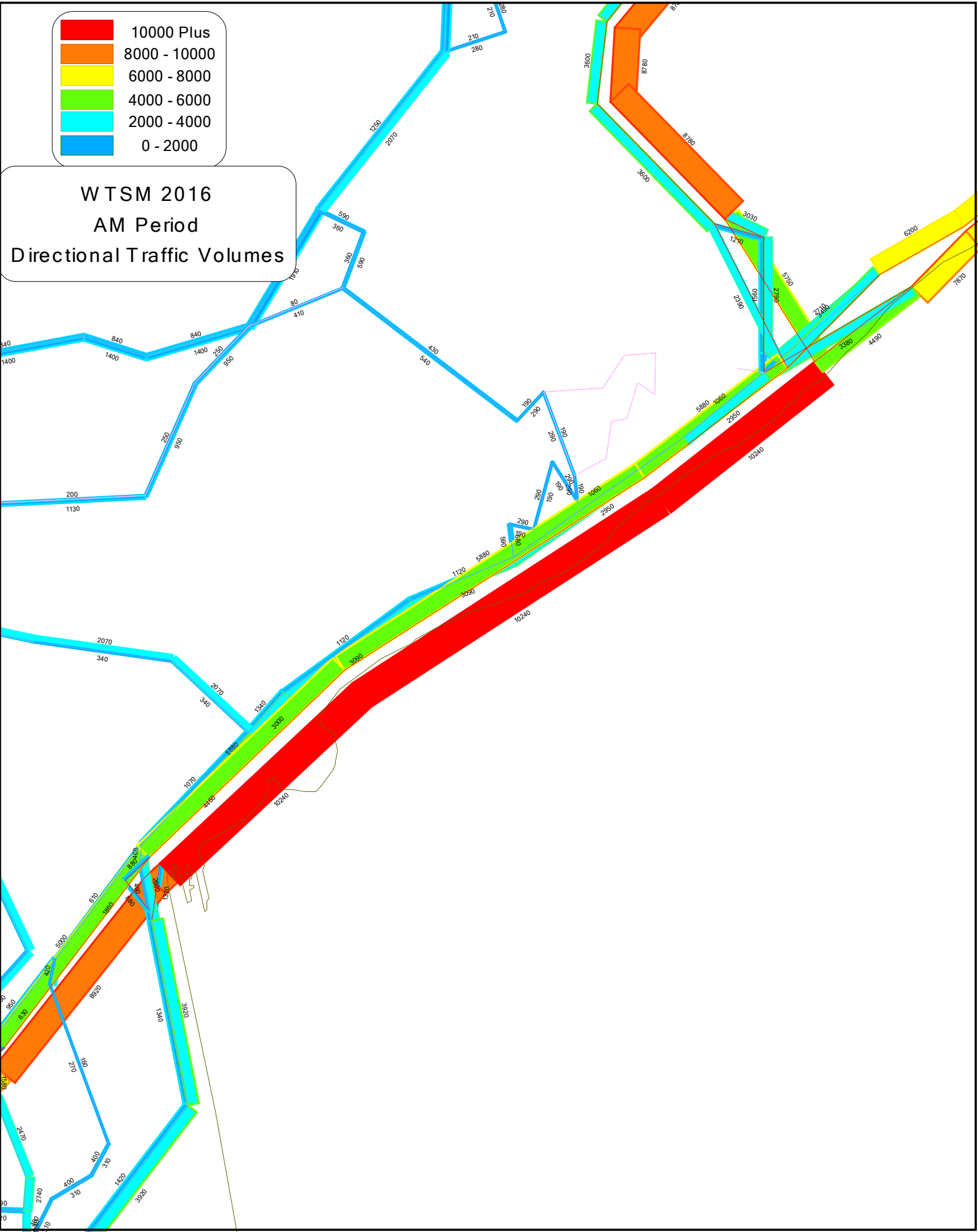


WTSM 2016  
DoMin AM Period  
Directional Traffic Volumes

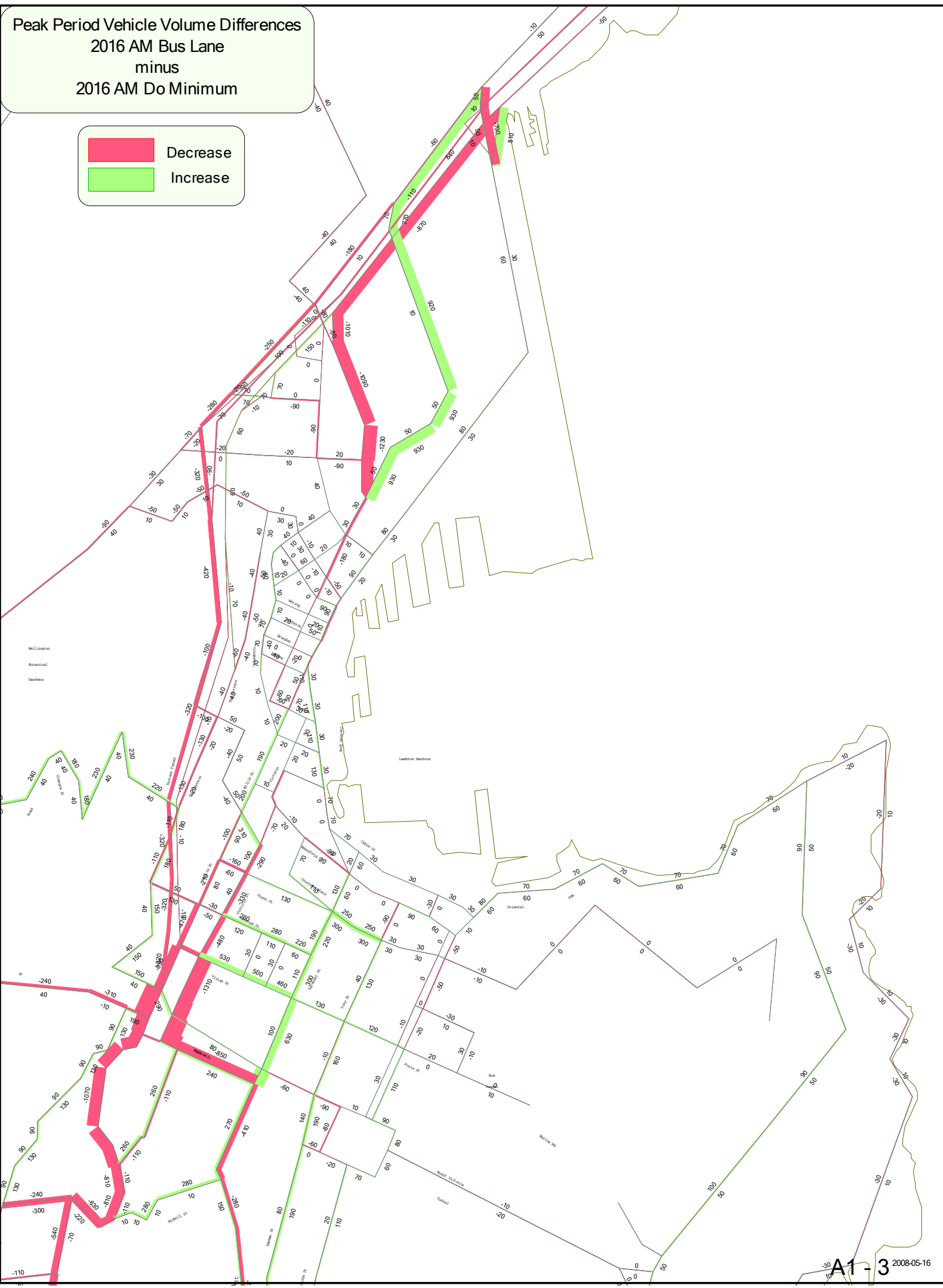
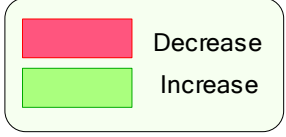




