# WRTM 2018 CENSUS MODEL UPDATE
# MODEL BUILDING REPORT
# TECHNICAL NOTE 39

**PREPARED FOR WAIKATO LOCAL AUTHORITY SHARED SERVICES**

October 2021

Stantec

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| 2 | 24/06/21 | Draft 2 – Initial Peer Review comment updates. | DJH | MC | JB | DJH |
| 3 | 26/10/21 | Draft 3 – Modelling of Kainui Rd improved and all validation tables updated. | DJH | MC | JB | DJH |
| | | | | | | |

# Waikato Local Authority Shared Services

**Technical note 39**

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# APPENDICES

Appendix A Screenline Validation Output Files
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# 1. Introduction

## 1.1 Objective

The Waikato Regional Transportation Model (WRTM) is a suite of models forecasting travel patterns and modal choice that was originally developed between 2007 and 2010.

The models were originally calibrated and validated to the base year of 2006 using travel patterns from a Household Travel Survey (HTS). The spatial detail was then significantly increased around 2014 and the models were checked/validated and confirmed to appropriately reproduce 2013 observed traffic flows based on input land use from the 2013 Census.

The existing WRTM suite of transport models includes:

- AM, interpeak and PM peak period three-stage models, which forecast vehicles trips. These have validated 2013 base year models, plus forecasts for the years 2021, 2031, 2041 and 2051.
- AM and interpeak period four-stage models, which forecast person trips and therefore includes modal choice (car, bus, and active). These currently only produce outputs for the 2013 base year. No forecasts were produced, although this is straightforward and only requires specification and coding of the future bus network.

Models such as the WRTM should be checked every five years to confirm they appropriately reproduce observed metrics, with the five yearly cycle aligning with the National Census. The outputs from the WRTM therefore need to be checked using 2018 Census data as input.

The need to check and update the models is more critical than usual. This is because model users are exhibiting a lack of confidence in the model outputs as 2021 WRTM traffic forecasts are lower than 2018 observed in some locations.

The WRTM User Group requested that Stantec undertake a standard 2018 revalidation of the WRTM three-stage peak period models only, since the four-stage model has not been used in the last five years.

## 1.2 Summary of the Model

This section provides a brief overview of the model with a more detailed description in subsequent sections.

Table 1-1: Summary of the WRTM 2018

| Element | Comment |
|---|---|
| Geographic Coverage | The study area encompasses a geographic area that includes Pukekohe and the Coromandel in the north, Tauranga/Te Puke in the east, Taupo/Turangi in the south and out to the west coast of the North Island. The study area covers:<br>• A population of approximately 779,000<br>• Approximately 280,000 households<br>• Approximately 392,000 in the household work force<br>• Approximately 311,000 jobs<br>• A land area of approximately 26,380 square kms<br>And contains 2479 internal zones and 21 external zones. |
| The Road Network | The network was taken from available GIS road centreline data and included most of the roads within the study area. The entire road network is shown in **Figure 2.2**. |
| Modelling Techniques | This is a standard three-step model comprising vehicle driver trip generation, distribution and assignment. This model form has been approved for use in a number of cities throughout New Zealand and Australia. The three steps used in this model are outlined below. |
| Private / Internal Trip Generation | Internal private vehicle trip productions are calculated from 40 categories involving ten household categories and four vehicle categories. The household categories are 1 adult working, 1 adult not working, 2 adults working, 2 adults not working, 2 adults one working, 3+ adults, 2 person family 3 person family, 4 person family, 5+ person family. The four vehicle categories are 0, 1, 2, 3+ vehicles available. Trip rates were calibrated |

| Element | Comment |
|---|---|
| | directly from the 2008/2009 home interview survey in the WRTM area and reported in the original model-building technical notes dated 2010. Existing land use data was obtained from the 2018 census undertaken by Statistics New Zealand. |
| Trip Distribution | Trip ends are formed into origin/destination matrices using a standard gravity model. A function of travel time and distance is used for spatial separation. |
| Assignment | Assignment of trips to the network uses an incremental time slice process. This does not have the convergence issues associated with an equilibrium assignment and permits intersection delays to be directly calculated during the assignment process. Intersection delays are calculated using the algorithms in ARR123 (SIDRA) and Tanner's queuing theory extended by Fisk and Tan, and later by Gabites Porter (now part of Stantec). |
| External Traffic | The model has been validated using actual counts at the external points and have been included for each model period. |
| Vehicle Types | Vehicle types used in the model include cars and commercial vehicles. |
| Software Platform | The model has been developed using TRACKS. This is the proprietary land use and transport planning software developed, maintained and marketed by Transportation & Traffic Systems Ltd.<br><br>Whilst the latest versions of the software suite have been used for most operations, except the Assignment process which continues to use the Assign V7 used in the previous WRTM model. |

## 1.3 Study Approach

A transportation model for a given time period comprises a group of linked mathematical formulae that approximate the traffic network and the general behaviour of drivers using it. It is accepted that the analysis may not take into account extremes of human behaviour, nor will it reflect all the subtle complexities of the transport system. Nevertheless, the model that has been developed is capable of identifying the more significant factors and is adequate to test adjustments to the road network and land use system, which are likely to show the greatest benefit in relation to their costs.

The following period models were developed, with the following applications in mind.

| Transportation Model | Modelling |
|---|---|
| Morning Peak | Two-hour peak between (0700 – 0900 hrs) |
| Inter Peak | Two-hours between (0900 – 1600 hrs, modelled as 11am-1pm) |
| Evening Peak | Two-hour peak between (1600 – 1800 hrs) |

Modelling necessitates a series of compromises due to the constraints of current techniques, or due to data by which to utilise the techniques being available, or due to recourses being unavailable at the time. Nevertheless, a model is a `living' tool, which has been and should continue to be improved incrementally over the years as needs dictate and resources permit.

## 1.4 Report Content

This report is a technical document, and it is intended to be a reference volume of how the transportation model was updated. It contains all the information necessary to completely build the analytical system. It highlights the assumptions made, the techniques adopted, and the relationship used. This report also demonstrates the extent to which the model was validated and how well it replicates traffic flows and travel times.

# 2. Model Overview

## 2.1 Model Form

Planning of a land use transport system requires that the system can be adequately modelled, and the effects of any change can be reliably forecast.

A useful method is to build mathematical models that simulate travel behaviour. The land use and traffic modelling used for this study comprised three sequential stages. They were trip generation, trip distribution, and trip assignment, followed by a number of evaluation procedures. The transportation model was developed within the transportation planning package TRACKS.

It should be noted that only parts of the modelling process that have been updated from the previous model have been explicitly reported here. In other words, previous model processes or parameters that have not changed are reported in earlier model-build reports.

### 2.1.1 Trip End Generation

Trip end generation is the generation of trip ends for each sub area (zone) within the study area. The trip ends were generated according to the pattern of households and employment activity, and then allocated accordingly.

The model is based on vehicle trips, rather than person trips, because at this stage of network analysis we are primarily interested in vehicle interaction, and road network performance rather than the movement of individuals. As a result, the modal split phase was inherent in the trip end generation rather than following the distribution stage.

This update continues to use the same process and parameters as those used in the previous version of the WRTM with the original background for the trip generation process is detailed in the 2010 model building process Technical Notes 3-8 and 10. A later update to the attraction model is detailed in WRTM Technical Note 26.

### 2.1.2 Trip Distribution

Trip distribution is the conversion of trip ends to trips distributed within the study area according to a function of activity and travel cost. The distribution process is fundamentally the same as that used in the previous version of the WRTM, but the dual-area process has been expanded to include two additional area types. This is explained in more detail in **Section 5.** The original background for the trip distribution process is detailed in the 2010 model building process Technical Note 11 with a later update to the distribution model detailed in WRTM Technical Note 27.

### 2.1.3 Trip Assignment

Trip assignment is the loading of trips onto the road network as traffic flows between zones. The evaluation of the model in its validation stage is to ensure that it replicates actual conditions as they occurred in 2018.

The relationships between the different components are summarised schematically in **Figure 2-1.** The study and this report cover the first three stages.

There is an iterative process where the interzonal times and distances which result from the assignment phase feed back into the trip distribution phase. The process can be started by assuming times and distances as initial inputs to distribution, or by assuming initial trips as input to assignment. In any event, the assignment/distribution loop is repeated until there is little or no change in the vehicle hours and vehicle kilometres of travel between iterations. Note that this will only occur if there is sufficient capacity in the network. More detail on convergence is given in **Section 7.**

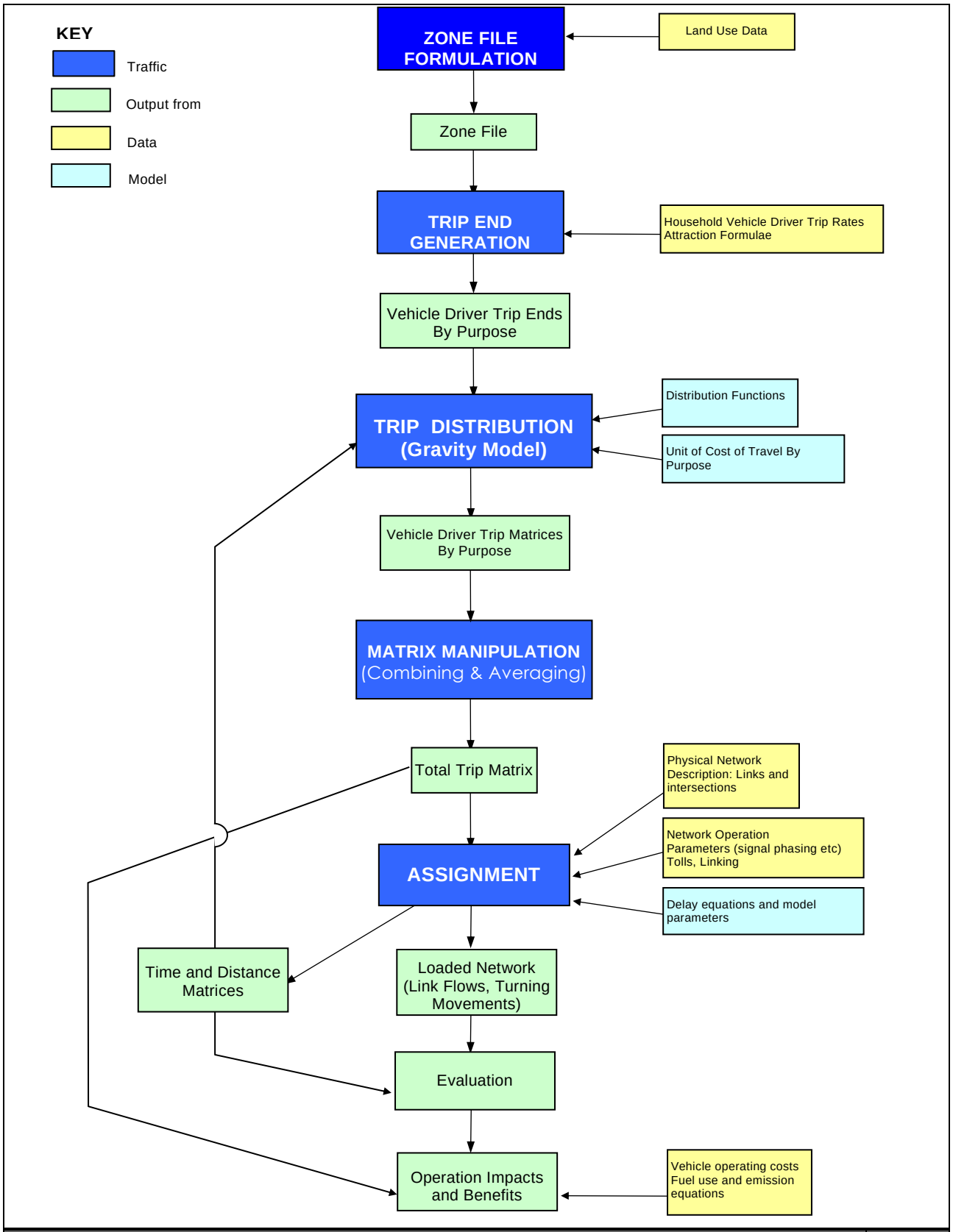


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Figure 2-1: Vehicle Driver Model Components

## 2.2 The Study Area

The study area covers the geographic area that spans from Pukekohe and the Coromandel in the north, Tauranga/Te Puke in the east, Taupo/Turangi in the south and out to the west coast of the North Island, as shown in **Figure 2-2.**

The study area itself has been further divided into subareas to form a zone system.

The source of land use data is primarily from the Statistics New Zealand (StatsNZ) March 2018 Census data. The traffic zone system has been taken directly from the meshblock system so that every meshblock has been included in a traffic zone. Therefore, the area comprises 2480 internal zones and 20 external zones at the model entry points. In addition, spare zones have been allocated for future use. The location of the overall zone system is shown in **Figure 2-2** with the Hamilton City and Cambridge detail shown in **Figure 2-3** and **Figure 2-4** respectively.

The zone system used in this update continues to use the same system as used in the previous base WRTM but includes additional zones where future developments have already been identified in previous modelling. Some zone boundaries have been altered to reflect the new meshblock boundary alignments produced by the StatsNZ in 2018.

This zone system is considered appropriate for this study's required level of analysis. To allow for future growth in land use and possible detailed project appraisal, many additional blank zones have been provided so that the zone system can be refined within a local area if this is required later.

## 2.3 The Road Network

The road network used in the study was obtained from a GIS database covering the WRTM area and included nearly all roads within the study area.

All signalised, roundabout and priority intersections were coded into the network. The signalised intersection data files in the form of those used in aaSIDRA 2.1.

All other components of the network coding were prepared from visual inspection or from the Council's aerial photos. This included:

- Number of link lanes
- Link free flow speeds
- Approach controls
- Approach lanes and discipline

Significantly, as part of this model revalidation, all contributing councils and Waka Kotahi NZTA provided the locations of all substantial changes in the road network within their jurisdictions. These changes included new roads, changes in intersection control, speed limit changes and changes in the number of road lanes.

To provide consistency throughout the network, all links were recoded so that the link type in use indicated the speed limit of the road. The only locations where this was not maintained were in locations where terrain or road alignment meant that actual travel speeds were lower. To differentiate between use of competing routes of the same link type, the link "Attractiveness" attribute was used. This attribute increases or decreases the perceived speed of the link during the route choice part of the assignment process. This attractiveness is intended to represent the increased or decreased use of a road due to various non-speed related reasons such as route familiarity, sign posting, visual appeal etc.

## 2.4 Mode Share

At this stage, only a three-step vehicle driver model has been revalidated for 2018. This has the implicit assumption that the existing mode share i.e. vehicle driver, passenger, public transport, and active modes as a proportion of the total trips is maintained in the future.

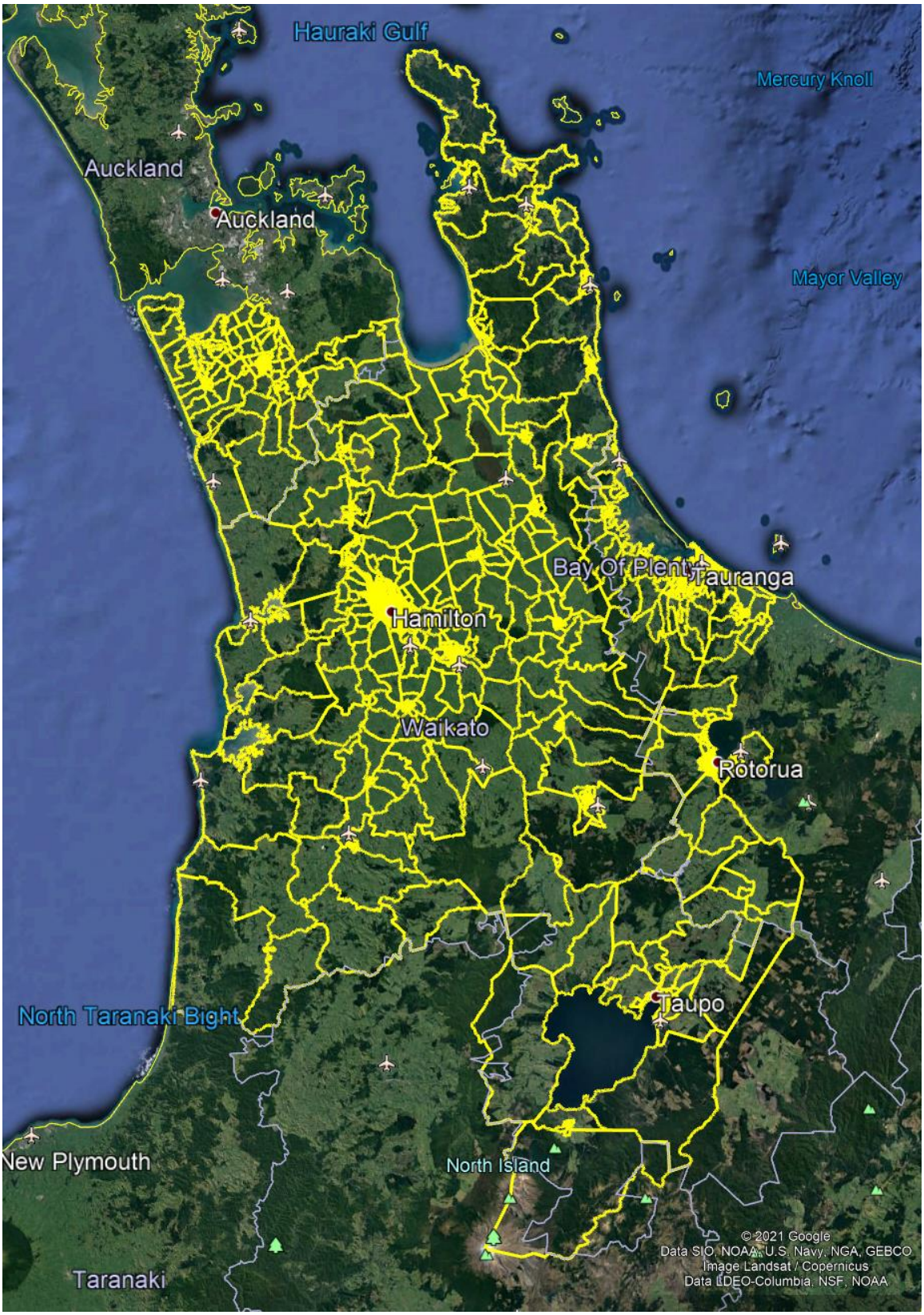


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Figure 2-2: Model Study Area