WTSM 2016  
AM Period  
Directional Traffic Volumes

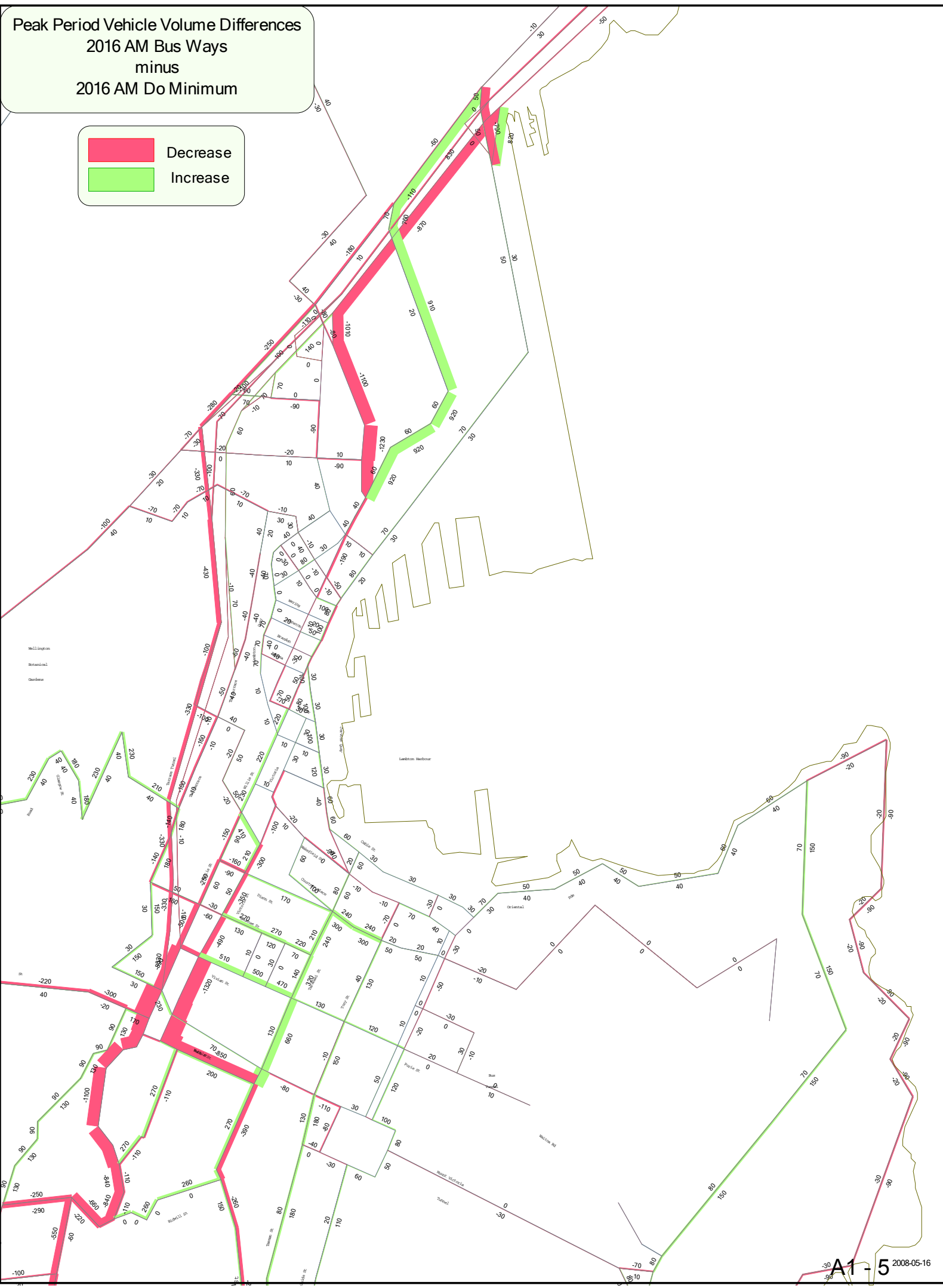
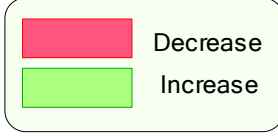


Peak Period Vehicle Volume Differences  
2016 AM Bus Lane  
minus  
2016 AM Do Minimum