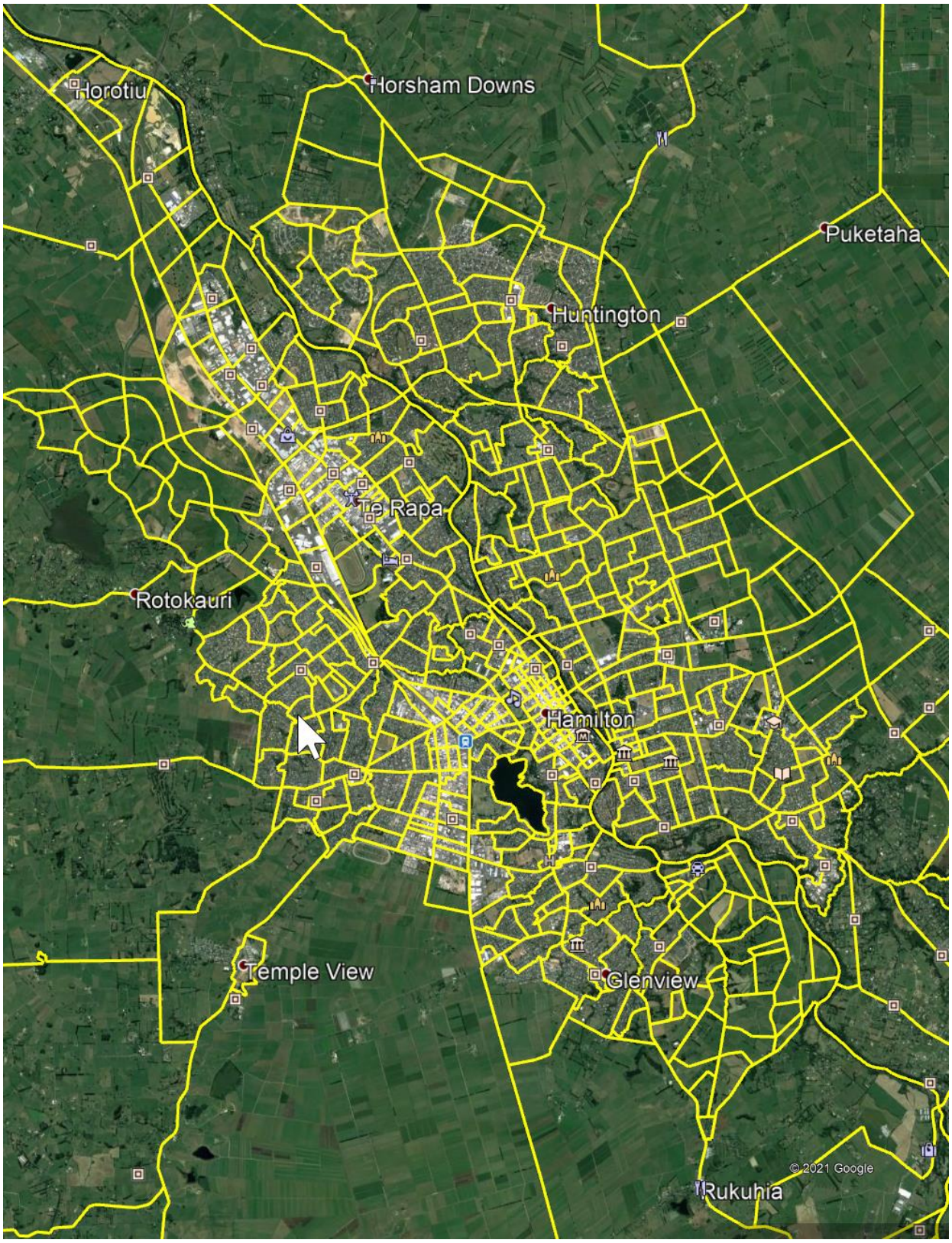


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Figure 2-3: Hamilton City Zone Detail

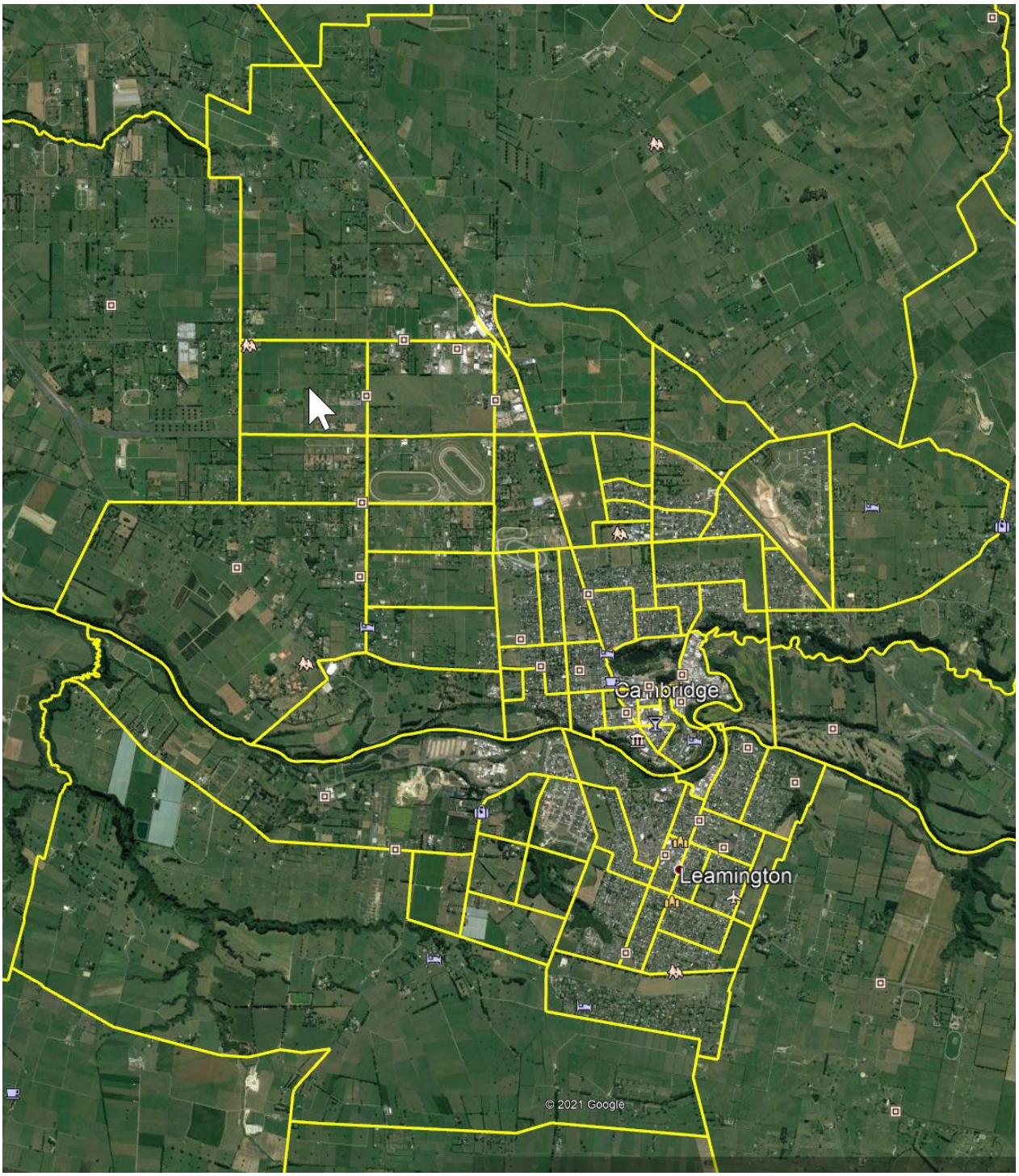


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Figure 2-4: Cambridge and Surrounds Zone Detail

# 3. Land Use Data

## 3.1 2018 Land Use

The key land use variables used by the modelling system, at the meshblock level are listed below. The required data was provided by Statistics New Zealand at meshblock level as a special request.

At the home meshblock (2018 Statistics New Zealand census data):

- Households (estimated number of households for the mid-year estimated resident population based on the census night persons/HH rate) (HH)
- Average vehicles available/household
- Average number of estimated resident population/household
- Average number of employed persons/household

At the workplace meshblock (ex 2018 census data):

- All full time + part time jobs including proprietors (i.e.: number of people gainfully employed) by Australia New Zealand Standard Industry Classifications Level 1 Major Divisions:

| | |
|---|---|
| Retail Trade (RET) | Retail Trade |
| Manufacturing Jobs (MAN) | Manufacturing |
| Wholesale Jobs (WHO) | Wholesale Trade |
| Office Jobs (OFF) | Information Media and Telecommunications; Financial and Insurance Services; Rental, Hiring and Real Estate Services; Professional, Scientific and Technical Services; Administrative and Support Services; and Public Administration and Safety |
| Community Jobs (COM) | Health Care and Social Assistance; Arts and Recreational Services and Other Services |
| Agriculture Jobs (AGR) | Agriculture |
| Accommodation Jobs (ACC) | Accommodation and Food Services |
| Total Jobs (TOT) | |
| ANZSIC Categories ABCDE Jobs | Agriculture, Forestry and Fishing; Mining; Manufacturing; Electricity, Gas, Water and Waste Services; and Construction |
| Total – ABCDE Jobs | |

The procedure followed was to extract the data at meshblock level from Census tables, and then allocate each meshblock to a zone.

Additional variables used were:

- School Roll (SCH)
- Tertiary Roll EFTS (TER)
- University (UNI)
- External Jobs
- Inbound External Flow for light vehicles and commercial vehicles separately
- Outbound External Flow for light vehicles and commercial vehicles separately

The External variables are surveyed traffic counts at each external zone and are used to generate external trips.

School and tertiary full-time equivalent rolls have been sourced from the Ministry of Education 2018/19 data.

## 3.2 Land Use Summary

**Table 3-1** summaries the 2018 land use totals. This data has been sourced from Statistics New Zealand and the Ministry of Education.

Table 3-1: 2018 Land Use Data Summary

| 2018 Land Use Data Summary | | |
|---|---|---|
| Main Use Category | Variable | Study Area Totals (2018) |
| Residential | Estimated Residential Population Households | 279,973 |
| | Estimated Residential Population | 778,980 |
| | Persons/HH | 2.782 |
| | Employed Work Force | 391,909 |
| | Employed Work Force/HH | 1.400 |
| | Vehicles | 500,479 |
| | Vehicles/HH | 1.788 |
| Jobs | Retail Trade | 28,054 |
| | Manufacturing Jobs | 33,231 |
| | Wholesale Jobs | 12,796 |
| | Office Jobs | 66,711 |
| | Community Jobs | 50,931 |
| | Agriculture Jobs | 29,064 |
| | Accommodation Jobs | 19,601 |
| | Total Jobs | 310,979 |
| | ANZSIC Category ABCDE Jobs | 95,493 |
| | Total Jobs – ABCDE Jobs | 215,490 |
| Special Use | School Roll | 131,435 |
| | Tertiary EFTS | 18,557 |
| | University EFTS | 8,265 |
| | EXTERNAL Attractor AM inbound | 4,195 |
| | EXTERNAL Attractor IP inbound | 5,904 |
| | EXTERNAL Attractor PM inbound | 5,035 |
| | EXTERNAL Attractor AM outbound | 3,595 |
| | EXTERNAL Attractor IP outbound | 5,704 |
| | EXTERNAL Attractor PM outbound | 2,835 |
| | External Light inbound AM | 7,143 |
| | External Light outbound AM | 4,679 |
| | External Heavy inbound AM | 619 |
| | External Heavy outbound AM | 661 |
| | Through and Accounted for Light Inbound AM* | 2,769 |
| | Through and Accounted for Light outbound AM* | 2,965 |
| | Through and Accounted for Heavy Inbound AM* | 168 |
| | Through and Accounted for Heavy outbound AM* | 174 |
| | External Light inbound IP | 5,228 |
| | External Light outbound IP | 5,168 |
| | External Heavy inbound IP | 872 |
| | External Heavy outbound IP | 952 |
| | Through and Accounted for Light Inbound IP* | 1,831 |
| | Through and Accounted for Light outbound IP* | 2,104 |
| | Through and Accounted for Heavy Inbound IP* | 210 |
| | Through and Accounted for Heavy outbound IP* | 222 |
| | External Light inbound PM | 6,901 |

| | | |
|---|---|---|
| | External Light outbound PM | 7,429 |
| | External Heavy inbound PM | 582 |
| | External Heavy outbound PM | 625 |
| | Through and Accounted for Light Inbound PM* | 2,192 |
| | Through and Accounted for Light outbound PM* | 2,591 |
| | Through and Accounted for Heavy Inbound PM* | 160 |
| | Through and Accounted for Heavy outbound PM* | 220 |

*"Accounted for" flow refers the internally generated trips attracted to/from the externals that need to be accounted for otherwise these would be double counted in the total external flow.

## 3.3 Household Comparison

As indicated in **Section 1**, a number of model users started exhibiting a lack of confidence in the model outputs as 2021 WRTM traffic forecasts were showing lower flows than 2018 observed in some locations. This was investigated in 2019/20 to determine if there was a deficiency embedded in the model that could account for this and therefore should not be carried forward into this model revalidation.

No obvious deficiency was found in how the model operated or produced trips. However, there is still a need to restore confidence in the model and its flow predictions. A fundamental basis for the production of model flows is the land use used to determine the composition of household types in the model. These are the number of households, the persons per household (population), and the workforce (employed persons per household).

**Figure 3-1** shows the change in the household land use used in the validated 2013/2018 Census models and the previous projection year models of 2021/31.

It is equally important

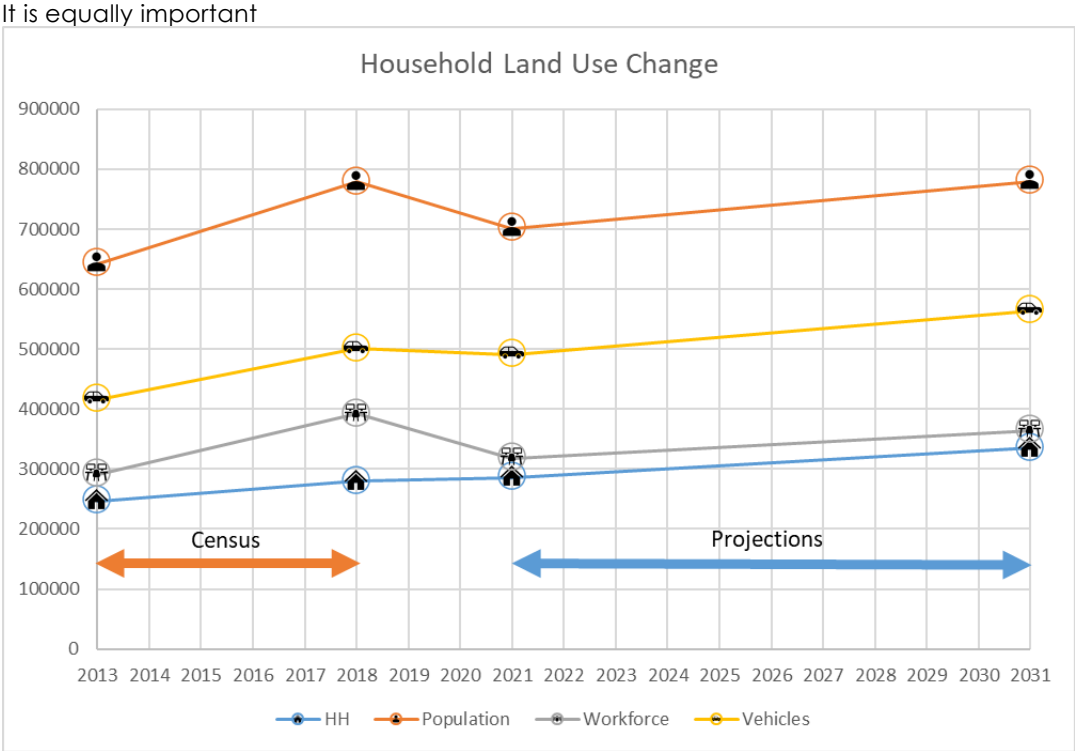


Figure 3-1: Household Land Use Change

The above figure shows two things:

- The projection rate of growth in households over time is reasonably consistent with the growth that has actually occurred between the 2013 and 2018 Census; and
- There is a substantial underestimation in the rate of projected growth in population, workforce and vehicle availability for 2021 onwards compared to actual growth between 2013 and 2018.

This substantial disparity between actual growth in population, workforce and vehicle availability and the projected growth is likely to be a major contributor to model user flow concerns.

# 4. Trip End Generation

Trip end generation is divided into three main categories: private, commercial, and external.

## 4.1 Private Household Category Curves

In line with previous WRTM models, a 'category model' approach to trip end generation is used, which use a series of calibrated curves to produce the proportion of all households in each category based on the average number of persons and workforce per household for each zone. The category model process, categories and calibrated parameters have not changed for this validation and are discussed in detail in WRTM Technical Note 8.

Broadly, the household category structure firstly involves households with 1 person, 2 persons, and 3+ persons and no children. The 1 and 2 person households are split into the working and non-working household categories 1-5 respectively. The 3+ category did not require further definition and was used directly to create category 6. Categories 7-10 involve families with children. The household categories therefore used were:

- 1 adult HH – 1 person working
- 1 adult HH – 0 person working
- 2 adult HH – 2 persons working
- 2 adult HH – 1 person working
- 2 adult HH – 0 persons working
- 3+ adult HH
- 2 person families
- 3 person families
- 4 person families
- 5+ person families

Calibrated curves were also used to produce the proportion of households within a zone that have 0, 1, 2 and 3+ vehicles available per household based on the zonal average vehicles/household.

In the category model the number of households in each of the 40 categories for a zone depend on the average persons per household, average workforce per household and vehicles per household giving a combined probability, $\rho_{i,j,k}$, where i, j and k are category model variables.

e.g. $\rho_{2,2,2+} = \rho_2 \times w_2 \times c_{2+}$

where:

| | | |
|---|---|---|
| $\rho_{2,2,2+}$ | = | proportion of households in category of 2 persons, both working and 2+ cars |
| $\rho_2$ | = | proportion of households with 2 persons |
| $w_2$ | = | proportion of households with 2 persons working |
| $c_{2+}$ | = | proportion of households with 2+ cars. |

For all internal zones the average number of vehicles, persons, and workforce per household were provided in the land use zone files for 2018.

## 4.2 Private Trips

Private trips are divided into the same purposes as used in the previous WRTM model.

## 4.3 Period Model Period Factors

### 4.3.1 Morning Peak Private Trip End Productions

Private car driver trip ends were produced by using the 'category model' derived from the factored Household Interview Survey (HIS) data. The morning peak period generation is for the two hours of trips with a mid-trip time between 7:00am and 9:00am. Generation was carried out as 'Home to' and 'to Home' purposes to reflect the tidal movement of trips.

### 4.3.2 Inter Peak Private Trip End Productions

Private car driver trip ends were similarly produced for the inter peak. The inter peak period generation is for trips which had a mid-trip time between the seven hours from 9am to 4pm. Generation was carried out as 'Home to' and 'to Home' purposes to reflect the tidal movement of trips.

Note that the resulting seven-hour trip matrix is later converted to a two-hour matrix (by multiplying by a factor of 0.268) when the total trip matrix is formed. This factor was derived from the interrogation of representative traffic counts throughout the model area.

### 4.3.3 Evening Peak Private Trip End Productions

Private car driver trip ends were similarly produced for the evening peak. The evening peak period generation is for trips which had a mid-trip time between the two hours from 4pm to 6pm. Generation was carried out as 'Home to' and 'to Home' purposes to reflect the tidal movement of trips.

## 4.4 Private Trip Attractions

Attractions were derived by regression equations according to various weightings of land use information and based on a number of similar studies undertaken throughout New Zealand.

The attraction equations used are based on those used in the previous WRTM 2013 model, but some have been adjusted during the validation process to closely model WRTM 2018 private trip behaviour. These have been highlighted in the following equations and relate to the attraction to external locations. The 2013 development of the attraction equations are reported in 2013 WRTM Technical Note 26.

The following land uses were used as the independent variables:

- HH - Number of Households
- RET - Retail Trade
- MAN - Manufacturing Jobs
- WHO - Wholesale Jobs
- OFF - Office Jobs
- COM - Community Jobs
- AGR - Agriculture Jobs
- ACC - Accommodation Jobs
- TOT - Total Jobs
- ANZ - ANZSIC Category ABCDE Jobs
- ANZ(-) - Total Jobs – ABCDE Jobs
- SCH - School Roll
- TER - Tertiary EFTS
- UNI - University EFTS

- EXAI - EXTERNAL JOBS AM inbound
- EXII - EXTERNAL JOBS IP inbound
- EXPI - EXTERNAL JOBS PM inbound
- EXAO - EXTERNAL JOBS AM outbound
- EXIO - EXTERNAL JOBS IP outbound
- EXPO - EXTERNAL JOBS PM outbound

### 4.4.1 Morning Peak Private Trip Attractions

HTW = 0.658 RET + 0.444 MAN + 0.207 TOT + 0.579 EXAO

HTE = 0.081 SCH + 0.046 TET + 0.042 UNI + 0.049 EXAO

HTB = 0.040 TOT + 0.071 EXAO

HTS = 0.175 RET + 0.052 EXAO

HTO = 0.120 HH + 0.202 SCH + 0.245 RET + 0.045 EXAO

NHB = 0.063 HH + 0.113 SCH + 0.647 RET + 0.070 TOT

OTH = 0.108 HH + 0.061 OFF + 0.069 COM + 0.116 AGR + 0.035 EXAI

### 4.4.2 Inter Peak Private Trip Attractions

HTW = 0.369 AGR + 0.120 TOT + 0.400 EXIO

HTB = 0.157 COM + 0.083 TOT + 0.255 EXIO

HTS = 1.499 RET + 0.424 EXIO

HTO = 0.221 HH + 0.159 SCH + 0.480 RET + 0.400 EXIO

NHB = 0.631 HH + 7.027 RET

WTH = 0.686 RET + 0.249 MAN + 0.251 COM + 0.454 AGR + 0.400 EXII

BTH = 0.791 ACC + 0.034 TOT + 0.255

STH = 1.852 RET + 0.424 EXII

OTH = 0.214 HH + 0.161 SCH + 0.449 RET + 0.108 UNI + 0.400 EXII

### 4.4.3 Evening Peak Private Trip Attractions

HTS = 0.292 RET

HTSR = 0.105 HH + 0.195 RET

HTO = 0.077 HH + 0.114 COM + 0.035 TOT + 0.310 EXPO

NHB = 1.171 RET + 0.080 TOT

WTH = 1.388 RET + 0.350 MAN + 0.322 COM + 0.319 AGR + 0.410 EXPI

ETH = 0.098 SCH + 0.036 TER + 0089 EXPI

BTH = 0.116 RET + 0.061 COM + 0.283 AGR + 0.027 EXPI

STH = 0.818 RET + 0.044 EXPI

OTH = 0.083 HH + 0.079 TER + 0.129 RET + 0.143 MAN + 0.114 COM + 0.089 EXPI

## 4.5 Commercial Vehicle Trips

Commercial Vehicle movements are important components of transport models. This study has incorporated a general background level of commercial vehicle activity by modelling these trips as two separate user classes.

Regression equations were used to provide both productions and attractions for goods vehicles. For internal to internal trips it is difficult to determine whether the origin or destination generates the demand for the trip. Hence, the same equation is used to generate both the productions and attractions.

The commercial vehicle equations originate from the previous WRTM model and have not changed. They reflect equivalent all day productions which are then factored to reflect period generation. The equations applied are:

AM Peak

CV = (0.031 HH + 0.563 ANZ) x 0.133

Inter Peak

CV = (0.031 HH + 0.644 ANZ) x 0.147

PM Peak

CV = (0.031 HH + 0.563 ANZ) x 0.111

Bear in mind that we are cautious in the detailed use of these derived equations, as the reliability of these equations do not extend beyond a coarse representation and evaluation of commercial vehicles in any transportation model.

## 4.6 External Trips

For vehicle trips entering or leaving the study area there were 21 external stations used.

External traffic is made up of several components, each of which is dealt with separately by the model. They are:

- Through trips – external to external without stopping;
- Externally generated trips – trips produced by areas outside the model area and attracted to/from locations within the model area. These are both external to internal and internal to external trips;
- Internally generated trips – trips produced by areas inside the model and attracted to/from locations outside the model area. These are also external to internal and internal to external trips but are produced by the internal category model.

These trips represent the total traffic volumes at the study area boundary and are generated and assigned as two-hour volumes.

Through, inbound, and outbound traffic are all split into non-CV and CV. **Table 4-1** to **Table 4-3** shows the total traffic flows at each of the external stations.

### 4.6.1 Through External to External Trips

Through trips are explicitly detailed in the model using through matrices of both private vehicle and commercial vehicles. To ensure that they are not double counted, the number of through trips at each external station is subtracted from the total external flows before the remaining external-to-internal trips are generated and distributed.

In addition, a through traffic component has been estimated during the original 2006 WRTM orirgin-destination surveys and scaled based on the relative increase in external traffic volumes from 2006-2018.

### 4.6.2 Internally Generated Trips

These are trips that are the result of internally generated trips produced by internal households and attracted to external destinations, as indicated in **Section 4.4**. Zero values indicate that no internally generated inbound and outbound trips were attracted to/from the specified external. Also note that no internally generated heavy vehicles were assumed to be attracted to the externals, these were all assumed to be externally generated.

### 4.6.3 Externally Generated Trips

The remaining external flow are made up of traffic that is generated by external sources and is therefore the external road flow less internally generated trips and through trips. These externally

generated external trips are obtained from available traffic counts at each external. These are attracted to/from each of the following for each model period.

| | | |
|---|---|---|
| EXT Inbound Light | = | 0.0396 HH + 0.0408 TOT |
| EXT Outbound Light | = | 0.0396 HH + 0.0408 TOT |
| EXT Inbound Heavy | = | 0.0394 ANZ + 0.0042 ANZ(-) |
| EXT Outbound Heavy | = | 0.0394 ANZ + 0.0042 ANZ(-) |

The following **Table 4-1** to **Table 4-3** detail the inbound and outbound vehicle trips.

Table 4-1: AM Peak (7-8am) External Traffic

| | | EXTERNAL TRIPS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Zone No. | Location | Through | | Internal Generated | | External Generated | | Total | |
| | | In | Out | In | Out | In | Out | In | Out |
| 2480 | Beach Road | 1,356 | 882 | 2 | 77 | 130 | 47 | 1,488 | 1,005 |
| 2481 | SH1 North | 1,273 | 1,469 | 99 | 2,913 | 3,717 | 893 | 5,089 | 5,275 |
| 2482 | Great South Road | 136 | 439 | 1 | 38 | 983 | 1,613 | 1,120 | 2,090 |
| 2483 | Quarry Road | 0 | 0 | 0 | 0 | 228 | 276 | 228 | 276 |
| 2484 | Ararimu Road | 11 | 8 | 0 | 0 | 177 | 89 | 188 | 97 |
| 2485 | Portsmouth Road | 0 | 0 | 0 | 0 | 76 | 48 | 76 | 48 |
| 2486 | Pararata Road | 27 | 30 | 0 | 0 | 265 | 265 | 292 | 295 |
| 2487 | Puketutu Road | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 5 |
| 2488 | Pirrit Road | 0 | 0 | 0 | 0 | 16 | 51 | 16 | 51 |
| 2489 | Pioneer Road | 0 | 0 | 0 | 0 | 20 | 24 | 20 | 24 |
| 2490 | SH4 South | 19 | 13 | 0 | 0 | 78 | 76 | 97 | 89 |
| 2491 | SH3 South | 22 | 14 | 0 | 0 | 160 | 60 | 182 | 74 |
| 2492 | SH2 East | 7 | 7 | 0 | 0 | 494 | 528 | 501 | 535 |
| 2493 | SH33 East | 0 | 0 | 0 | 0 | 300 | 150 | 300 | 150 |
| 2494 | Highlands Loop Road | 0 | 0 | 0 | 0 | 150 | 150 | 150 | 150 |
| 2495 | SH30 East | 23 | 20 | 0 | 0 | 385 | 280 | 408 | 300 |
| 2496 | SH38 South | 8 | 5 | 0 | 0 | 210 | 430 | 218 | 435 |
| 2497 | SH5 South | 32 | 21 | 0 | 0 | 163 | 151 | 195 | 172 |
| 2498 | SH1 South | 7 | 27 | 0 | 0 | 94 | 126 | 101 | 153 |
| 2499 | SH47 South | 16 | 2 | 0 | 0 | 84 | 41 | 100 | 43 |
| 2500 | SH41 South | 0 | 0 | 0 | 0 | 29 | 37 | 29 | 37 |
| **ALL EXTERNAL STATIONS** | | **2,937** | **2,937** | **102** | **3,027** | **7,762** | **5,340** | **10,801** | **11,304** |

Table 4-2: Inter Peak (11am-1pm) External Traffic

| Zone No. | Location | EXTERNAL TRIPS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Through | | Internal Generated | | External Generated | | Total | |
| | | In | Out | In | Out | In | Out | In | Out |
| 2480 | Beach Road | 912 | 716 | 66 | 61 | 311 | 386 | 1,289 | 1,164 |
| 2481 | SH1 North | 927 | 912 | 2,710 | 2,437 | 1,788 | 2,064 | 5,425 | 5,413 |
| 2482 | Great South Road | 21 | 262 | 23 | 22 | 529 | 495 | 573 | 778 |
| 2483 | Quarry Road | 0 | 0 | 0 | 0 | 197 | 197 | 197 | 197 |
| 2484 | Ararimu Road | 9 | 7 | 0 | 0 | 145 | 145 | 154 | 152 |
| 2485 | Portsmouth Road | 0 | 0 | 0 | 0 | 27 | 35 | 27 | 35 |
| 2486 | Pararata Road | 9 | 7 | 0 | 0 | 201 | 201 | 210 | 208 |
| 2487 | Puketutu Road | 0 | 0 | 0 | 0 | 4 | 9 | 4 | 9 |
| 2488 | Pirrit Road | 0 | 0 | 0 | 0 | 30 | 33 | 30 | 33 |
| 2489 | Pioneer Road | 0 | 0 | 0 | 0 | 33 | 17 | 33 | 17 |
| 2490 | SH4 South | 22 | 21 | 0 | 0 | 129 | 109 | 151 | 130 |
| 2491 | SH3 South | 31 | 23 | 0 | 0 | 248 | 184 | 279 | 207 |
| 2492 | SH2 East | 7 | 4 | 0 | 0 | 542 | 430 | 549 | 434 |
| 2493 | SH33 East | 0 | 0 | 0 | 0 | 300 | 300 | 300 | 300 |
| 2494 | Highlands Loop Road | 0 | 0 | 0 | 0 | 200 | 200 | 200 | 200 |
| 2495 | SH30 East | 19 | 14 | 0 | 0 | 300 | 260 | 319 | 274 |
| 2496 | SH38 South | 4 | 4 | 0 | 0 | 502 | 468 | 506 | 472 |
| 2497 | SH5 South | 39 | 33 | 0 | 0 | 274 | 241 | 313 | 274 |
| 2498 | SH1 South | 43 | 36 | 0 | 0 | 224 | 233 | 267 | 269 |
| 2499 | SH47 South | 0 | 0 | 0 | 0 | 83 | 82 | 83 | 82 |
| 2500 | SH41 South | 0 | 0 | 0 | 0 | 33 | 31 | 33 | 31 |
| **ALL EXTERNAL STATIONS** | | **2,041** | **2,041** | **2,799** | **2,520** | **6,100** | **6,120** | **10,940** | **10,681** |

Table 4-3: PM Peak (4-6pm) External Traffic

| Zone No. | Location | EXTERNAL TRIPS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Through | | Internal Generated | | External Generated | | Total | |
| | | In | Out | In | Out | In | Out | In | Out |
| 2480 | Beach Road | 807 | 823 | 73 | 16 | 221 | 253 | 1,101 | 1,092 |
| 2481 | SH1 North | 1,191 | 850 | 3,942 | 481 | 1,575 | 3,989 | 6,708 | 5,320 |
| 2482 | Great South Road | 105 | 470 | 36 | 8 | 1,782 | 519 | 1,923 | 997 |
| 2483 | Quarry Road | 0 | 0 | 0 | 0 | 202 | 264 | 202 | 264 |
| 2484 | Ararimu Road | 23 | 12 | 0 | 0 | 89 | 290 | 112 | 302 |
| 2485 | Portsmouth Road | 0 | 0 | 0 | 0 | 48 | 48 | 48 | 48 |
| 2486 | Pararata Road | 37 | 30 | 0 | 0 | 262 | 262 | 299 | 292 |
| 2487 | Puketutu Road | 0 | 0 | 0 | 0 | 3 | 16 | 3 | 16 |
| 2488 | Pirrit Road | 0 | 0 | 0 | 0 | 76 | 47 | 76 | 47 |
| 2489 | Pioneer Road | 0 | 0 | 0 | 0 | 50 | 27 | 50 | 27 |
| 2490 | SH4 South | 23 | 20 | 0 | 0 | 115 | 132 | 138 | 152 |
| 2491 | SH3 South | 27 | 28 | 0 | 0 | 174 | 247 | 201 | 275 |
| 2492 | SH2 East | 12 | 7 | 0 | 0 | 703 | 586 | 715 | 593 |
| 2493 | SH33 East | 0 | 0 | 0 | 0 | 450 | 450 | 450 | 450 |
| 2494 | Highlands Loop Road | 0 | 0 | 0 | 0 | 300 | 300 | 300 | 300 |
| 2495 | SH30 East | 30 | 21 | 0 | 0 | 408 | 436 | 438 | 457 |
| 2496 | SH38 South | 7 | 6 | 0 | 0 | 420 | 197 | 427 | 203 |
| 2497 | SH5 South | 30 | 34 | 0 | 0 | 250 | 353 | 280 | 387 |
| 2498 | SH1 South | 39 | 29 | 0 | 0 | 222 | 163 | 261 | 192 |
| 2499 | SH47 South | 21 | 23 | 0 | 0 | 89 | 134 | 110 | 157 |
| 2500 | SH41 South | 0 | 0 | 0 | 0 | 44 | 41 | 44 | 41 |
| **ALL EXTERNAL STATIONS** | | **2,352** | **2,352** | **4,051** | **505** | **7,483** | **8,754** | **13,886** | **11,611** |

## 4.7 Total Trip End Generation

Based on the relationships given in the preceding sections the trip end totals for each period are shown in **Table 4-4**, **Table 4-5** and **Table 4-6**. These trips are for the two-hour period.

Table 4-4: 2018 AM Trip End Summary

| Trip Purpose | | AM (7-9am) Trip Ends | % of Private Trips | Private Trips/HH | % of Total Trips |
|---|---|---|---|---|---|
| Home to Work | HTW | 110,094 | 37.03% | 0.393 | 34.23% |
| Home to Education | HTE | 8,599 | 2.89% | 0.031 | 2.67% |
| Home to Business | HTB | 8,743 | 2.97% | 0.031 | 2.72% |
| Home to Shop | HTS | 8,447 | 2.84% | 0.030 | 2.63% |
| Home to Other | HTO | 54,197 | 18.23% | 0.194 | 16.85% |
| Non-Home Based | NHB | 78,542 | 26.42% | 0.281 | 24.42% |
| Other to Home | OTH | 28,685 | 9.65% | 0.102 | 8.92% |
| Private Total | | **297,307** | **100.00%** | **1.062** | **92.44%** |
| External Generated Inbound | EXTI | 7,762 | | | |
| External Generated Outbound | EXTO | 5,340 | | | |
| Total Through Traffic | THU | 2,965 | | | |
| Commercial Vehicle | CV | 8,259 | | | |
| Total 2 Hr Trips | | **321,633** | | | |
| Households | | | **279,973** | | |

Table 4-5: 2018 INT Trip End Summary

| Trip Purpose | | INT (11am-1pm) Trip Ends | % of Private Trips | Private Trips/HH | % of Total Trips |
|---|---|---|---|---|---|
| Home to Work | HTW | 15,577 | 6.01% | 0.056 | 5.49% |
| Home to Business | HTB | 9,442 | 3.64% | 0.034 | 3.33% |
| Home to Shop | HTS | 16,343 | 6.31% | 0.058 | 5.76% |
| Home to Other | HTO | 24,296 | 9.37% | 0.087 | 8.56% |
| Non-Home Based | NHB | 121.087 | 46.72% | 0.432 | 42.67% |
| Work to Home | WTH | 19,397 | 7.48% | 0.069 | 6.84% |
| Business to Home | BTH | 7,938 | 3.06% | 0.028 | 2.80% |
| Shop to Home | STH | 20,687 | 7.98% | 0.074 | 7.29% |
| Other to Home | OTH | 24,419 | 9.42% | 0.087 | 8.61% |
| Private Total | | **259,185** | **100.00%** | **0.926** | **91.34%** |
| External Generated Inbound | EXTI | 6,100 | | | |
| External Generated Outbound | EXTO | 6,120 | | | |
| Through | THU | 2,104 | | | |
| Commercial Vehicle | CV | 10,256 | | | |
| Total 2 Hr Trips | | **283,765** | | | |
| Households | | | **279,973** | | |

Table 4-6: 2018 PM Trip End Summary

| Trip Purpose | | AM (4-6pm) Trip Ends | % of Private Trips | Private Trips/HH | % of Total Trips |
|---|---|---|---|---|---|
| Home to Shop | HTS | 11,301 | 3.28% | 0.040 | 3.05% |
| Home to Social Recreation | HTSR | 16,723 | 4.86% | 0.060 | 4.52% |
| Home to Other | HTO | 22,500 | 6.54% | 0.080 | 6.08% |
| Non-Home Based | NHB | 89,873 | 26.11% | 0.321 | 24.29% |
| Work to Home | WTH | 115,095 | 33.44% | 0.411 | 31.11% |
| Education to Home | ETH | 4,153 | 1.21% | 0.015 | 1.12% |
| Business to Home | BTH | 7,251 | 2.11% | 0.026 | 1.96% |
| Shop to Home | STH | 34,675 | 10.07% | 0.124 | 9.37% |
| Other to Home | OTH | 42,637 | 12.39% | 0.152 | 11.53% |
| Private Total | | **344,208** | **100.00%** | **1.229** | **93.05%** |
| External Generated Inbound | EXTI | 7,483 | | | |
| External Generated Outbound | EXTO | 8,754 | | | |
| Through | THU | 2,591 | | | |
| Commercial Vehicle | CV | 6,891 | | | |
| Total 2 Hr Trips | | **369,973** | | | |
| Households | | | **279,973** | | |

# 5. Trip Distribution

## 5.1 The Gravity Distribution Model

The gravity model form chosen for this work was:

$$T_{ij} = P_i . K_i A_j . L_i f(c_{ij})$$

Subject to the double constraints of:

$$K_i = \frac{P_i}{\Sigma_j T_{ij}}$$

$$L_j = \frac{A_j}{\Sigma_j T_{ij}}$$

Where:

| | | |
|---|---|---|
| $T_{ij}$ | = | Trips between zones i and j |
| $P_i$ | = | Productions at zone i |
| $A_j$ | = | Attractions at zone j |
| $f(c_{ij})$ | = | Function of the travel cost between zones i and j |
| $K_i L_j$ | = | Balancing factors |

The balancing factors are successively applied until there is convergence. Some 90 iterations were used, and all purposes converged so that there was no difference between iterations to five decimal places.