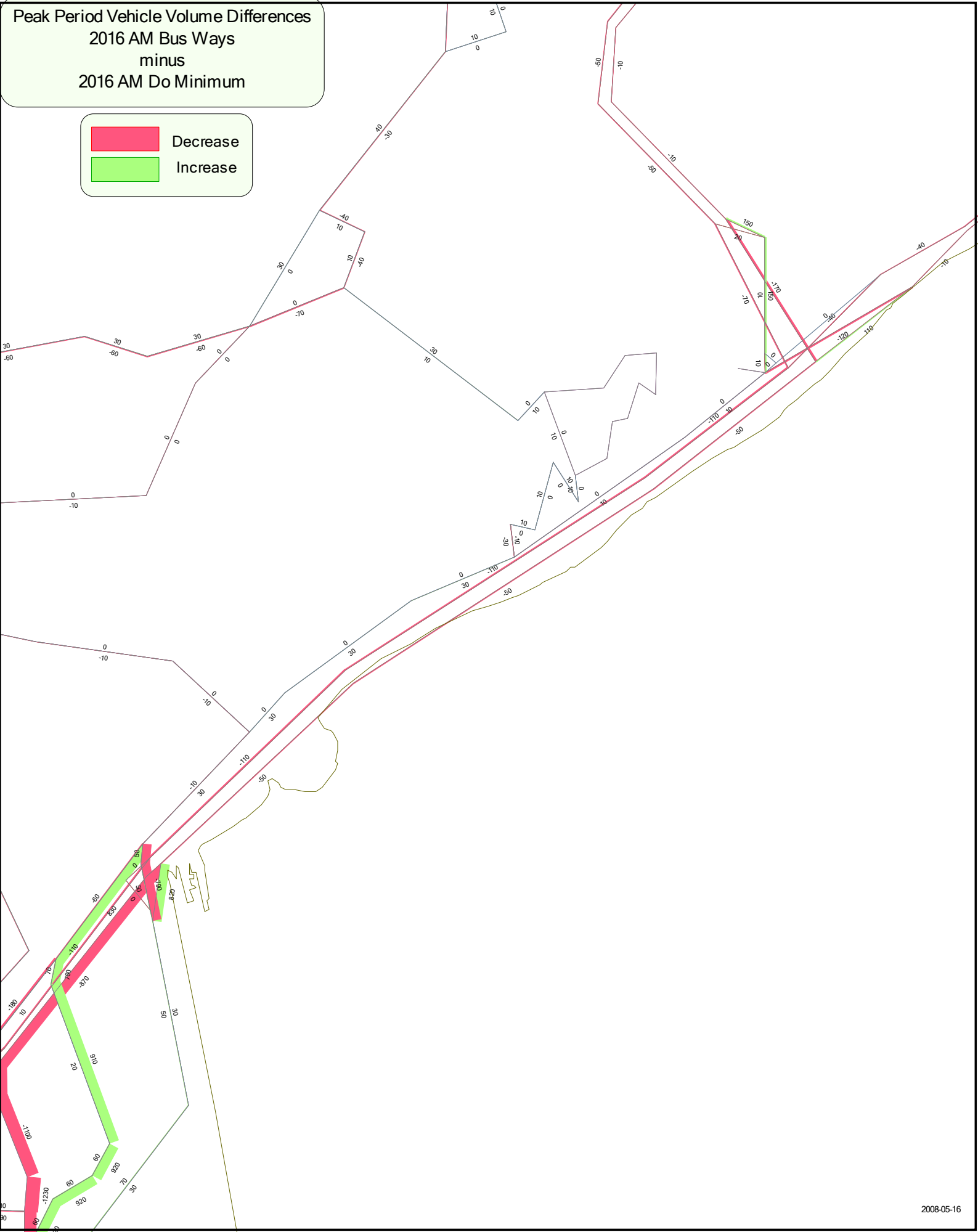


Peak Period Vehicle Volume Differences  
2016 AM Bus Ways  
minus  
2016 AM Do Minimum

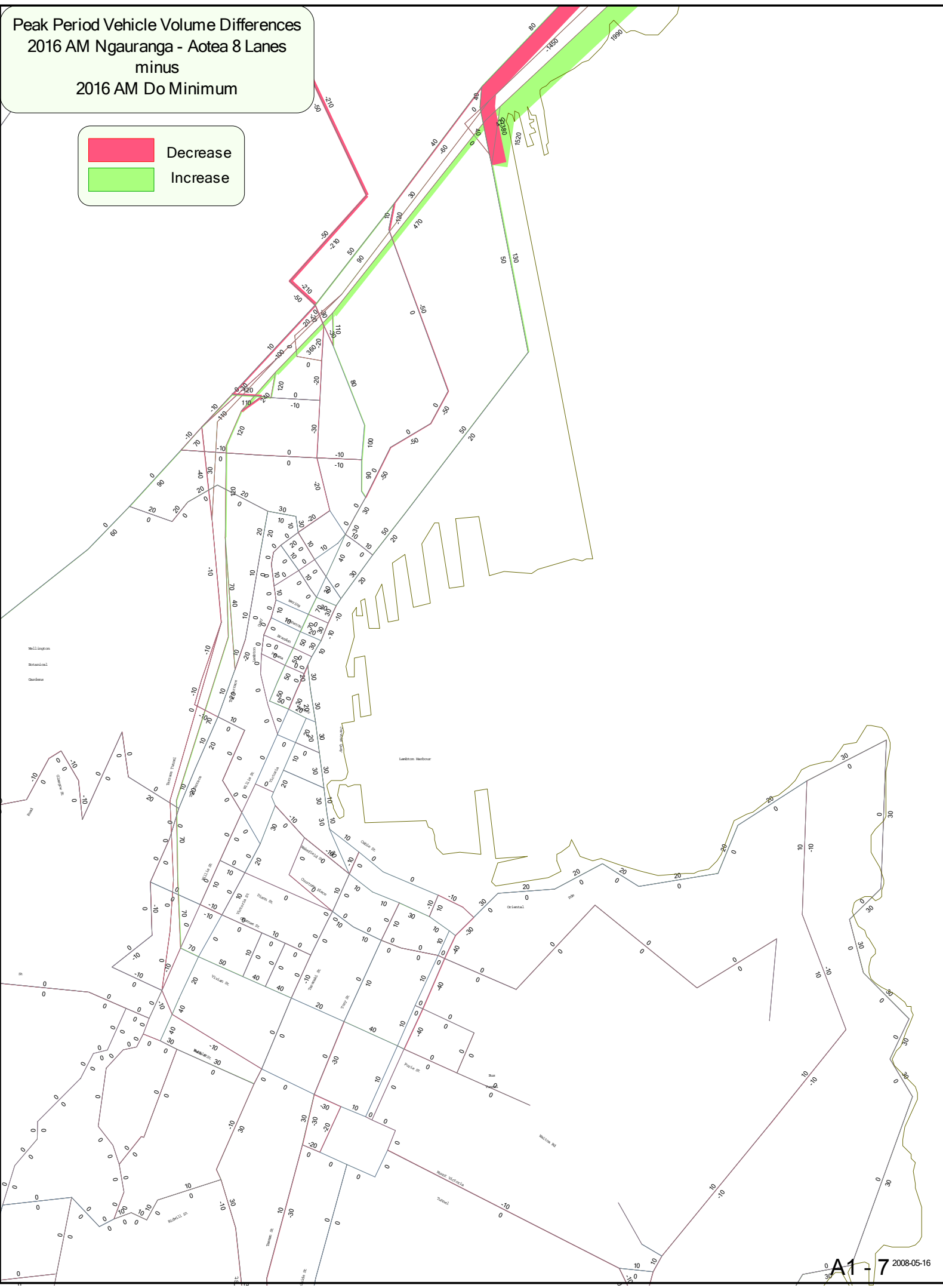
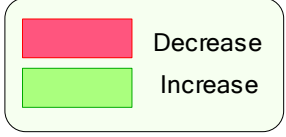


Peak Period Vehicle Volume Differences  
2016 AM Bus Ways  
minus  
2016 AM Do Minimum

Decrease  
Increase


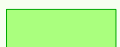


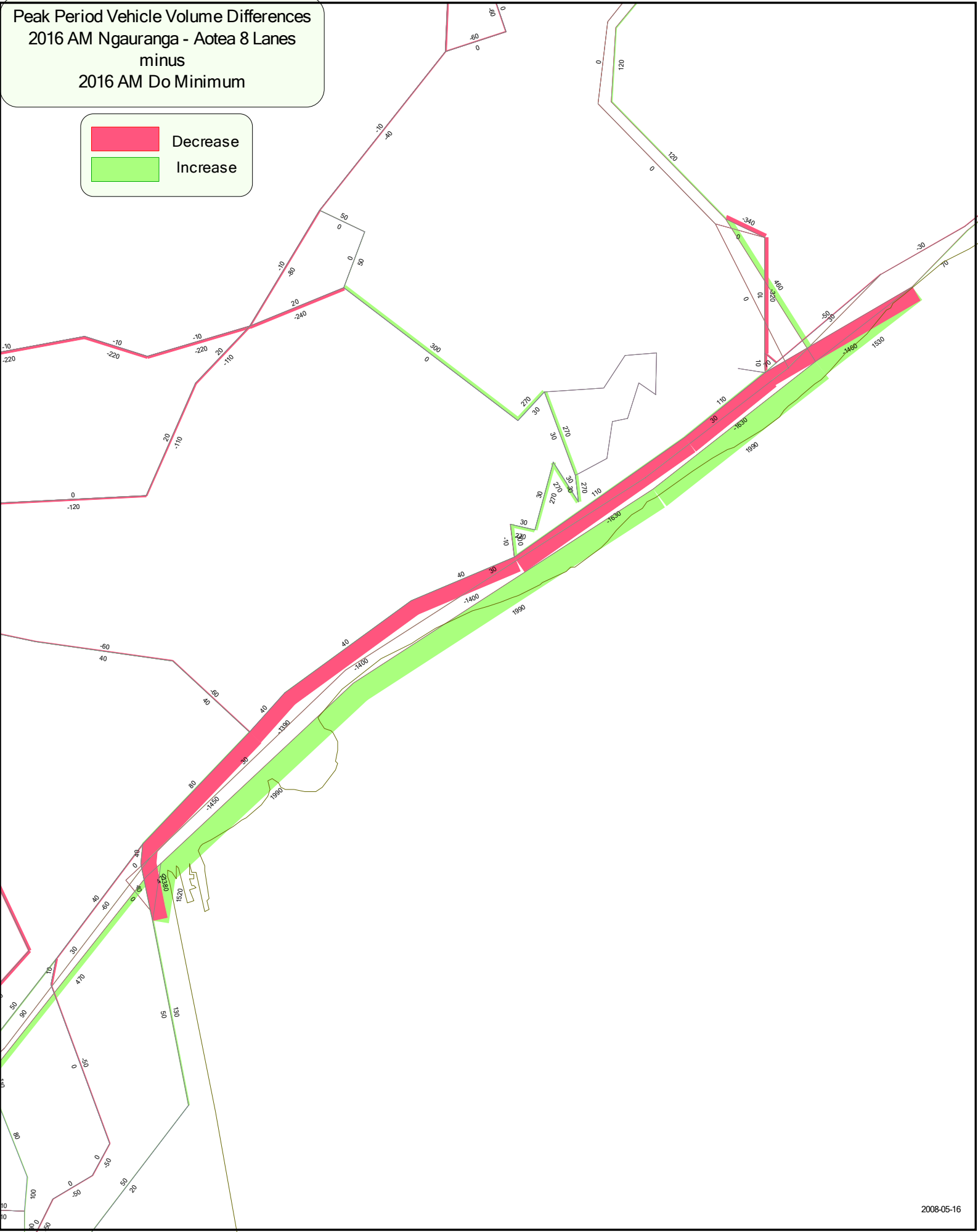
Peak Period Vehicle Volume Differences  
 2016 AM Ngauranga - Aotea 8 Lanes  
 minus  
 2016 AM Do Minimum





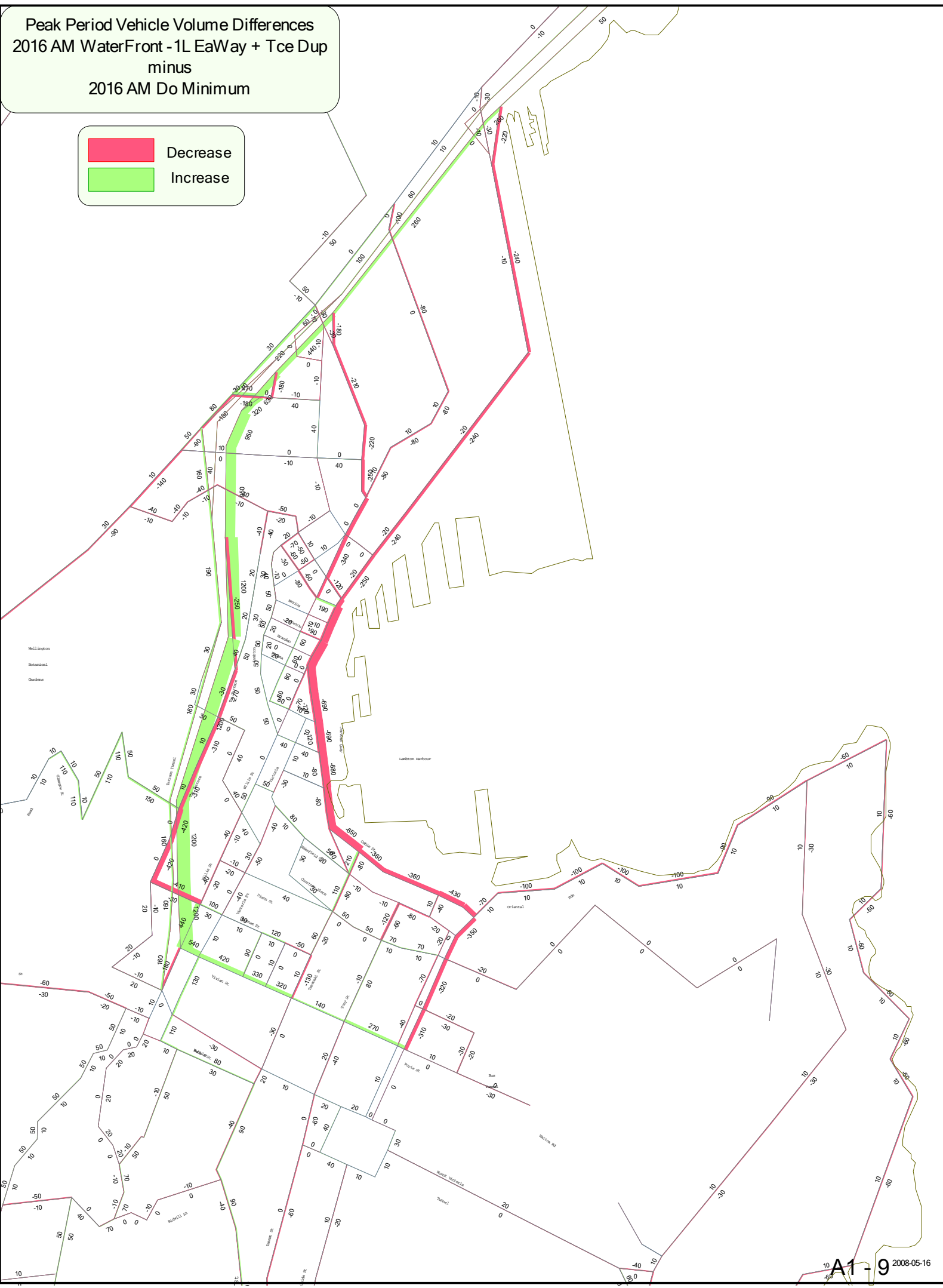
Peak Period Vehicle Volume Differences  
2016 AM Ngauranga - Aotea 8 Lanes  
minus  
2016 AM Do Minimum