This section will deal with the distribution function f(cij) and the costs of travel.

## 5.2 The Distribution Function

Trip distribution is cost-based using a generalised cost of travel derived from both time and distance costs.

The distribution function can be approximated to an exponential line of the form:

$$f(c_{ij}) = e^{-\alpha c_{ij}}$$

Where:

| | | |
|---|---|---|
| $f(c_{ij})$ | = | function of cost of travel between zone i and zone j |
| $C_{ij}$ | = | generalised cost of travel between zones i and j and is usually of the form $\beta t_{ij} + \gamma d_{ij}$ + tolls + parking charges |
| $t_{ij}$ | = | time to travel between zone i and zone j (minutes) |
| $d_{ij}$ | = | distance between zone i and zone j (kilometres) |
| $\beta$ | = | generalised cost of travel per minute |
| $\gamma$ | = | generalised cost of travel per kilometre |
| $\alpha$ | = | distribution model exponent to be calibrated |

During the original trip distribution calibration process, it was found necessary to employ a bimodal distribution. The bimodal distribution calibrated trips to/from the main urban area in the WRTM independently from trips that had each trip end in remaining more rural areas. This process was continued in the revalidation. However, it was found that the significantly increased number of counts used throughout the model area indicated that a number of other areas within the general area appeared to also have a different distribution.

It was found that a number of larger townships in the surrounding area were more "self-sufficient" than the general distribution coefficients indicated. As a result, these were given their own set of coefficients to shorten trips being produced by these areas.

The distribution function values used ($\alpha$) are shown in **Table 5-1** to **Table 5-3** below. "Townships" and "Huntly" have been added as part of this 2018 update.

Table 5-1: AM Peak Trip Distribution Coefficients

| | COST BASED DISTRIBUTION FUNCTION EXPONENTS | | | |
|---|---|---|---|---|
| Trip Purpose | General | Hamilton | Townships | Huntly |
| Home to Work | 0.0044 | 0.0029 | 0.0051 | 0.0085 |
| Home to Education | 0.0045 | 0.0045 | 0.0045 | 0.0045 |
| Home to Business | 0.0018 | 0.0028 | 0.0028 | 0.0028 |
| Home to Shop | 0.0054 | 0.0054 | 0.0054 | 0.0054 |
| Home to Other | 0.0032 | 0.0033 | 0.0030 | 0.0035 |
| Non-Home Based | 0.0022 | 0.0040 | 0.0022 | 0.0025 |
| Other to Home | 0.0055 | 0.0060 | 0.0055 | 0.0060 |

Table 5-2: Inter Peak Trip Distribution Coefficients

| | COST BASED DISTRIBUTION FUNCTION EXPONENTS | | | |
|---|---|---|---|---|
| Trip Purpose | General | Hamilton | Townships | Huntly |
| Home to Work | 0.0052 | 0.0065 | 0.0057 | 0.0057 |
| Home to Business | 0.0013 | 0.0020 | 0.0018 | 0.0018 |
| Home to Shop | 0.0042 | 0.0050 | 0.0047 | 0.0047 |
| Home to Other | 0.0018 | 0.0026 | 0.0021 | 0.0022 |
| Non-Home Based | 0.0025 | 0.0035 | 0.0022 | 0.0026 |
| Work to Home | 0.0030 | 0.0037 | 0.0037 | 0.0037 |
| Business to Home | 0.0078 | 0.0090 | 0.0083 | 0.0083 |
| Shop to Home | 0.0063 | 0.0080 | 0.0068 | 0.0063 |
| Other to Home | 0.0031 | 0.0039 | 0.0033 | 0.0036 |

Table 5-3: PM Peak Trip Distribution Coefficients

| | COST BASED DISTRIBUTION FUNCTION EXPONENTS | | | |
|---|---|---|---|---|
| Trip Purpose | General | Hamilton | Townships | Huntly |
| Home to Shop | 0.0350 | 0.0350 | 0.0350 | 0.0350 |
| Home to Social Recreation | 0.0031 | 0.0031 | 0.0031 | 0.0051 |
| Home to Other | 0.0032 | 0.0034 | 0.0032 | 0.0052 |
| Non-Home Based | 0.0017 | 0.0021 | 0.0015 | 0.0033 |
| Work to Home | 0.0032 | 0.0040 | 0.0040 | 0.0060 |
| Education to Home | 0.0023 | 0.0023 | 0.0023 | 0.0023 |
| Business to Home | 0.0033 | 0.0033 | 0.0033 | 0.0033 |
| Shop to Home | 0.0055 | 0.0060 | 0.0125 | 0.0185 |
| Other to Home | 0.0018 | 0.0025 | 0.0041 | 0.0081 |

**Figure 5-1** shows the locations of each of the areas.

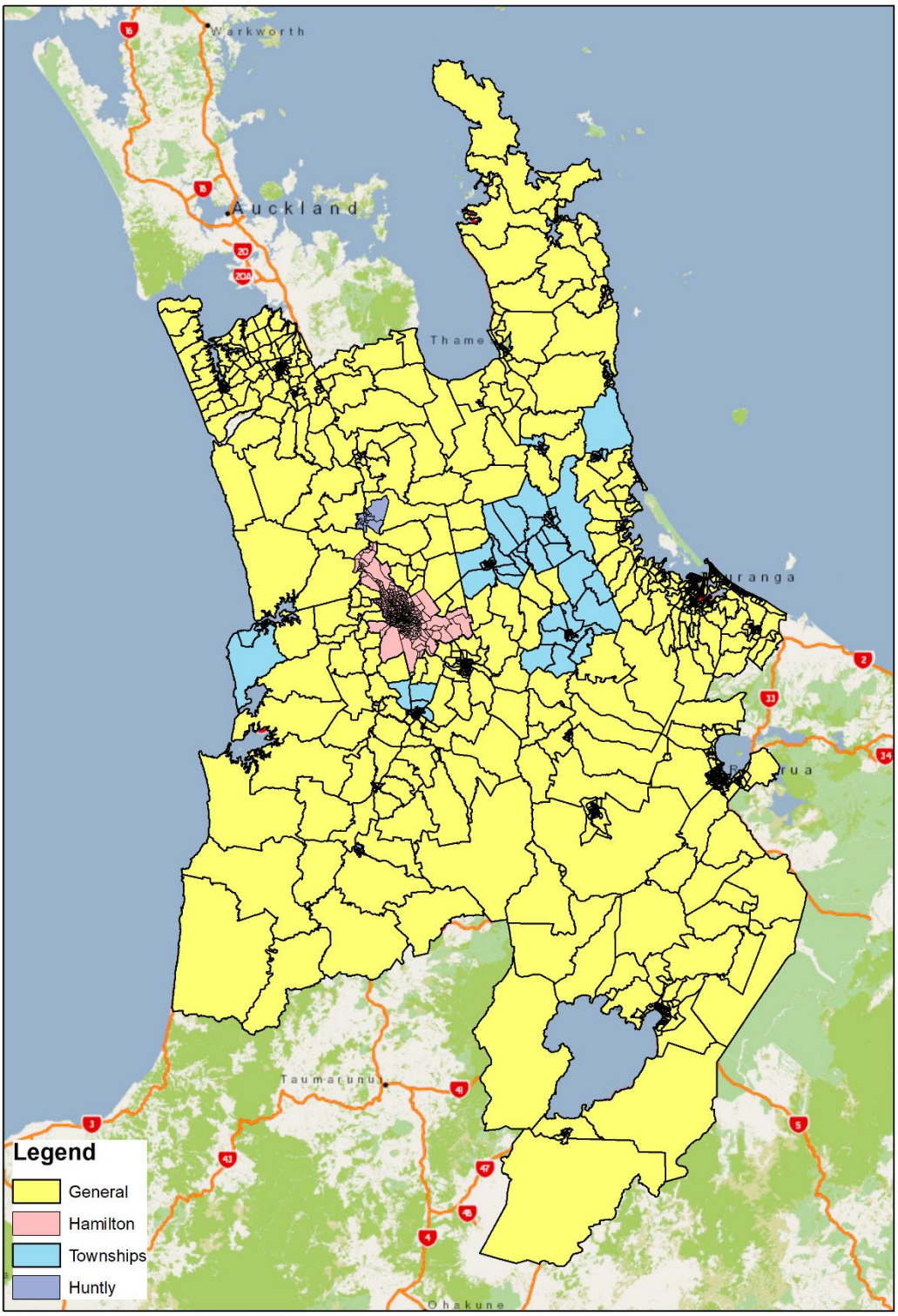


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Figure 5-1: Distribution Areas

# 6. Trip Assignment

## 6.1 Costs of Travel

Behavioural costs are defined as those costs that give the best empirical fit to the observed behaviour of travellers. They represent the cost or price that travellers perceive they are paying in terms of money, time, distance, comfort and convenience. For example, it can be argued that when deciding whether or not to make a trip by car, most drivers consider their mileage costs as only the cost of the fuel that they buy. The cost of the value of time that people place on travel depends on the type of journey undertaken, so therefore behavioural time costs for journeys to work, journeys during working hours, and shopping trips are different.

The resulting behavioural cost values for each model period are shown in **Table 6-1** to **Table 6-3**.

These values are the same as those used in the previous validation of the WRTM.

## 6.2 Loading Profile

The total traffic matrix is assigned to the road network using an incremental time dependent assignment procedure with multiple iterations and a loading profile for different time periods. Traffic is loaded in time slices onto the network at flow rates that approximate the traffic flow profile over the time period modelled. The TRACKS assignment program ASSIGN version 7.0 was used.

Interzonal time and distance matrices were extracted during the assignment process and is a weighted sum corresponding to the points on the loading profile.

Available traffic count data in representative major routes in the study area were used to produce average flow profiles for the AM, PM and Inter Peak periods based on 15-minute traffic counts during the peak hours. These are the same as the previous WRTM profiles and are reported here for clarity. The quarter hourly flows were then sorted from smallest to largest and incremental profiles were developed to model traffic flow by loading traffic in a small number of steps. The loading profiles for the period models are in **Table 6-1** to **Table 6-3.**

In summary, a proportion of the matrix is loaded in each iteration where the profile is derived from traffic counts over the modelled period. As a consequence, the profiles for each period are different. In effect, where there are a number of iterations before a skim it is an incremental assignment for that proportion of traffic. Times and distances are accumulated at that point. If iterations are successively skimmed, then the assignment is an 'all or nothing' for the proportion being loaded.

Table 6-1: AM Peak Assignment Parameters

| Assignment Increment | % Trip Matrix Loaded | % of Peak Hourly Flow Rate Experienced | Representative Time Segment (Minutes) | Perceived Assignment Costs | |
|---|---|---|---|---|---|
| 1 | 11 | 11 | - | Light Veh<br>28.73<br>c/min<br><br>17.08<br>c/km | Heavy Veh<br>37.19<br>c/min<br><br>72.31<br>c/km |
| 2 | 11 | 22 | - | | |
| 3 | 11 | 33 | - | | |
| 4 | 11 | 44 | - | | |
| 5 | 10 | 54 | 15 | | |
| 6 | 10 | 64 | - | | |
| 7 | 11 | 75 | 15 | | |
| 8 | 6 | 81 | - | | |
| 9 | 6 | 87 | 15 | | |
| 10 | 6 | 93 | 15 | | |
| 11 | 5 | 98 | 30 | | |
| 12 | 1 | 99 | 15 | | |
| 13 | 1 | 100 | 15 | | |

Table 6-2: Inter Peak Assignment Parameters

| Assignment Increment | % Trip Matrix Loaded | % of Peak Hourly Flow Rate Experienced | Representative Time Segment (Minutes) | Perceived Assignment Costs | |
|---|---|---|---|---|---|
| 1 | 12 | 12 | - | Light Veh 35.49 c/min<br><br>17.08 c/km | Heavy Veh 37.19 c/min<br><br>72.31 c/km |
| 2 | 12 | 24 | - | | |
| 3 | 12 | 36 | - | | |
| 4 | 12 | 48 | - | | |
| 5 | 12 | 60 | - | | |
| 6 | 11 | 71 | - | | |
| 7 | 10 | 81 | - | | |
| 8 | 10 | 91 | 15 | | |
| 9 | 1 | 92 | 15 | | |
| 10 | 1 | 93 | 15 | | |
| 11 | 2 | 95 | 15 | | |
| 12 | 2 | 97 | 15 | | |
| 13 | 1 | 98 | 15 | | |
| 14 | 1 | 99 | 15 | | |
| 15 | 1 | 100 | 15 | | |

Table 6-3: PM Peak Assignment Parameters

| Assignment Increment | % Trip Matrix Loaded | % of Peak Hourly Flow Rate Experienced | Representative Time Segment (Minutes) | Perceived Assignment Costs | |
|---|---|---|---|---|---|
| 1 | 10 | 10 | - | Light Veh 29.80 c/min<br><br>17.08 c/km | Heavy Veh 37.19 c/min<br><br>72.31 c/km |
| 2 | 10 | 20 | - | | |
| 3 | 10 | 30 | - | | |
| 4 | 10 | 40 | - | | |
| 5 | 10 | 50 | - | | |
| 6 | 10 | 60 | - | | |
| 7 | 10 | 70 | - | | |
| 8 | 10 | 80 | - | | |
| 9 | 7 | 87 | 15 | | |
| 10 | 3 | 90 | 15 | | |
| 11 | 2 | 92 | 15 | | |
| 12 | 1 | 93 | 30 | | |
| 13 | 2 | 95 | 15 | | |
| 14 | 4 | 99 | 15 | | |
| 15 | 1 | 100 | 15 | | |

## 6.3 Network Links

Speed/flow, or volume/delay relationships, were derived for various types of roads. Selection of the appropriate curve was based on a number of variables that physically described each road.

These relationships have not changed from those used in the previous WRTM model and are reported elsewhere.

## 6.4 Network Intersections

Delays at intersections are calculated at the movement level and are determined by a queuing theory model for priority intersections and roundabouts. Traffic signals use the formulations used in aaSIDRA and each signalised intersection require a SIDRA input data file.

This process has not changed from the previous WRTM model.

# 7. Model Convergence

## 7.1 Assignment and Distribution Loop

Time and distance matrices are required as inputs for trip distribution. Since assigning the trips to the network generates these matrices, after each assignment the trip distribution needs to be re-run and the trips re-assigned until the time and distance matrices converge.

In practice, it is unlikely that absolute convergence occurs. The assignment and distribution steps are run iteratively until the totals of both the time and distance matrices between successive runs remain close to each other and relatively constant.

The totals for the time and distance matrices for two successive Assignment/Distribution Loops (after many previous runs) are shown below in **Table 7-1** where:

- VMT = Total Vehicle-Minutes Travelled
- VKT = Total Vehicle-Kilometres Travelled

Table 7-1: 2018 Model Convergence

| PERIOD | AM PEAK | | INTER PEAK | | PM PEAK | |
|---|---|---|---|---|---|---|
| | VMT | VKT | VMT | VKT | VMT | VKT |
| Last Run | 4081513 | 3817119 | 3434015 | 3465448 | 5121690 | 4664566 |
| Previous Run | 4081434 | 3817117 | 3434207 | 3465803 | 5122231 | 4664720 |
| Absolute Difference | -78 | -2 | +192 | +355 | +540 | +154 |
| % Diff | <0.00% | <0.00% | <0.01% | 0.01% | 0.01% | <0.01% |

The percentage change in generalised user cost between consecutive loops should be less than 1%. Since the total vehicle minutes and total vehicle kilometres change less than 1% between runs (shown above), and unit time and distance costs are constant between runs, generalised user cost also changes less than 1% between runs.

When validating the model, it is difficult to get a long series of runs prior to convergence because of the continual changing of the model components to get a better fit, even though these changes were often small. In general, the model re-converged after two or three iterations. The periods were then run several times after convergence and remained stable.

For any model, if the network is heavily congested, convergence may not occur. Although the network is currently stable, when any changes are made to the model inputs (e.g. option testing or land use), then convergence must be checked to ensure the network is still stable. In the unlikely event of the network not stabilising, modifications will have to be made to the network or land use assumptions so that it will converge. These modifications should then be incorporated into the option or year being tested.

# 8. Model Validation

## 8.1 General

One of the requirements of model building is that the model should replicate actual conditions, that is the travel patterns and traffic flows that existed in 2018. This process is called validation. The primary test is the ability of the model to replicate traffic flow measured in March 2018. In addition, network travel times were checked against TomTom Travel Time Survey data.

Ideally, all link survey flows would be counted at the same time in March 2018 to ensure consistency between all counts in all screenlines throughout the model area. However, as with nearly all models, it is not possible to undertake such a large number of surveys at the same time to provide that consistency. In this model there are some 360 link counts on 26 screenlines throughout the model area and counts from various sources in 2016/2017/2018/2019 have been used. No annual or seasonal adjustment has been applied, consistent with the original model build and the 2013 update.

Not only does the different years introduce a variation in count consistency, the significant major road construction being undertaken throughout the Waikato Region has also resulted in an inconsistency due to various routes being available/unavailable at the time of counting. There is no easy solution to this given the size of the modelled area, but this should be borne in mind for the comparison with modelled flows.