 Decrease  
 Increase



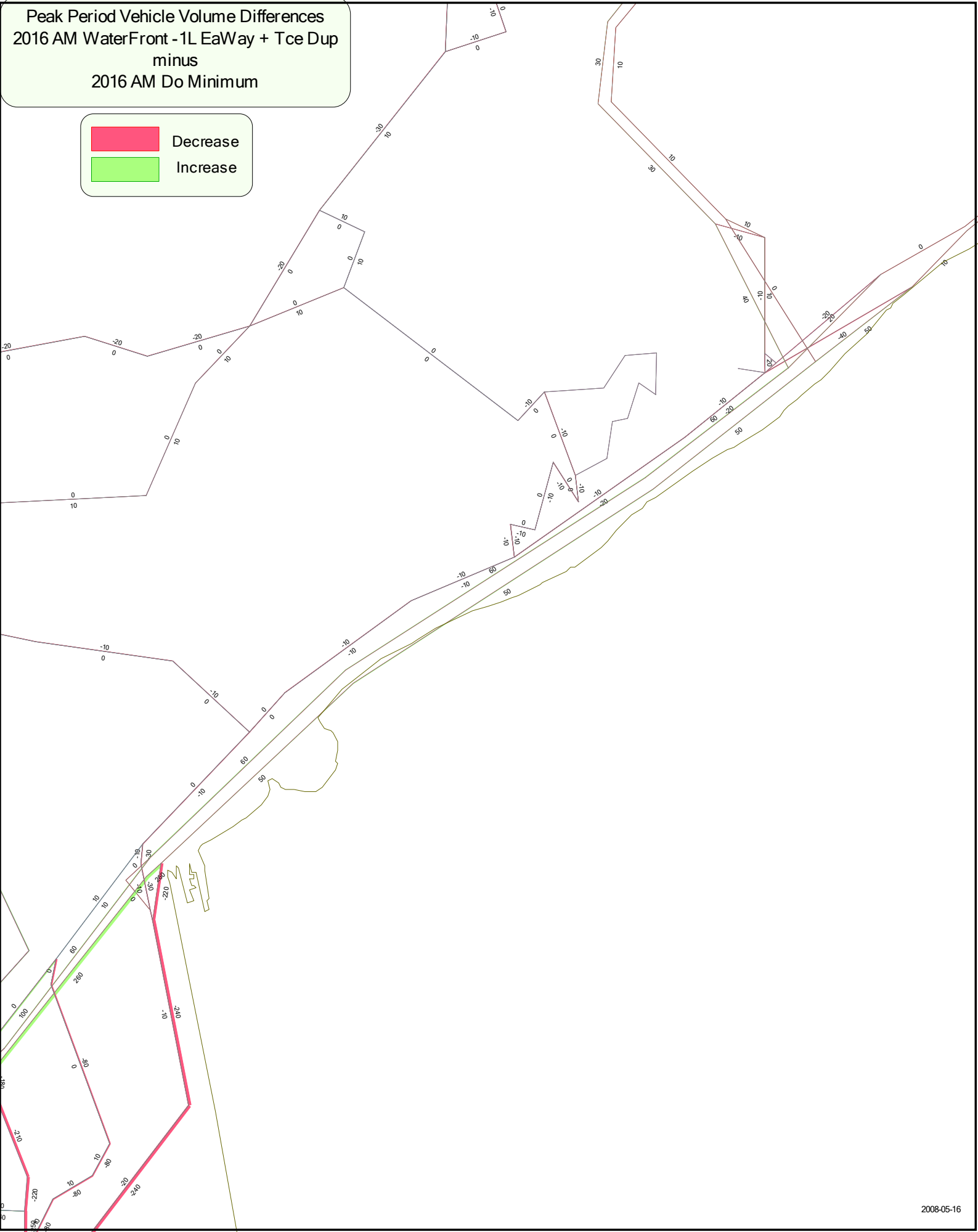
Peak Period Vehicle Volume Differences  
 2016 AM WaterFront - 1L EaWay + Tce Dup  
 minus  
 2016 AM Do Minimum