Approximately 90 individual intersection counts throughout Hamilton have also been included as requested. These are independent of the screenline validation requirements but provide additional flow information useful to the validation process. These intersections provided 743 additional directional counts throughout the Hamilton area. It should be noted that these counts were all undertaken in 2016 and represent different months of the year. These counts are not factored to represent theoretical 2018 flows as they were undertaken at a time of significant change in the major road network throughout Hamilton and factoring may further exaggerate flow differences due to construction events.

## 8.2 Network Screenline Validation

Flow comparisons are tested using a number of statistical measures. Traffic counts were grouped into screenlines, and the following measures calculated:

- Comparisons of individual links
- Comparisons of total trips over each screenline
- Percentage difference
- Correlation coefficient
- % Root mean square error
- *GEH*.

The *GEH* is a form of the Chi-squared statistic that incorporates both relative and absolute errors. It is designed to be more tolerant of the large percentage differences in lower flows. The form of the statistic is:

$$GEH = \sqrt{\frac{2(m-o)^2}{m+o}}$$

Where *m* is the modelled flow and *o* is the observed count.

The Waka Kotahi NZTA Transport Model Development Guidelines for overall validation are summarised in **Table 8-1**. These guidelines specify criteria for different levels of network analysis. This analysis applies the Category A criteria for Regional models.

Table 8-1**Table 8-1** reflect these criteria.

Table 8-1: Category A Validation Criteria

| Model Traffic Flow Validation Guidelines | | | | |
|---|---|---|---|---|
| Screenlines within 10% | >70% | | | |
| Screenlines within 15% | >80% | | | |
| GEH (Overall screenline) | <5.0<br>60% | <7.5<br>75% | <10.0<br>90% | |
| Screenline Individual Counts | | | | |
| Counts <700vph within 100vph | 70% | | | |
| Counts 700-2700vph within 15% | 70% | | | |
| Counts >2700vph within 400vph | 70% | | | |
| GEH (Individual counts) | <5.0<br>65% | <7.5<br>75% | <10.0<br>85% | <12.0<br>95% |
| All Counts | | | | |
| Overall Network Totals % RMSE | <30 | | | |
| R Squared | >0.85 | | | |

In addition, to show the level of validation within the Hamilton City area, results for locations within Hamilton have been checked separately against the higher Category B Strategic Network criteria. The Category B criteria are shown in **Table 8-2**.

Table 8-2: Category B Validation Criteria

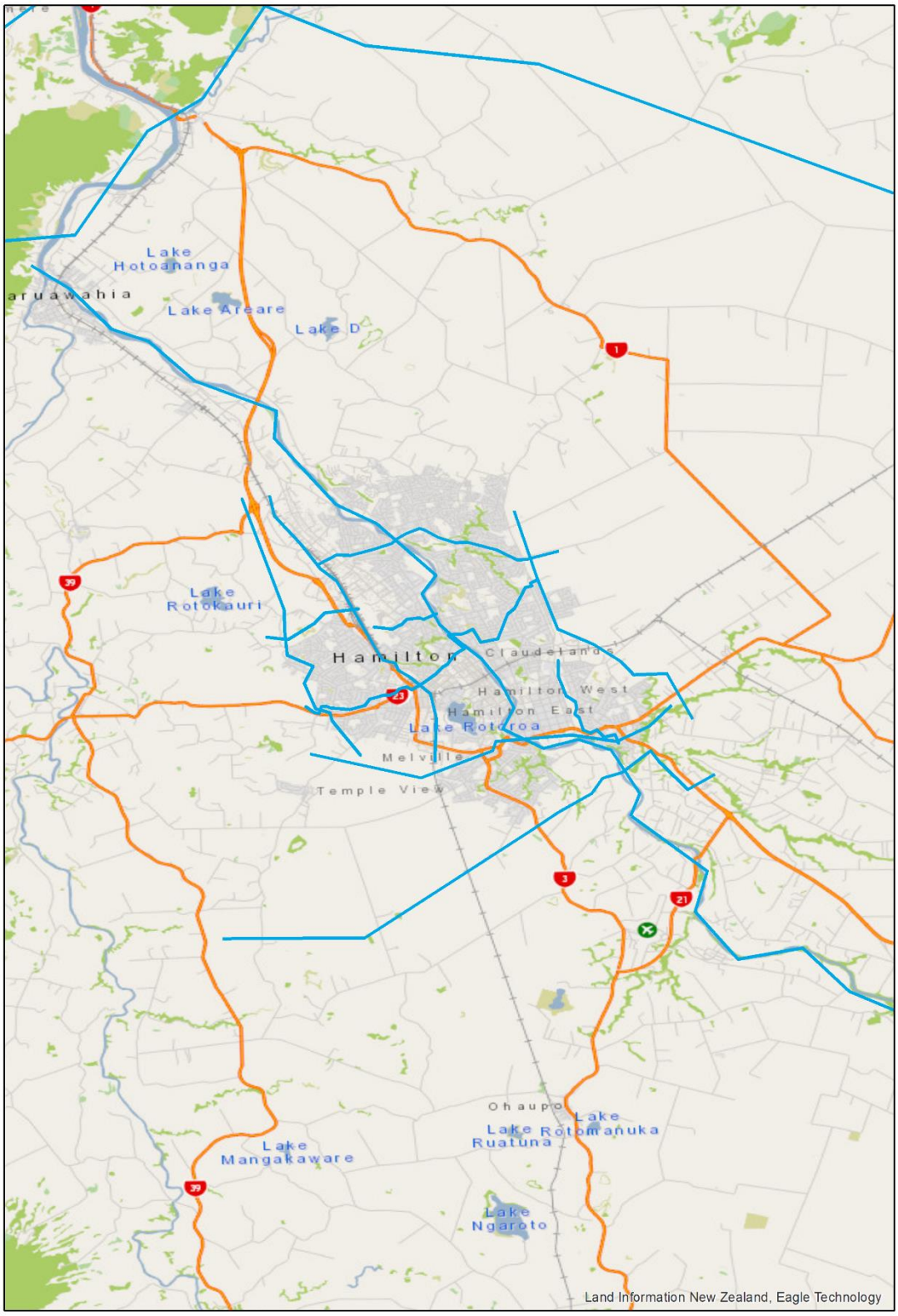
| Model Traffic Flow Validation Guidelines | | | | |
|---|---|---|---|---|
| Screenlines within 10% | >80% | | | |
| Screenlines within 15% | >90% | | | |
| GEH (Overall screenline) | <5.0<br>75% | <7.5<br>85% | <10.0<br>95% | |
| Screenline Individual Counts | | | | |
| Counts <700vph within 100vph | 80% | | | |
| Counts 700-2700vph within 15% | 80% | | | |
| Counts >2700vph within 400vph | 80% | | | |
| GEH (Individual counts) | <5.0<br>80% | <7.5<br>85% | <10.0<br>90% | <12.0<br>95% |
| All Counts | | | | |
| Overall Network Totals % RMSE | <25 | | | |
| R Squared | >0.90 | | | |

**Section 8.3** contains the detailed network validation statistics for the screenlines in each of the three models. The full screenline printouts of observed (count) versus modelled (volume) traffic volumes for all screenlines and miscellaneous counts can be found in **Appendix A**. The full printouts include validation statistics for each individual site and detailed statistics, by direction, for each screenline total.

The count locations are shown in **Figure 8-1** with an inset of the CBD included as **Figure 8-2.**

Stantec

Figure 8-1: Overall Screenlines




Stantec

Figure 8-2: Hamilton Screenlines

## 8.3 Screenline Validation Results

Based on the Waka Kotahi NZTA modelling guidelines ("guidelines") shown in **Table 8-1**, this report shows the following:

- The modelled traffic flows closely replicate actual counts for all designated screenlines during the morning peak and evening peak but misses the number of screenlines below GEH=5 by one screenline in the inter peak;
- Individual links on all screenlines throughout the model easily satisfy the guidelines of all periods and vehicle classes;
- The 743 individual links throughout the model NOT on screenlines (generally made up of intersection approach counts throughout Hamilton from 2016) come close to satisfying the guidelines even though the counts have not been factored to represent 2018;
- Individual screenline counts also satisfy the "difference" guidelines for all periods and volumes ranges except for the PM peak 700-2700 vehs/hr range where it falls short of the guidelines by four locations;
- Best fit and $R^2$ criteria are satisfied for all periods and ALL links including individual non-screenline links;
- RMSE criteria are satisfied for all periods on screenline links with results of 23, 27 and 28 for the AM, inter peak and PM peaks respectively, and achieve results of 25, 32 and 31 respectively for the individual non-screenline links;
- The percentage of screenlines with total flow differences less than 10% and 15% are not satisfied in any period. These criteria are notoriously difficult to achieve and given the variation in the counts being used in the modelling gets reasonably close during the AM and PM peak periods.

The overall validation results are show in **Table 8-3** to **Table 8-5**.

Table 8-3: AM Overall Screenline Validation for Whole Model

| Evaluation Criteria | | Target | Screenline Summary | | | | | | Evaluation Criteria | | Target | Individual Links on Screenlines Summary | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Light | | Medium + Heavy | | Total | | | | | Light | | Medium + Heavy | | Total | |
| | | | Abs. | % | Abs. | % | Abs. | % | | | | Abs. | % | Abs. | % | Abs. | % |
| GEH | <=5 | 60% | 35 | 67% | 40 | 77% | 36 | 69% | <= 5 | | 65% | 292 | 81% | 315 | 87% | 292 | 81% |
| | <=7.5 | 75% | 45 | 87% | 46 | 88% | 43 | 83% | <= 7.5 | | 75% | 337 | 93% | 353 | 98% | 337 | 93% |
| | <=10 | 90% | 51 | 98% | 50 | 96% | 50 | 96% | <= 10 | | 85% | 356 | 98% | 362 | 100% | 357 | 99% |
| | >10 | 10% | 1 | 2% | 2 | 4% | 2 | 4% | <= 12 | | 95% | 358 | 99% | 362 | 100% | 360 | 99% |
| | | | | | | | | | | | | Individual Links Not on Screenlines Summary | | | | | |
| | | | | | | | | | <= 5 | | | 433 | 58% | 625 | 84% | 434 | 58% |
| | | | | | | | | | <= 7.5 | | | 579 | 78% | 712 | 96% | 581 | 78% |
| | | | | | | | | | <= 10 | | | 660 | 89% | 742 | 100% | 658 | 89% |
| | | | | | | | | | > 10 | | | 83 | 11% | 1 | 0% | 85 | 11% |
| | | | | | | | | | | | | Individual Links on Screenlines Summary | | | | | |
| Differences Less Than | 10% | 70% | 29 | 56% | 9 | 17% | 32 | 62% | < 700 | <= 100 | 70% | | | | | 270 | 90% |
| | 15% | 80% | 36 | 69% | 17 | 33% | 41 | 79% | 700-2700 | <= 15% | 70% | | | | | 45 | 74% |
| | | | | | | | | | > 2700 | <= 400 | 70% | | | | | 0 | 0% |
| | | | | | | | | | | | | All Screenline Links Fit | | | | | |
| Slope of Line of Best Fit | | | | | | | | | Slope of Line of Best Fit | | 0.9-1.1 | 1.001 | | 0.988 | | 1.001 | |
| $R^2$ | | | | | | | | | $R^2$ | | 0.85 | 0.976 | | 0.786 | | 0.978 | |
| | | | | | | | | | RMSE Screenline Links 30% | | | | | | | 23% | |
| | | | | | | | | | RMSE Non-Screenline Links 30% | | | | | | | 25% | |

Table 8-4: Inter Peak Overall Screenline Validation for Whole Model

| Evaluation Criteria | | Target | Screenline Summary | | | | | | Evaluation Criteria | | Target | Individual Links on Screenlines Summary | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Light | | Medium + Heavy | | Total | | | | | Light | | Medium + Heavy | | Total | |
| | | | Abs. | % | Abs. | % | Abs. | % | | | | Abs. | % | Abs. | % | Abs. | % |
| GEH | <=5 | 60% | 29 | 56% | 51 | 98% | 31 | 60% | <= 5 | | 65% | 283 | 78% | 339 | 94% | 286 | 79% |
| | <=7.5 | 75% | 46 | 88% | 52 | 100% | 47 | 90% | <= 7.5 | | 75% | 338 | 93% | 361 | 100% | 339 | 94% |
| | <=10 | 90% | 50 | 96% | 52 | 100% | 51 | 98% | <= 10 | | 85% | 356 | 98% | 362 | 100% | 355 | 98% |
| | >10 | 10% | 2 | 4% | 0 | 0% | 1 | 2% | <= 12 | | 95% | 360 | 99% | 362 | 100% | 360 | 99% |
| | | | | | | | | | | | | Individual Links Not on Screenlines Summary | | | | | |
| | | | | | | | | | <= 5 | | | 391 | 53% | 683 | 92% | 389 | 52% |
| | | | | | | | | | <= 7.5 | | | 544 | 73% | 742 | 100% | 539 | 73% |
| | | | | | | | | | <= 10 | | | 640 | 86% | 743 | 100% | 634 | 85% |
| | | | | | | | | | > 10 | | | 103 | 14% | 0 | 0% | 109 | 15% |
| | | | | | | | | | | | | Individual Links on Screenlines Summary | | | | | |
| Differences Less Than | 10% | 70% | 23 | 44% | 14 | 27% | 28 | 54% | < 700 | <= 100 | 70% | | | | | 277 | 87% |
| | 15% | 80% | 33 | 63% | 17 | 33% | 35 | 67% | 700-2700 | <= 15% | 70% | | | | | 38 | 84% |
| | | | | | | | | | > 2700 | <= 400 | 70% | | | | | 0 | 0% |
| | | | | | | | | | | | | All Screenline Links Fit | | | | | |
| Slope of Line of Best Fit | | | | | | | | | Slope of Line of Best Fit | | 0.9-1.1 | 0.975 | | 0.927 | | 0.977 | |
| $R^2$ | | | | | | | | | $R^2$ | | 0.85 | 0.968 | | 0.863 | | 0.972 | |
| | | | | | | | | | RMSE Screenline Links 30% | | | | | | | 25% | |
| | | | | | | | | | RMSE Non-Screenline Links 30% | | | | | | | 32% | |

## Table 8-5: PM Overall Screenline Validation for Whole Model

| Evaluation Criteria | | Target | Screenline Summary | | | | | | Evaluation Criteria | | Target | Individual Links on Screenlines Summary | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Light | | Medium + Heavy | | Total | | | | | Light | | Medium + Heavy | | Total | |
| | | | Abs. | % | Abs. | % | Abs. | % | | | | Abs. | % | Abs. | % | Abs. | % |
| GEH | <=5 | 60% | 36 | 69% | 44 | 85% | 39 | 75% | <= 5 | | 65% | 281 | 78% | 347 | 96% | 283 | 78% |
| | <=7.5 | 75% | 47 | 90% | 48 | 92% | 47 | 90% | <= 7.5 | | 75% | 329 | 91% | 359 | 99% | 328 | 91% |
| | <=10 | 90% | 49 | 94% | 51 | 98% | 49 | 94% | <= 10 | | 85% | 349 | 96% | 361 | 100% | 350 | 97% |
| | >10 | 10% | 3 | 6% | 1 | 2% | 3 | 6% | <= 12 | | 95% | 354 | 98% | 362 | 100% | 357 | 99% |
| | | | | | | | | | | | | Individual Links Not on Screenlines Summary | | | | | |
| | | | | | | | | | <= 5 | | | 373 | 50% | 729 | 98% | 375 | 50% |
| | | | | | | | | | <= 7.5 | | | 511 | 69% | 741 | 100% | 515 | 69% |
| | | | | | | | | | <= 10 | | | 604 | 81% | 743 | 100% | 598 | 80% |
| | | | | | | | | | > 10 | | | 139 | 19% | 0 | 0% | 145 | 20% |
| | | | | | | | | | | | | Individual Links on Screenlines Summary | | | | | |
| Differences Less Than | 10% | 70% | 34 | 65% | 15 | 29% | 34 | 65% | < 700 | <= 100 | 70% | | | | | 257 | 89% |
| | 15% | 80% | 42 | 81% | 21 | 40% | 42 | 81% | 700-2700 | <= 15% | 70% | | | | | 50 | 68% |
| | | | | | | | | | > 2700 | <= 400 | 70% | | | | | 0 | 0% |
| | | | | | | | | | | | | All Screenline Links Fit | | | | | |
| Slope of Line of Best Fit | | | | | | | | | Slope of Line of Best Fit | | 0.9-1.1 | 1.036 | | 0.776 | | 1.023 | |
| $R^2$ | | | | | | | | | $R^2$ | | 0.85 | 0.973 | | 0.834 | | 0.975 | |
| | | | | | | | | | RMSE Screenline Links 30% | | | | | | | 25% | |
| | | | | | | | | | RMSE Non-Screenline Links 30% | | | | | | | 31% | |

As indicated earlier, a set of individual counts in and around the Hamilton area have been included and compared to a higher level of validation, independent of the required screenline validation. These are included for increased accuracy within the Hamilton area rather than as part of the required validation. The Hamilton-only results are show in **Table 8-6** to **Table 8-8**.