Decrease  
 Increase

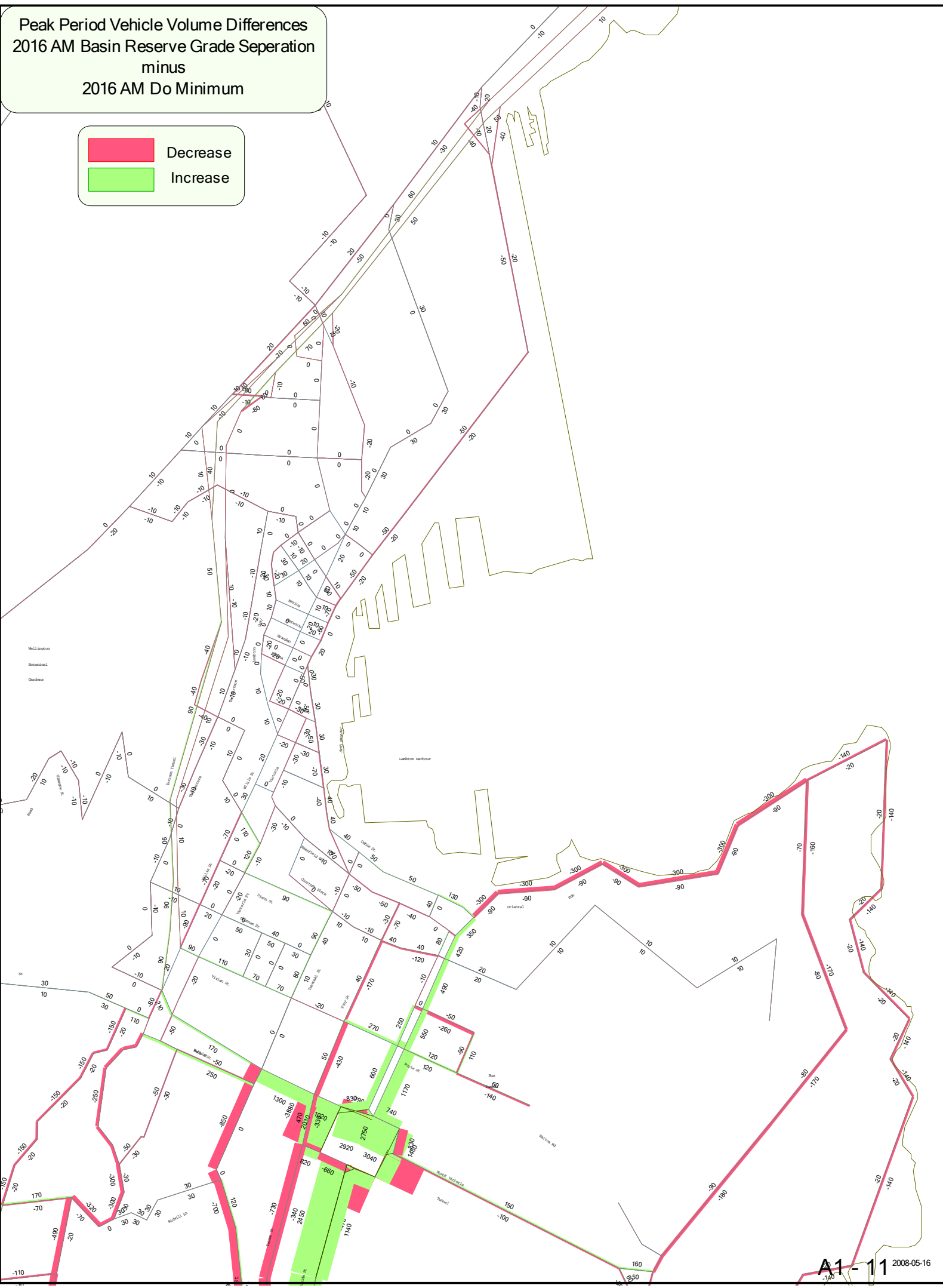
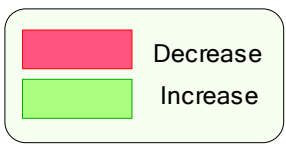


Peak Period Vehicle Volume Differences  
2016 AM WaterFront - 1L EaWay + Tce Dup  
minus  
2016 AM Do Minimum