## Table 8-6: AM Hamilton-Only Locations

| Evaluation Criteria | | Target | Screenline Summary | | | | | | Evaluation Criteria | | Target | Individual Links on Screenlines Summary | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Light | | Medium + Heavy | | Total | | | | | Light | | Medium + Heavy | | Total | |
| | | | Abs. | % | Abs. | % | Abs. | % | | | | Abs. | % | Abs. | % | Abs. | % |
| GEH | <=5 | 75% | 19 | 79% | 20 | 83% | 20 | 83% | <= 5 | | 80% | 112 | 76% | 126 | 85% | 111 | 75% |
| | <=7.5 | 85% | 22 | 92% | 22 | 92% | 22 | 92% | <= 7.5 | | 85% | 136 | 92% | 144 | 97% | 136 | 92% |
| | <=10 | 95% | 23 | 96% | 23 | 96% | 23 | 96% | <= 10 | | 90% | 145 | 98% | 148 | 100% | 144 | 97% |
| | >10 | 5% | 1 | 4% | 1 | 4% | 1 | 4% | <= 12 | | 95% | 146 | 99% | 148 | 100% | 146 | 99% |
| | | | | | | | | | | | | Individual Links Not on Screenlines Summary | | | | | |
| | | | | | | | | | <= 5 | | | 400 | 57% | 592 | 85% | 403 | 58% |
| | | | | | | | | | <= 7.5 | | | 540 | 77% | 674 | 96% | 542 | 77% |
| | | | | | | | | | <= 10 | | | 618 | 88% | 699 | 100% | 616 | 88% |
| | | | | | | | | | > 10 | | | 82 | 12% | 1 | 0% | 84 | 12% |
| | | | | | | | | | | | | Individual Links on Screenlines Summary | | | | | |
| Differences Less Than | 10% | 80% | 18 | 75% | 6 | 25% | 19 | 79% | < 700 | <= 100 | 80% | | | | | 82 | 84% |
| | 15% | 90% | 22 | 92% | 8 | 33% | 24 | 100% | 700-2700 | <= 15% | 80% | | | | | 37 | 74% |
| | | | | | | | | | > 2700 | <= 400 | 80% | | | | | 0 | 0% |

## Table 8-7: Inter Peak Hamilton-Only Locations

| Evaluation Criteria | | Target | Screenline Summary | | | | | | Evaluation Criteria | | Target | Individual Links on Screenlines Summary | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Light | | Medium + Heavy | | Total | | | | | Light | | Medium + Heavy | | Total | |
| | | | Abs. | % | Abs. | % | Abs. | % | | | | Abs. | % | Abs. | % | Abs. | % |
| GEH | <=5 | 75% | 13 | 54% | 22 | 92% | 14 | 58% | <= 5 | | 80% | 99 | 67% | 137 | 93% | 103 | 70% |
| | <=7.5 | 85% | 21 | 88% | 24 | 100% | 20 | 83% | <= 7.5 | | 85% | 133 | 90% | 148 | 100% | 134 | 91% |
| | <=10 | 95% | 22 | 92% | 24 | 100% | 23 | 96% | <= 10 | | 90% | 144 | 97% | 148 | 100% | 143 | 97% |
| | >10 | 5% | 2 | 8% | 0 | 0% | 1 | 4% | <= 12 | | 95% | 147 | 99% | 148 | 100% | 147 | 99% |
| | | | | | | | | | | | | Individual Links Not on Screenlines Summary | | | | | |
| | | | | | | | | | <= 5 | | | 373 | 53% | 646 | 92% | 372 | 53% |
| | | | | | | | | | <= 7.5 | | | 514 | 73% | 699 | 100% | 508 | 73% |
| | | | | | | | | | <= 10 | | | 601 | 86% | 700 | 100% | 599 | 86% |
| | | | | | | | | | > 10 | | | 99 | 14% | 0 | 0% | 101 | 14% |
| | | | | | | | | | | | | Individual Links on Screenlines Summary | | | | | |
| Differences Less Than | 10% | 80% | 11 | 46% | 4 | 17% | 11 | 46% | < 700 | <= 100 | 80% | | | | | 95 | 81% |
| | 15% | 90% | 19 | 79% | 6 | 25% | 18 | 75% | 700-2700 | <= 15% | 80% | | | | | 24 | 77% |
| | | | | | | | | | > 2700 | <= 400 | 80% | | | | | 0 | 0% |

## Table 8-8: PM Hamilton-Only Locations

| Evaluation Criteria | | Target | Screenline Summary | | | | | | Evaluation Criteria | | Target | Individual Links on Screenlines Summary | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Light | | Medium + Heavy | | Total | | | | | Light | | Medium + Heavy | | Total | |
| | | | Abs. | % | Abs. | % | Abs. | % | | | | Abs. | % | Abs. | % | Abs. | % |
| GEH | <=5 | 75% | 17 | 71% | 20 | 83% | 19 | 79% | <= 5 | | 80% | 104 | 70% | 142 | 96% | 105 | 71% |
| | <=7.5 | 85% | 20 | 83% | 23 | 96% | 20 | 83% | <= 7.5 | | 85% | 127 | 86% | 147 | 99% | 127 | 86% |
| | <=10 | 95% | 21 | 88% | 23 | 96% | 22 | 92% | <= 10 | | 90% | 139 | 94% | 148 | 100% | 139 | 94% |
| | >10 | 5% | 3 | 13% | 1 | 4% | 2 | 8% | <= 12 | | 95% | 142 | 96% | 148 | 100% | 144 | 97% |
| | | | | | | | | | | | | Individual Links Not on Screenlines Summary | | | | | |
| | | | | | | | | | <= 5 | | | 345 | 49% | 690 | 99% | 350 | 50% |
| | | | | | | | | | <= 7.5 | | | 478 | 68% | 698 | 100% | 482 | 69% |
| | | | | | | | | | <= 10 | | | 567 | 81% | 700 | 100% | 561 | 80% |
| | | | | | | | | | > 10 | | | 133 | 19% | 0 | 0% | 139 | 20% |
| | | | | | | | | | | | | Individual Links on Screenlines Summary | | | | | |
| Differences Less Than | 10% | 80% | 17 | 71% | 5 | 21% | 17 | 71% | < 700 | <= 100 | 80% | | | | | 75 | 80% |
| | 15% | 90% | 19 | 79% | 7 | 29% | 20 | 83% | 700-2700 | <= 15% | 80% | | | | | 36 | 67% |
| | | | | | | | | | > 2700 | <= 400 | 80% | | | | | 0 | 0% |

Scatterplots of all counts for each period are shown in **Figure 8-3** to **Figure 8-5** at the end of this sub section. The individual results for all locations are attached as **Appendix A**.

The individual screenline validation results are summarised in **Table 8-9** to **Table 8-11** for the morning, inter peak and evening peaks respectively.

## 8.3.1 Morning Peak Screenline Validation

Table 8-9: AM Screenline Validation

| Screenline | Direction | Description | Ref | Link Count | Light | | | | | Medium + Heavy | | | | | Total | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Observed | Modelled | Difference | % Diff | GEH | Observed | Modelled | Difference | % Diff | GEH | Observed | Modelled | Difference | % Diff | GEH |
| 1 | N | Waikato River Bridges | 1_N | 15 | 13,069 | 13,927 | 858 | 7% | 5.2 | 1,027 | 937 | -90 | -9% | 2.0 | 14,096 | 14,861 | 765 | 5% | 4.5 |
| 2 | In | Outer Hamilton Cordon | 2_In | 14 | 5,601 | 6,126 | 525 | 9% | 4.9 | 619 | 966 | 347 | 56% | 8.7 | 6,219 | 7,091 | 872 | 14% | 7.6 |
| 3 | In | Waikato Cordon | 3_In | 20 | 5,409 | 5,196 | -213 | -4% | 2.1 | 855 | 805 | -50 | -6% | 1.2 | 6,265 | 6,000 | -265 | -4% | 2.4 |
| 6 | In | Tauranga Cordon | 6_In | 4 | 3,395 | 3,552 | 157 | 5% | 1.9 | 444 | 236 | -208 | -47% | 8.0 | 3,839 | 3,788 | -51 | -1% | 0.6 |
| 9 | NE | Railway, Hamilton Urban | 9_NE | 9 | 12,214 | 11,557 | -657 | -5% | 4.3 | 654 | 394 | -260 | -40% | 8.0 | 12,868 | 11,951 | -917 | -7% | 5.8 |
| 11 | NE | East Hamilton | 11_NE | 4 | 1,598 | 1,418 | -180 | -11% | 3.3 | 127 | 124 | -3 | -3% | 0.2 | 1,725 | 1,540 | -185 | -11% | 3.2 |
| 12 | N | North Hamilton | 12_N | 8 | 6,705 | 7,781 | 1,076 | 16% | 8.9 | 381 | 245 | -136 | -36% | 5.4 | 7,086 | 8,026 | 940 | 13% | 7.6 |
| 13 | N | South Hamilton | 13_N | 5 | 9,948 | 9,493 | -455 | -5% | 3.3 | 735 | 706 | -29 | -4% | 0.8 | 10,683 | 10,200 | -483 | -5% | 3.3 |
| 16 | N | Bombay Hills | 16_N | 2 | 2,805 | 3,566 | 761 | 27% | 9.5 | 387 | 345 | -42 | -11% | 1.5 | 3,192 | 3,911 | 719 | 23% | 8.5 |
| 17 | NE | Crossing between Waikato and | 17_NE | 5 | 2,055 | 1,684 | -371 | -18% | 6.1 | 399 | 247 | -152 | -38% | 6.0 | 2,454 | 1,931 | -523 | -21% | 7.9 |
| 18 | N | North Waikato Lateral | 18_N | 5 | 1,927 | 1,925 | -2 | 0% | 0.0 | 305 | 355 | 50 | 16% | 1.9 | 2,232 | 2,281 | 49 | 2% | 0.7 |
| 19 | N | Coromandel Peninsula | 19_N | 2 | 224 | 402 | 178 | 80% | 7.1 | 61 | 38 | -23 | -38% | 2.3 | 285 | 440 | 155 | 54% | 5.8 |
| 20 | N | Southern Links | 20_N | 5 | 4,466 | 4,604 | 138 | 3% | 1.5 | 371 | 509 | 138 | 37% | 4.6 | 4,837 | 5,112 | 275 | 6% | 2.8 |
| 30 | NW | North of SH26 Morrinsville | 30_NW | 1 | 105 | 122 | 17 | 17% | 1.2 | 17 | 6 | -11 | -65% | 2.3 | 122 | 128 | 6 | 5% | 0.4 |
| 31 | N | North of SH29 Matamata | 31_N | 5 | 943 | 1,090 | 147 | 16% | 3.3 | 209 | 30 | -179 | -86% | 11.6 | 1,151 | 1,119 | -32 | -3% | 0.7 |
| 32 | W | East-West NE of Hamilton | 32_W | 8 | 1,823 | 2,465 | 642 | 35% | 9.8 | 232 | 191 | -41 | -18% | 2.0 | 2,056 | 2,655 | 599 | 29% | 8.7 |
| 33 | N | Hamilton Mid N-S Flow | 33_N | 20 | 11,737 | 12,240 | 503 | 4% | 3.2 | 607 | 489 | -118 | -19% | 3.6 | 12,344 | 12,730 | 387 | 3% | 2.4 |
| 34 | W | Hamilton SE | 34_W | 5 | 8,021 | 8,109 | 88 | 1% | 0.7 | 479 | 552 | 73 | 15% | 2.3 | 8,500 | 8,662 | 162 | 2% | 1.2 |
| 35 | NW | Hamilton NW | 35_NW | 3 | 3,891 | 4,090 | 199 | 5% | 2.2 | 261 | 220 | -41 | -16% | 1.9 | 4,152 | 4,310 | 159 | 4% | 1.7 |
| 36 | N | Hamilton N | 36_N | 3 | 3,698 | 3,438 | -260 | -7% | 3.1 | 137 | 110 | -27 | -20% | 1.7 | 3,835 | 3,549 | -286 | -7% | 3.3 |
| 37 | W | Hamilton W | 37_W | 6 | 1,658 | 1,700 | 42 | 3% | 0.7 | 128 | 196 | 68 | 53% | 3.8 | 1,786 | 1,895 | 110 | 6% | 1.8 |
| 38 | In | Rotorua Cordon | 38_In | 4 | 1,331 | 1,140 | -191 | -14% | 3.9 | 151 | 137 | -14 | -9% | 0.8 | 1,482 | 1,277 | -205 | -14% | 3.9 |
| 39 | N | South of Pataruru | 39_N | 5 | 565 | 501 | -64 | -11% | 2.0 | 142 | 100 | -42 | -30% | 2.7 | 707 | 601 | -106 | -15% | 2.9 |
| 40 | N | Horizontal | 40_N | 10 | 5,084 | 4,889 | -195 | -4% | 2.0 | 434 | 720 | 286 | 66% | 8.4 | 5,519 | 5,608 | 89 | 2% | 0.8 |
| 41 | In | Cambridge & Leamington | 41_In | 13 | 4,713 | 4,380 | -333 | -7% | 3.5 | 620 | 763 | 144 | 23% | 3.9 | 5,332 | 5,142 | -190 | -4% | 1.9 |
| 42 | In | Te Amamutu/Kihikihi | 42_In | 15 | 3,072 | 3,055 | -17 | -1% | 0.2 | 228 | 205 | -23 | -10% | 1.1 | 3,300 | 3,265 | -35 | -1% | 0.4 |
| 1 | S | Waikato River Bridges | 1_S | 15 | 22,511 | 23,471 | 960 | 4% | 4.5 | 1,138 | 1,019 | -119 | -10% | 2.6 | 23,648 | 24,491 | 843 | 4% | 3.8 |
| 2 | Out | Outer Hamilton Cordon | 2_Out | 14 | 4,572 | 3,718 | -854 | -19% | 9.4 | 698 | 949 | 251 | 36% | 6.2 | 5,270 | 4,669 | -601 | -11% | 6.0 |
| 3 | Out | Waikato Cordon | 3_Out | 20 | 4,295 | 4,318 | 23 | 1% | 0.2 | 945 | 869 | -76 | -8% | 1.8 | 5,240 | 5,189 | -51 | -1% | 0.5 |
| 6 | Out | Tauranga Cordon | 6_Out | 4 | 3,107 | 2,458 | -649 | -21% | 8.7 | 413 | 236 | -177 | -43% | 7.0 | 3,520 | 2,693 | -827 | -24% | 10.5 |
| 9 | SW | Railway, Hamilton Urban | 9_SW | 9 | 8,614 | 9,073 | 459 | 5% | 3.5 | 473 | 395 | -78 | -17% | 2.7 | 9,087 | 9,468 | 381 | 4% | 2.8 |
| 11 | SW | East Hamilton | 11_SW | 4 | 2,584 | 2,898 | 314 | 12% | 4.2 | 127 | 124 | -3 | -2% | 0.2 | 2,711 | 3,024 | 313 | 12% | 4.1 |
| 12 | S | North Hamilton | 12_S | 8 | 9,362 | 9,537 | 175 | 2% | 1.3 | 587 | 237 | -350 | -60% | 12.2 | 9,949 | 9,775 | -174 | -2% | 1.2 |
| 13 | S | South Hamilton | 13_S | 5 | 6,044 | 6,149 | 105 | 2% | 1.0 | 640 | 699 | 59 | 9% | 1.6 | 6,684 | 6,846 | 162 | 2% | 1.4 |
| 16 | S | Bombay Hills | 16_S | 2 | 3,075 | 2,509 | -566 | -18% | 7.6 | 501 | 366 | -135 | -27% | 4.6 | 3,577 | 2,875 | -702 | -20% | 8.7 |
| 17 | SW | Crossing between Waikato and | 17_SW | 5 | 2,155 | 1,770 | -385 | -18% | 6.1 | 313 | 254 | -59 | -19% | 2.5 | 2,468 | 2,023 | -445 | -18% | 6.6 |
| 18 | S | North Waikato Lateral | 18_S | 5 | 2,259 | 1,984 | -275 | -12% | 4.2 | 292 | 356 | 64 | 22% | 2.5 | 2,551 | 2,339 | -212 | -8% | 3.0 |
| 19 | S | Coromandel Peninsula | 19_S | 2 | 526 | 442 | -84 | -16% | 2.7 | 50 | 37 | -13 | -25% | 1.4 | 575 | 479 | -96 | -17% | 3.0 |
| 20 | S | Southern Links | 20_S | 5 | 3,034 | 3,006 | -28 | -1% | 0.4 | 441 | 519 | 78 | 18% | 2.5 | 3,475 | 3,526 | 51 | 1% | 0.6 |
| 30 | SE | North of SH26 Morrinsville | 30_SE | 1 | 114 | 224 | 110 | 96% | 6.0 | 19 | 7 | -12 | -62% | 2.3 | 133 | 231 | 98 | 74% | 5.1 |
| 31 | S | North of SH29 Matamata | 31_S | 5 | 941 | 718 | -223 | -24% | 5.5 | 182 | 76 | -106 | -58% | 6.6 | 1,123 | 794 | -329 | -29% | 7.5 |
| 32 | E | East-West NE of Hamilton | 32_E | 8 | 1,745 | 1,835 | 90 | 5% | 1.5 | 259 | 231 | -28 | -11% | 1.3 | 2,004 | 2,064 | 61 | 3% | 0.9 |
| 33 | S | Hamilton Mid N-S Flow | 33_S | 20 | 16,408 | 14,576 | -1,832 | -11% | 10.4 | 635 | 484 | -151 | -24% | 4.5 | 17,043 | 15,057 | -1,986 | -12% | 11.1 |
| 34 | E | Hamilton SE | 34_E | 5 | 6,917 | 6,237 | -680 | -10% | 5.9 | 494 | 562 | 68 | 14% | 2.1 | 7,411 | 6,798 | -613 | -8% | 5.1 |
| 35 | SE | Hamilton NW | 35_SE | 3 | 2,808 | 3,278 | 470 | 17% | 6.0 | 314 | 202 | -112 | -36% | 4.9 | 3,122 | 3,480 | 358 | 11% | 4.4 |
| 36 | S | Hamilton N | 36_S | 3 | 2,774 | 2,610 | -164 | -6% | 2.2 | 108 | 119 | 11 | 10% | 0.7 | 2,882 | 2,730 | -152 | -5% | 2.0 |
| 37 | E | Hamilton W | 37_E | 6 | 3,756 | 3,532 | -224 | -6% | 2.6 | 220 | 200 | -20 | -9% | 1.0 | 3,975 | 3,731 | -244 | -6% | 2.8 |
| 38 | Out | Rotorua Cordon | 38_Out | 4 | 1,315 | 1,475 | 160 | 12% | 3.0 | 165 | 147 | -18 | -11% | 1.0 | 1,480 | 1,623 | 143 | 10% | 2.6 |
| 39 | S | South of Pataruru | 39_S | 5 | 717 | 493 | -224 | -31% | 6.4 | 137 | 116 | -21 | -16% | 1.3 | 855 | 610 | -245 | -29% | 6.4 |
| 40 | S | Horizontal | 40_S | 10 | 4,392 | 4,045 | -347 | -8% | 3.8 | 533 | 725 | 192 | 36% | 5.4 | 4,924 | 4,769 | -155 | -3% | 1.6 |
| 41 | Out | Cambridge & Leamington | 41_Out | 13 | 5,560 | 5,013 | -547 | -10% | 5.3 | 589 | 685 | 96 | 16% | 2.7 | 6,150 | 5,699 | -451 | -7% | 4.1 |
| 42 | Out | Te Amamutu/Kihikihi | 42_Out | 15 | 2,235 | 2,153 | -82 | -4% | 1.2 | 244 | 218 | -26 | -11% | 1.2 | 2,479 | 2,375 | -104 | -4% | 1.5 |
| | | TOTAL | | | 237,875 | 235,972 | -1,903 | | | 20,525 | 19,458 | -1,067 | | | 258,399 | 255,431 | -2,968 | | |

The following comments can be made regarding the AM peak screenline validation:

- Overall screenline validation is good;
- The Tauranga screenline is low in the outbound direction which is almost entirely due to a low outbound flow on SH2 Te Puna telemetry site. This is similar to the previous model results for this location;
- The Hamilton Mid North-South screenline is low in the southbound direction. A significant element of this relates to a low modelled flow on River Road between Riverview and Ingleton and other low flows on Norton Road, Weka Street and Dinsdale Road.

## 8.3.2 Inter Peak Screenline Validation

Table 8-10: Inter Peak Screenline Validation

| Screenline | Direction | Description | Ref | Link Count | Light | | | | | Medium + Heavy | | | | | Total | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Observed | Modelled | Difference | % Diff | GEH | Observed | Modelled | Difference | % Diff | GEH | Observed | Modelled | Difference | % Diff | GEH |
| 1 | N | Waikato River Bridges | 1_N | 15 | 14,983 | 15,876 | 893 | 6% | 5.1 | 1,060 | 1,050 | -10 | -1% | 0.2 | 16,044 | 16,926 | 882 | 6% | 4.9 |
| 2 | In | Outer Hamilton Cordon | 2_In | 14 | 4,676 | 4,529 | -147 | -3% | 1.5 | 660 | 852 | 192 | 29% | 4.9 | 5,337 | 5,381 | 44 | 1% | 0.4 |
| 3 | In | Waikato Cordon | 3_In | 20 | 5,446 | 4,954 | -492 | -9% | 4.8 | 941 | 1,052 | 111 | 12% | 2.5 | 6,388 | 6,008 | -380 | -6% | 3.4 |
| 6 | In | Tauranga Cordon | 6_In | 4 | 2,767 | 2,831 | 64 | 2% | 0.9 | 428 | 320 | -108 | -25% | 3.9 | 3,195 | 3,151 | -44 | -1% | 0.5 |
| 9 | NE | Railway, Hamilton Urban | 9_NE | 9 | 8,809 | 7,847 | -962 | -11% | 7.5 | 609 | 624 | 15 | 2% | 0.4 | 9,418 | 8,469 | -949 | -10% | 7.1 |
| 11 | NE | East Hamilton | 11_NE | 4 | 1,221 | 1,621 | 400 | 33% | 7.5 | 113 | 152 | 39 | 34% | 2.4 | 1,335 | 1,772 | 437 | 33% | 7.8 |
| 12 | N | North Hamilton | 12_N | 8 | 6,566 | 7,398 | 832 | 13% | 7.0 | 492 | 382 | -110 | -22% | 3.7 | 7,058 | 7,780 | 722 | 10% | 5.9 |
| 13 | N | South Hamilton | 13_N | 5 | 6,088 | 6,270 | 182 | 3% | 1.6 | 616 | 528 | -88 | -14% | 2.6 | 6,705 | 6,798 | 93 | 1% | 0.8 |
| 16 | N | Bombay Hills | 16_N | 2 | 3,421 | 3,424 | 3 | 0% | 0.0 | 643 | 606 | -37 | -6% | 1.0 | 4,064 | 4,029 | -35 | -1% | 0.4 |
| 17 | NE | Crossing between Waikato and | 17_NE | 5 | 2,124 | 1,716 | -408 | -19% | 6.6 | 376 | 353 | -23 | -6% | 0.9 | 2,501 | 2,068 | -433 | -17% | 6.4 |
| 18 | N | North Waikato Lateral | 18_N | 5 | 2,286 | 1,817 | -469 | -21% | 7.3 | 372 | 435 | 63 | 17% | 2.2 | 2,659 | 2,253 | -406 | -15% | 5.8 |
| 19 | N | Coromandel Peninsula | 19_N | 2 | 485 | 259 | -226 | -47% | 8.3 | 59 | 29 | -30 | -51% | 3.2 | 545 | 288 | -257 | -47% | 8.9 |
| 20 | N | Southern Links | 20_N | 5 | 2,842 | 2,978 | 136 | 5% | 1.8 | 408 | 299 | -109 | -27% | 4.1 | 3,250 | 3,278 | 28 | 1% | 0.3 |
| 30 | NW | North of SH26 Morrinsville | 30_NW | 1 | 145 | 105 | -40 | -28% | 2.5 | 20 | 12 | -8 | -41% | 1.5 | 165 | 117 | -48 | -29% | 2.9 |
| 31 | N | North of SH29 Matamata | 31_N | 5 | 976 | 744 | -232 | -24% | 5.6 | 223 | 150 | -73 | -33% | 3.8 | 1,199 | 895 | -304 | -25% | 6.6 |
| 32 | W | East-West NE of Hamilton | 32_W | 8 | 1,758 | 1,811 | 53 | 3% | 0.9 | 279 | 347 | 68 | 25% | 2.7 | 2,037 | 2,156 | 119 | 6% | 1.8 |
| 33 | N | Hamilton Mid N-S Flow | 33_N | 20 | 11,317 | 10,164 | -1,153 | -10% | 7.9 | 617 | 659 | 42 | 7% | 1.2 | 11,934 | 10,826 | -1,108 | -9% | 7.3 |
| 34 | W | Hamilton SE | 34_W | 5 | 5,433 | 5,457 | 24 | 0% | 0.2 | 412 | 429 | 17 | 4% | 0.6 | 5,845 | 5,884 | 39 | 1% | 0.4 |
| 35 | NW | Hamilton NW | 35_NW | 3 | 2,715 | 2,578 | -137 | -5% | 1.9 | 229 | 333 | 104 | 45% | 4.4 | 2,944 | 2,911 | -33 | -1% | 0.4 |
| 36 | N | Hamilton N | 36_N | 3 | 2,918 | 2,464 | -454 | -16% | 6.2 | 133 | 183 | 50 | 37% | 2.8 | 3,051 | 2,649 | -402 | -13% | 5.3 |
| 37 | W | Hamilton W | 37_W | 6 | 1,777 | 2,166 | 389 | 22% | 6.2 | 138 | 162 | 24 | 17% | 1.4 | 1,915 | 2,329 | 414 | 22% | 6.4 |
| 38 | In | Rotorua Cordon | 38_In | 4 | 1,302 | 1,302 | 0 | 0% | 0.0 | 174 | 183 | 9 | 5% | 0.5 | 1,476 | 1,485 | 9 | 1% | 0.2 |
| 39 | N | South of Pataruru | 39_N | 5 | 713 | 533 | -180 | -25% | 5.1 | 161 | 135 | -26 | -16% | 1.5 | 874 | 669 | -205 | -23% | 5.2 |
| 40 | N | Horizontal | 40_N | 10 | 3,259 | 3,635 | 376 | 12% | 4.5 | 425 | 422 | -3 | -1% | 0.1 | 3,684 | 4,058 | 374 | 10% | 4.3 |
| 41 | In | Cambridge & Leamington | 41_In | 13 | 4,289 | 3,607 | -682 | -16% | 7.7 | 650 | 489 | -161 | -25% | 4.8 | 4,938 | 4,098 | -840 | -17% | 8.8 |
| 42 | In | Te Amamutu/Kihikihi | 42_In | 15 | 2,150 | 2,279 | 129 | 6% | 1.9 | 217 | 252 | 35 | 16% | 1.6 | 2,367 | 2,527 | 160 | 7% | 2.3 |
| 1 | S | Waikato River Bridges | 1_S | 15 | 15,347 | 15,349 | 2 | 0% | 0.0 | 987 | 1,144 | 157 | 16% | 3.4 | 16,334 | 16,491 | 157 | 1% | 0.9 |
| 2 | Out | Outer Hamilton Cordon | 2_Out | 14 | 4,495 | 4,045 | -450 | -10% | 4.9 | 678 | 874 | 196 | 29% | 5.0 | 5,173 | 4,914 | -259 | -5% | 2.6 |
| 3 | Out | Waikato Cordon | 3_Out | 20 | 5,105 | 4,557 | -548 | -11% | 5.6 | 1,011 | 1,084 | 73 | 7% | 1.6 | 6,116 | 5,639 | -477 | -8% | 4.4 |
| 6 | Out | Tauranga Cordon | 6_Out | 4 | 2,740 | 2,786 | 46 | 2% | 0.6 | 401 | 326 | -75 | -19% | 2.8 | 3,141 | 3,111 | -30 | -1% | 0.4 |
| 9 | SW | Railway, Hamilton Urban | 9_SW | 9 | 8,733 | 8,168 | -565 | -6% | 4.3 | 549 | 653 | 104 | 19% | 3.0 | 9,282 | 8,822 | -460 | -5% | 3.4 |
| 11 | SW | East Hamilton | 11_SW | 4 | 1,183 | 1,736 | 553 | 47% | 10.2 | 94 | 161 | 67 | 71% | 4.2 | 1,277 | 1,897 | 620 | 49% | 11.0 |
| 12 | S | North Hamilton | 12_S | 8 | 6,109 | 6,827 | 718 | 12% | 6.3 | 529 | 358 | -171 | -32% | 5.7 | 6,638 | 7,186 | 548 | 8% | 4.7 |
| 13 | S | South Hamilton | 13_S | 5 | 5,856 | 6,240 | 384 | 7% | 3.5 | 646 | 522 | -124 | -19% | 3.6 | 6,502 | 6,761 | 259 | 4% | 2.2 |
| 16 | S | Bombay Hills | 16_S | 2 | 3,798 | 3,727 | -71 | -2% | 0.8 | 597 | 551 | -46 | -8% | 1.4 | 4,395 | 4,278 | -117 | -3% | 1.3 |
| 17 | SW | Crossing between Waikato and | 17_SW | 5 | 2,145 | 1,723 | -422 | -20% | 6.8 | 345 | 363 | 18 | 5% | 0.7 | 2,490 | 2,085 | -405 | -16% | 6.0 |
| 18 | S | North Waikato Lateral | 18_S | 5 | 2,331 | 2,033 | -298 | -13% | 4.5 | 340 | 402 | 62 | 18% | 2.3 | 2,670 | 2,435 | -235 | -9% | 3.3 |
| 19 | S | Coromandel Peninsula | 19_S | 2 | 460 | 401 | -59 | -13% | 2.0 | 55 | 30 | -25 | -45% | 2.7 | 515 | 430 | -85 | -16% | 2.8 |
| 20 | S | Southern Links | 20_S | 5 | 2,552 | 2,983 | 431 | 17% | 5.8 | 389 | 306 | -83 | -21% | 3.1 | 2,941 | 3,290 | 349 | 12% | 4.4 |
| 30 | SE | North of SH26 Morrinsville | 30_SE | 1 | 137 | 115 | -22 | -16% | 1.4 | 22 | 14 | -8 | -37% | 1.4 | 160 | 129 | -31 | -19% | 1.8 |
| 31 | S | North of SH29 Matamata | 31_S | 5 | 983 | 754 | -229 | -23% | 5.5 | 201 | 149 | -52 | -26% | 2.8 | 1,184 | 901 | -283 | -24% | 6.2 |
| 32 | E | East-West NE of Hamilton | 32_E | 8 | 1,731 | 1,687 | -44 | -3% | 0.7 | 245 | 335 | 90 | 37% | 3.7 | 1,976 | 2,022 | 46 | 2% | 0.7 |
| 33 | S | Hamilton Mid N-S Flow | 33_S | 20 | 11,389 | 9,912 | -1,477 | -13% | 10.1 | 543 | 641 | 98 | 18% | 2.8 | 11,932 | 10,557 | -1,375 | -12% | 9.2 |
| 34 | E | Hamilton SE | 34_E | 5 | 5,292 | 5,468 | 176 | 3% | 1.7 | 371 | 409 | 38 | 10% | 1.4 | 5,663 | 5,876 | 213 | 4% | 2.0 |
| 35 | SE | Hamilton NW | 35_SE | 3 | 2,688 | 2,530 | -158 | -6% | 2.2 | 359 | 301 | -58 | -16% | 2.2 | 3,047 | 2,831 | -216 | -7% | 2.8 |
| 36 | S | Hamilton N | 36_S | 3 | 2,721 | 2,743 | 22 | 1% | 0.3 | 116 | 196 | 80 | 70% | 4.6 | 2,837 | 2,939 | 102 | 4% | 1.3 |
| 37 | E | Hamilton W | 37_E | 6 | 1,703 | 2,082 | 379 | 22% | 6.2 | 158 | 166 | 8 | 5% | 0.5 | 1,861 | 2,247 | 386 | 21% | 6.0 |
| 38 | Out | Rotorua Cordon | 38_Out | 4 | 1,268 | 1,532 | 264 | 21% | 5.0 | 162 | 188 | 26 | 16% | 1.4 | 1,430 | 1,719 | 289 | 20% | 5.2 |
| 39 | S | South of Pataruru | 39_S | 5 | 687 | 418 | -269 | -39% | 8.1 | 141 | 145 | 4 | 3% | 0.2 | 828 | 563 | -265 | -32% | 7.1 |
| 40 | S | Horizontal | 40_S | 10 | 3,095 | 3,598 | 503 | 16% | 6.1 | 452 | 431 | -21 | -5% | 0.7 | 3,547 | 4,031 | 484 | 14% | 5.6 |
| 41 | Out | Cambridge & Leamington | 41_Out | 13 | 4,272 | 3,947 | -325 | -8% | 3.6 | 643 | 483 | -160 | -25% | 4.8 | 4,914 | 4,429 | -485 | -10% | 5.0 |
| 42 | Out | Te Amamutu/Kihikihi | 42_Out | 15 | 2,135 | 2,251 | 116 | 5% | 1.8 | 195 | 248 | 53 | 27% | 2.5 | 2,330 | 2,496 | 166 | 7% | 2.4 |
| | | TOTAL | | | 199,423 | 195,977 | -3,446 | | | 20,686 | 20,918 | 232 | | | 220,109 | 216,884 | -3,225 | | |

The following comments can be made regarding the inter peak screenline validation:

- Overall screenline validation is good.
- The Hamilton Mid N-S screenline is low in both directions. A significant element of this relates to a low modelled flow on Lincoln Road north of Massey Street.

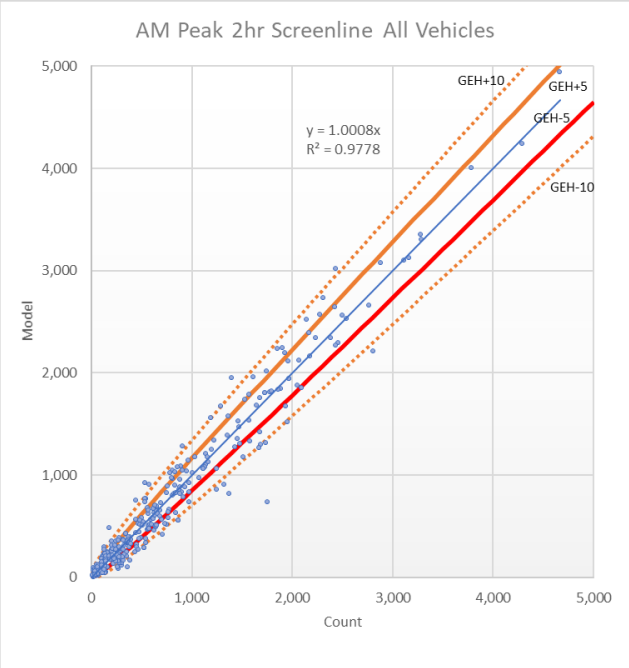
## 8.3.3 Evening Peak Screenline Validation