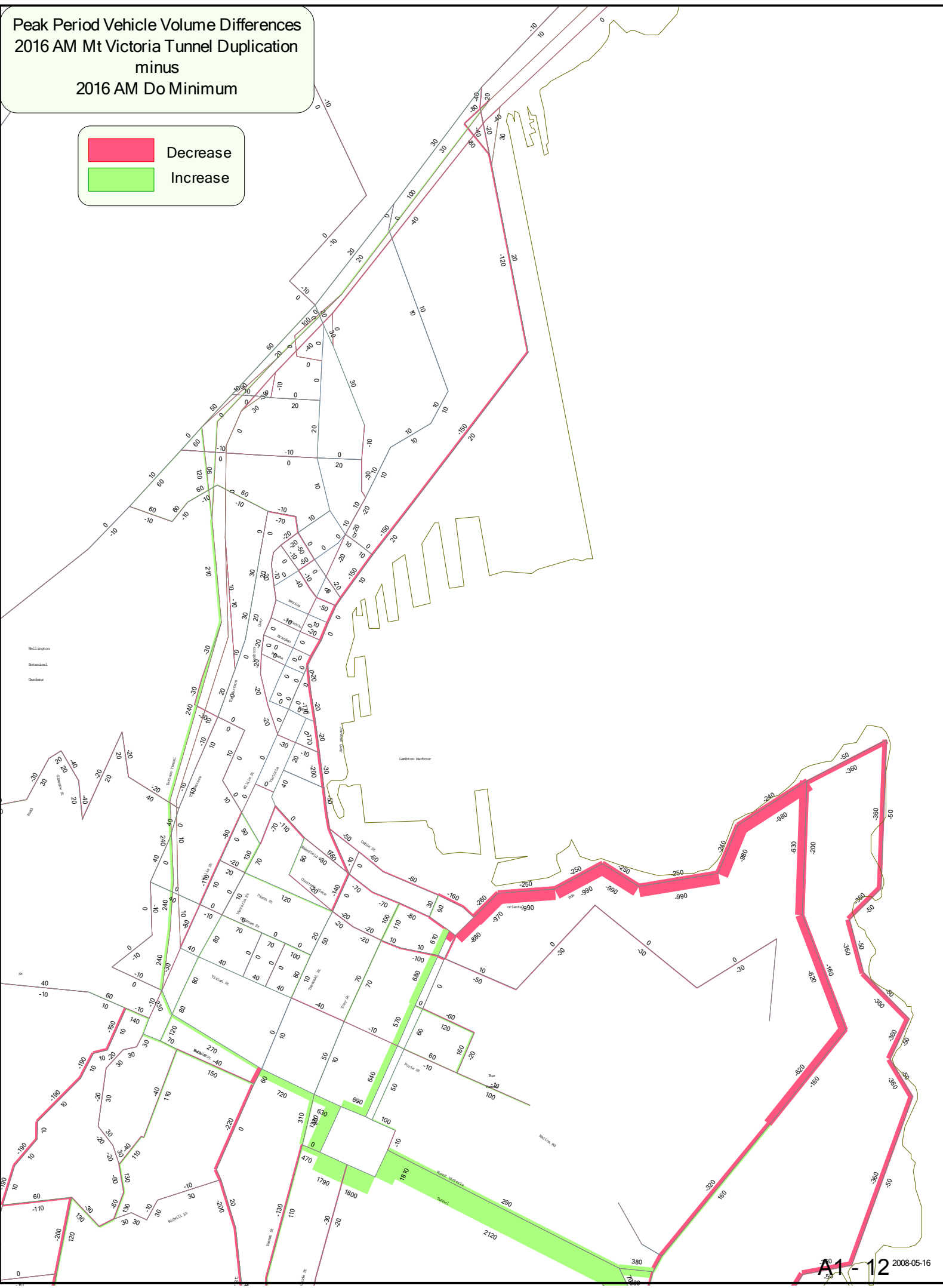
Decrease  
Increase



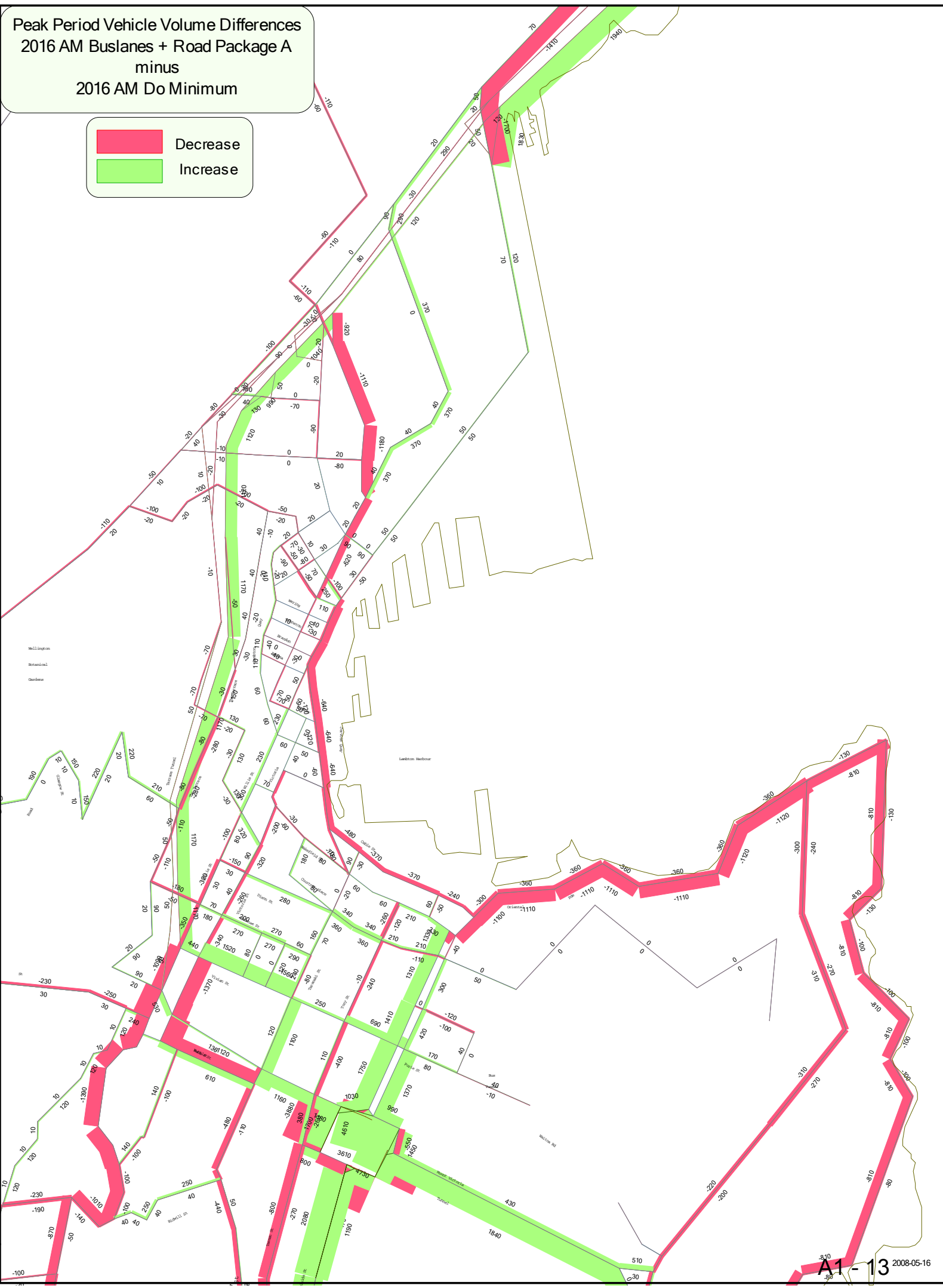
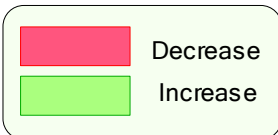
Peak Period Vehicle Volume Differences  
2016 AM Basin Reserve Grade Separation  
minus  
2016 AM Do Minimum



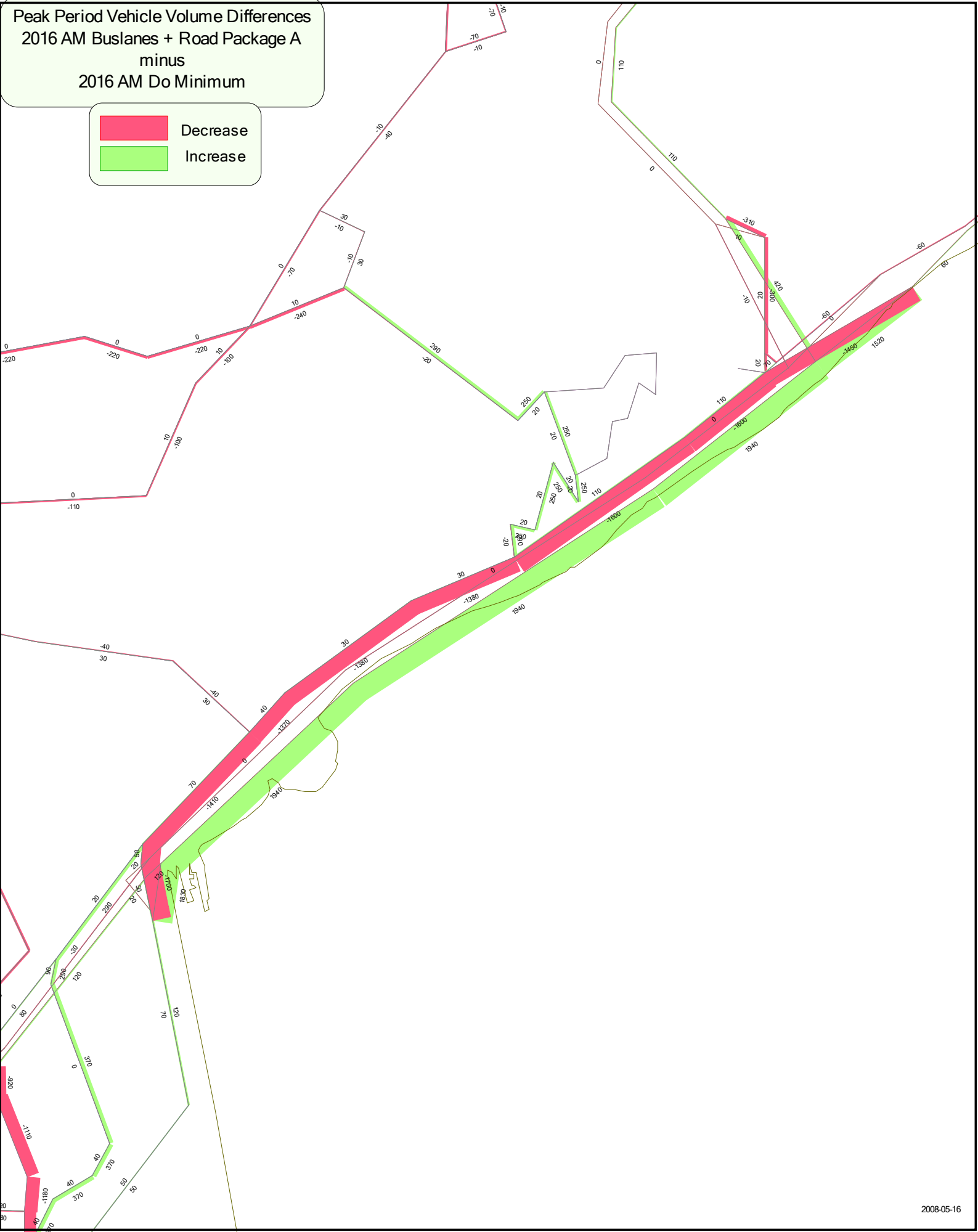
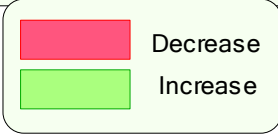
Peak Period Vehicle Volume Differences  
2016 AM Mt Victoria Tunnel Duplication  
minus  
2016 AM Do Minimum



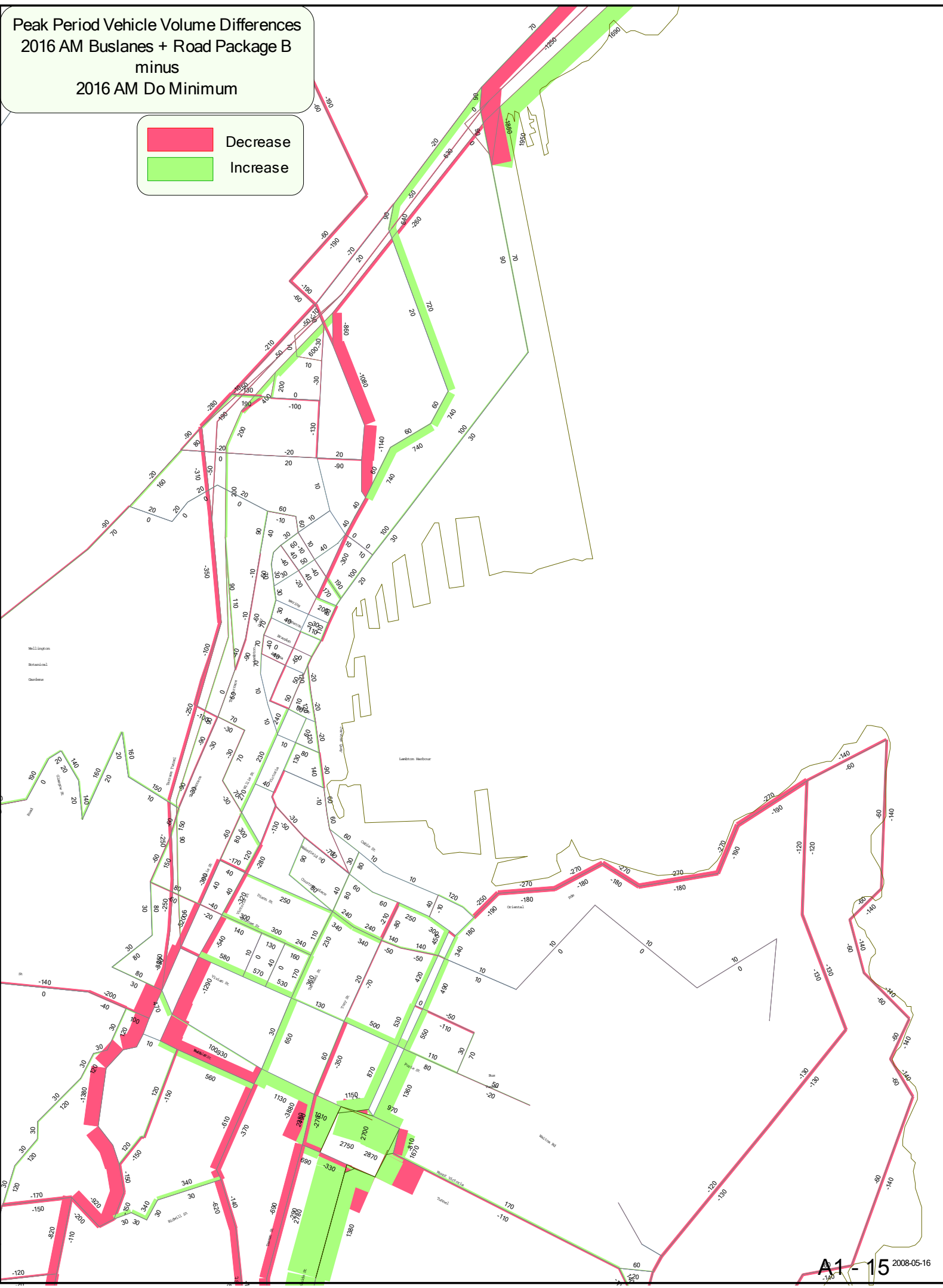
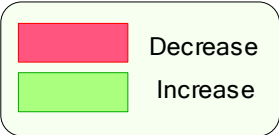
Peak Period Vehicle Volume Differences  
 2016 AM Buslanes + Road Package A  
 minus  
 2016 AM Do Minimum



Peak Period Vehicle Volume Differences  
2016 AM Buslanes + Road Package A  
minus  
2016 AM Do Minimum



Peak Period Vehicle Volume Differences  
2016 AM Buslanes + Road Package B  
minus  
2016 AM Do Minimum





Peak Period Vehicle Volume Differences  
2016 AM Buslanes + Road Package B  
minus  
2016 AM Do Minimum