Table 8-11: PM Screenline Validation

| Screenline | Direction | Description | Ref | Link Count | Light | | | | | Medium + Heavy | | | | | Total | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Observed | Modelled | Difference | % Diff | GEH | Observed | Modelled | Difference | % Diff | GEH | Observed | Modelled | Difference | % Diff | GEH |
| 1 | N | Waikato River Bridges | 1_N | 15 | 24,719 | 28,097 | 3,378 | 14% | 14.7 | 1,065 | 711 | -354 | -33% | 8.4 | 25,784 | 28,807 | 3,023 | 12% | 12.9 |
| 2 | In | Outer Hamilton Cordon | 2_In | 14 | 6,208 | 5,823 | -385 | -6% | 3.5 | 557 | 622 | 65 | 12% | 1.9 | 6,764 | 6,446 | -318 | -5% | 2.8 |
| 3 | In | Waikato Cordon | 3_In | 20 | 6,350 | 6,085 | -265 | -4% | 2.4 | 725 | 803 | 78 | 11% | 2.0 | 7,075 | 6,886 | -189 | -3% | 1.6 |
| 6 | In | Tauranga Cordon | 6_In | 4 | 3,586 | 3,848 | 262 | 7% | 3.0 | 311 | 219 | -92 | -30% | 4.0 | 3,897 | 4,067 | 170 | 4% | 1.9 |
| 9 | NE | Railway, Hamilton Urban | 9_NE | 9 | 10,528 | 10,290 | -238 | -2% | 1.6 | 475 | 402 | -73 | -15% | 2.5 | 11,003 | 10,694 | -309 | -3% | 2.1 |
| 11 | NE | East Hamilton | 11_NE | 4 | 2,568 | 2,791 | 223 | 9% | 3.0 | 133 | 102 | -31 | -23% | 2.0 | 2,701 | 2,893 | 192 | 7% | 2.6 |
| 12 | N | North Hamilton | 12_N | 8 | 10,729 | 11,570 | 841 | 8% | 5.6 | 406 | 245 | -161 | -40% | 6.3 | 11,135 | 11,813 | 678 | 6% | 4.5 |
| 13 | N | South Hamilton | 13_N | 5 | 7,307 | 7,962 | 655 | 9% | 5.3 | 528 | 354 | -174 | -33% | 5.8 | 7,835 | 8,315 | 480 | 6% | 3.8 |
| 16 | N | Bombay Hills | 16_N | 2 | 3,739 | 3,258 | -481 | -13% | 5.7 | 442 | 416 | -26 | -6% | 0.9 | 4,180 | 3,672 | -508 | -12% | 5.7 |
| 17 | NE | Crossing between Waikato and | 17_NE | 5 | 2,896 | 3,030 | 134 | 5% | 1.7 | 279 | 256 | -23 | -8% | 1.0 | 3,175 | 3,286 | 111 | 3% | 1.4 |
| 18 | N | North Waikato Lateral | 18_N | 5 | 2,798 | 2,599 | -199 | -7% | 2.7 | 272 | 305 | 33 | 12% | 1.4 | 3,070 | 2,905 | -165 | -5% | 2.1 |
| 19 | N | Coromandel Peninsula | 19_N | 2 | 652 | 454 | -198 | -30% | 6.0 | 52 | 21 | -31 | -60% | 3.7 | 704 | 474 | -230 | -33% | 6.7 |
| 20 | N | Southern Links | 20_N | 5 | 3,835 | 4,182 | 347 | 9% | 3.9 | 398 | 211 | -187 | -47% | 7.6 | 4,233 | 4,393 | 160 | 4% | 1.7 |
| 30 | NW | North of SH26 Morrinsville | 30_NW | 1 | 174 | 225 | 51 | 29% | 2.5 | 10 | 8 | -2 | -21% | 0.5 | 185 | 233 | 48 | 26% | 2.4 |
| 31 | N | North of SH29 Matamata | 31_N | 5 | 1,223 | 938 | -285 | -23% | 6.1 | 184 | 116 | -68 | -37% | 3.9 | 1,407 | 1,054 | -353 | -25% | 7.1 |
| 32 | W | East-West NE of Hamilton | 32_W | 8 | 2,252 | 2,293 | 41 | 2% | 0.6 | 233 | 244 | 11 | 5% | 0.5 | 2,485 | 2,536 | 51 | 2% | 0.7 |
| 33 | N | Hamilton Mid N-S Flow | 33_N | 20 | 18,035 | 17,600 | -435 | -2% | 2.3 | 543 | 458 | -85 | -16% | 2.7 | 18,578 | 18,057 | -521 | -3% | 2.7 |
| 34 | W | Hamilton SE | 34_W | 5 | 7,521 | 7,068 | -453 | -6% | 3.7 | 402 | 289 | -113 | -28% | 4.3 | 7,923 | 7,357 | -566 | -7% | 4.6 |
| 35 | NW | Hamilton NW | 35_NW | 3 | 3,142 | 3,830 | 688 | 22% | 8.2 | 156 | 222 | 66 | 42% | 3.4 | 3,298 | 4,054 | 756 | 23% | 8.8 |
| 36 | N | Hamilton N | 36_N | 3 | 3,571 | 3,405 | -166 | -5% | 2.0 | 126 | 117 | -9 | -7% | 0.6 | 3,697 | 3,522 | -175 | -5% | 2.1 |
| 37 | W | Hamilton W | 37_W | 6 | 4,436 | 4,127 | -309 | -7% | 3.3 | 210 | 121 | -89 | -42% | 4.9 | 4,646 | 4,248 | -398 | -9% | 4.2 |
| 38 | In | Rotorua Cordon | 38_In | 4 | 1,912 | 2,354 | 442 | 23% | 6.8 | 152 | 139 | -13 | -9% | 0.8 | 2,064 | 2,493 | 429 | 21% | 6.3 |
| 39 | N | South of Pataruru | 39_N | 5 | 900 | 784 | -116 | -13% | 2.8 | 120 | 114 | -6 | -5% | 0.4 | 1,021 | 899 | -122 | -12% | 2.8 |
| 40 | N | Horizontal | 40_N | 10 | 5,164 | 5,622 | 458 | 9% | 4.4 | 433 | 313 | -120 | -28% | 4.4 | 5,597 | 5,935 | 338 | 6% | 3.2 |
| 41 | In | Cambridge & Leamington | 41_In | 13 | 6,728 | 5,703 | -1,025 | -15% | 9.2 | 543 | 369 | -174 | -32% | 5.8 | 7,271 | 6,073 | -1,198 | -16% | 10.4 |
| 42 | In | Te Amamutu/Kihikihi | 42_In | 15 | 3,142 | 3,344 | 202 | 6% | 2.5 | 234 | 180 | -54 | -23% | 2.6 | 3,375 | 3,528 | 153 | 5% | 1.8 |
| 1 | S | Waikato River Bridges | 1_S | 15 | 17,573 | 16,545 | -1,028 | -6% | 5.6 | 853 | 809 | -44 | -5% | 1.1 | 18,427 | 17,356 | -1,071 | -6% | 5.7 |
| 2 | Out | Outer Hamilton Cordon | 2_Out | 14 | 6,792 | 6,587 | -205 | -3% | 1.8 | 515 | 636 | 121 | 23% | 3.6 | 7,307 | 7,224 | -83 | -1% | 0.7 |
| 3 | Out | Waikato Cordon | 3_Out | 20 | 7,015 | 7,335 | 320 | 5% | 2.7 | 782 | 822 | 40 | 5% | 1.0 | 7,797 | 8,159 | 362 | 5% | 2.9 |
| 6 | Out | Tauranga Cordon | 6_Out | 4 | 4,154 | 4,444 | 290 | 7% | 3.1 | 276 | 234 | -42 | -15% | 1.8 | 4,429 | 4,678 | 249 | 6% | 2.6 |
| 9 | SW | Railway, Hamilton Urban | 9_SW | 9 | 12,262 | 13,902 | 1,640 | 13% | 10.1 | 453 | 431 | -22 | -5% | 0.8 | 12,716 | 14,333 | 1,617 | 13% | 9.8 |
| 11 | SW | East Hamilton | 11_SW | 4 | 1,867 | 2,117 | 250 | 13% | 4.0 | 106 | 106 | 0 | 0% | 0.0 | 1,974 | 2,221 | 247 | 13% | 3.8 |
| 12 | S | North Hamilton | 12_S | 8 | 8,179 | 8,763 | 584 | 7% | 4.5 | 404 | 241 | -163 | -40% | 6.4 | 8,583 | 9,004 | 421 | 5% | 3.2 |
| 13 | S | South Hamilton | 13_S | 5 | 10,230 | 9,963 | -267 | -3% | 1.9 | 686 | 350 | -336 | -49% | 10.4 | 10,916 | 10,311 | -605 | -6% | 4.2 |
| 16 | S | Bombay Hills | 16_S | 2 | 4,671 | 4,795 | 124 | 3% | 1.3 | 390 | 377 | -13 | -3% | 0.5 | 5,061 | 5,172 | 111 | 2% | 1.1 |
| 17 | SW | Crossing between Waikato and | 17_SW | 5 | 2,759 | 2,350 | -409 | -15% | 5.7 | 276 | 284 | 8 | 3% | 0.3 | 3,035 | 2,633 | -402 | -13% | 5.3 |
| 18 | S | North Waikato Lateral | 18_S | 5 | 2,749 | 2,892 | 143 | 5% | 1.9 | 265 | 293 | 28 | 11% | 1.2 | 3,014 | 3,185 | 171 | 6% | 2.2 |
| 19 | S | Coromandel Peninsula | 19_S | 2 | 338 | 503 | 165 | 49% | 5.7 | 38 | 21 | -17 | -45% | 2.2 | 376 | 525 | 149 | 40% | 5.0 |
| 20 | S | Southern Links | 20_S | 5 | 5,036 | 4,990 | -46 | -1% | 0.5 | 399 | 202 | -197 | -49% | 8.0 | 5,435 | 5,191 | -244 | -4% | 2.4 |
| 30 | SE | North of SH26 Morrinsville | 30_SE | 1 | 155 | 132 | -23 | -15% | 1.4 | 13 | 10 | -3 | -24% | 0.7 | 168 | 142 | -26 | -16% | 1.5 |
| 31 | S | North of SH29 Matamata | 31_S | 5 | 1,245 | 1,573 | 328 | 26% | 6.2 | 149 | 109 | -40 | -27% | 2.5 | 1,394 | 1,682 | 288 | 21% | 5.2 |
| 32 | E | East-West NE of Hamilton | 32_E | 8 | 2,556 | 2,432 | -124 | -5% | 1.8 | 216 | 234 | 18 | 8% | 0.9 | 2,772 | 2,667 | -105 | -4% | 1.4 |
| 33 | S | Hamilton Mid N-S Flow | 33_S | 20 | 14,090 | 13,585 | -505 | -4% | 3.0 | 417 | 440 | 23 | 5% | 0.8 | 14,507 | 14,026 | -481 | -3% | 2.8 |
| 34 | E | Hamilton SE | 34_E | 5 | 7,714 | 8,473 | 759 | 10% | 6.0 | 334 | 291 | -43 | -13% | 1.7 | 8,048 | 8,764 | 716 | 9% | 5.5 |
| 35 | SE | Hamilton NW | 35_SE | 3 | 4,412 | 4,268 | -144 | -3% | 1.5 | 301 | 206 | -95 | -32% | 4.2 | 4,713 | 4,473 | -240 | -5% | 2.5 |
| 36 | S | Hamilton N | 36_S | 3 | 3,781 | 4,796 | 1,015 | 27% | 11.0 | 72 | 119 | 47 | 65% | 3.4 | 3,853 | 4,915 | 1,062 | 28% | 11.3 |
| 37 | E | Hamilton W | 37_E | 6 | 2,327 | 2,218 | -109 | -5% | 1.6 | 180 | 115 | -65 | -36% | 3.8 | 2,506 | 2,335 | -171 | -7% | 2.5 |
| 38 | Out | Rotorua Cordon | 38_Out | 4 | 1,759 | 1,510 | -249 | -14% | 4.4 | 122 | 137 | 15 | 12% | 0.9 | 1,881 | 1,647 | -234 | -12% | 3.9 |
| 39 | S | South of Pataruru | 39_S | 5 | 836 | 675 | -161 | -19% | 4.1 | 99 | 129 | 30 | 31% | 2.0 | 935 | 805 | -130 | -14% | 3.1 |
| 40 | S | Horizontal | 40_S | 10 | 5,977 | 5,785 | -192 | -3% | 1.8 | 424 | 298 | -126 | -30% | 4.7 | 6,401 | 6,081 | -320 | -5% | 2.9 |
| 41 | Out | Cambridge & Leamington | 41_Out | 13 | 5,718 | 5,593 | -125 | -2% | 1.2 | 514 | 369 | -145 | -28% | 4.9 | 6,233 | 5,962 | -271 | -4% | 2.5 |
| 42 | Out | Te Amamutu/Kihikihi | 42_Out | 15 | 3,538 | 3,807 | 269 | 8% | 3.1 | 192 | 178 | -14 | -7% | 0.7 | 3,730 | 3,985 | 255 | 7% | 2.9 |
| | | TOTAL | | | 281,848 | 287,315 | 5,467 | | | 17,465 | 14,798 | -2,667 | | | 299,313 | 302,116 | 2,803 | | |

The following comments can be made regarding the PM peak screenline validation:

- Overall screenline validation is good;
- The Hamilton Mid North-South screenline is low in the northbound direction. A significant element of this relates to a low modelled flow on Lincoln Road north of Massey Street and Wairere Drive between Carrs and Powell;
- The Waikato River Bridges screenline is modelled significantly high in the northbound direction. Most of this overflow is related to the Wairere Drive site at the Waikato River. There is some concern that this 2016 count does not represent the actual 2018 situation;
- The Bombay Hills screenline is modelling low in the northbound direction. A large proportion of this deficiency may be due to the model placing northbound Tuakau flow onto local rat running routes rather than SH1;
- The Cambridge and Leamington screenline modelled flow is low in the inbound direction. This primarily relates to a low modelled flow at the SH1N count site at Koo Utu Bridge. This under-representation of flow is similar to that at the further east SH1N telemetry count at Karapiro. It is possible that the model is attracting Matamata PM peak traffic toward Tauranga rather than the Hamilton/Cambridge catchment.



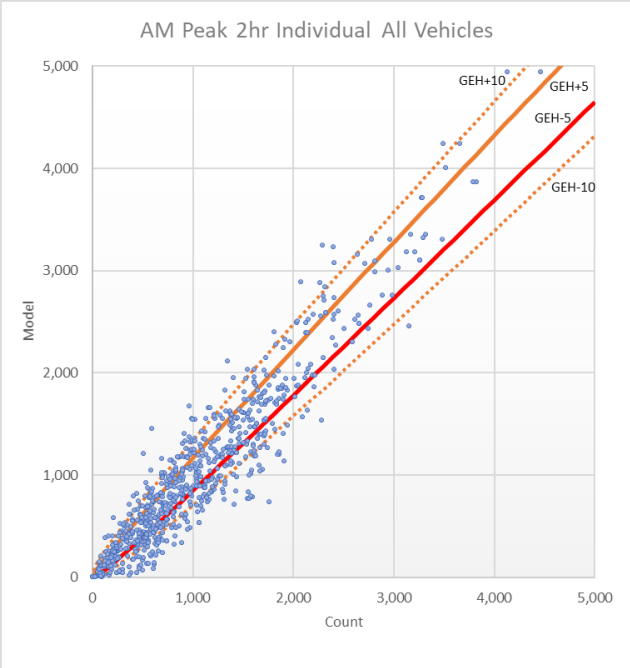
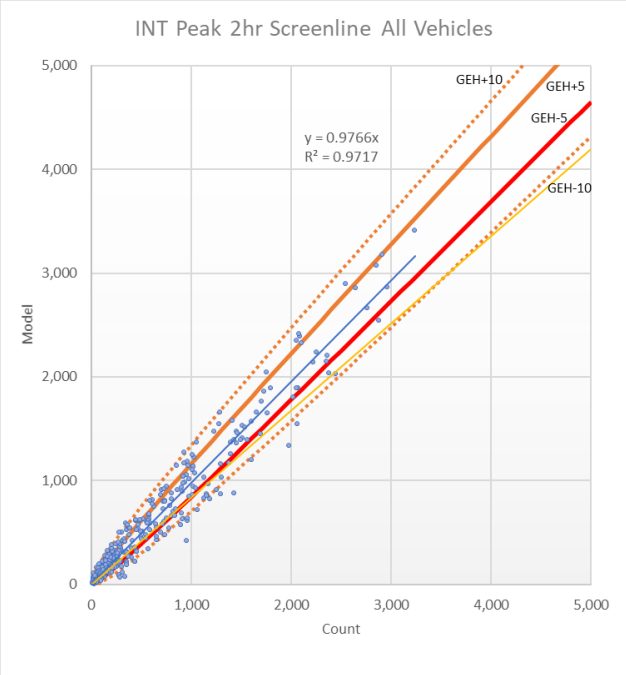




Figure 8-3: Scatterplots of All 2018 Counts for Morning Peak



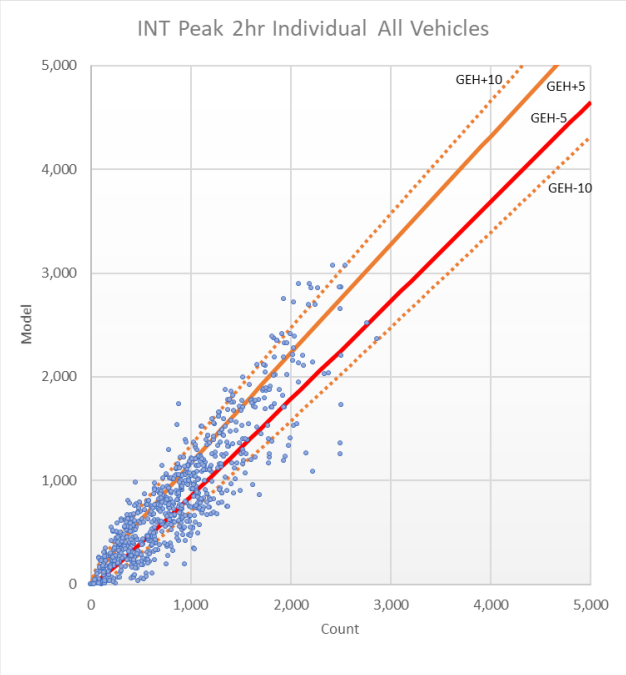




Figure 8-4: Scatterplots of All 2018 Counts for Inter Peak

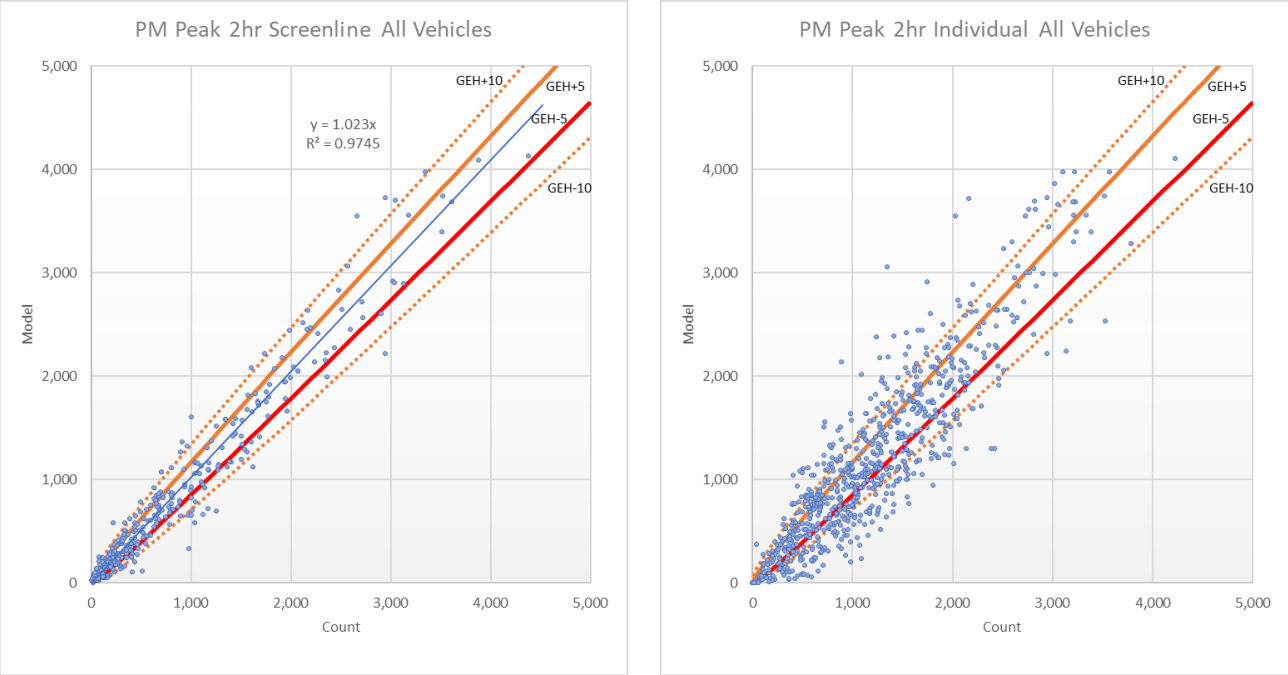



Figure 8-5: Scatterplots of All 2018 Counts for Evening Peak

It is apparent that the three period, all vehicle models validate very well when compared to the guidelines. Areas of non-compliance appear to relate to specific locations where there is a high inconsistency in count months and/or years and appear to mainly relate to counts undertaken in 2016. The individual count results provided in the appendix show that some of the large outliers, especially in the PM peak, relate to counts around the Wairere Drive area. It is unclear why the evening peak counts around this location are so different to the model flows considering surrounding model flows appear to reflect counts well. As indicated earlier, the extent of major network construction taking place in recent years and the incidence of sporting events at the time that a number of the counts were recorded may be contributing factors.

## 8.4 Travel Time Validation Results

One of the main uses of a transportation model is to compare the network operation of one roading scenario to another. To do this, travel times on the network and the corresponding vehicle operating costs are looked at. These then form an integral part of any economic assessment for benefit/cost analysis.

Hence, to have confidence in a model, it must realistically estimate the observed travel times on the road network. To validate this, surveys of the travel time for a vehicle over a set path or journey are performed, taking into account both travel speed and delays at intersections. The resulting average speed over the journey is then compared to the modelled speed for the same journey. It must be remembered that the model is representing an "average weekday" situation. When surveying on any particular day, there are many factors that may affect traffic flows such as accidents, weather, faulty traffic signals and road works. Hence surveyed values are in themselves only an approximation.

Floating car travel time surveys are typically used to establish vehicle speeds on the road network. The vehicle travels at a speed reflective of the average speed of the other vehicles and followed the general procedure for car following i.e. neutral regarding overtaking or being overtaken. This allowed the calculation of an average speed for each model period in each direction.

As too many years have passed since the 2018 Census, the use of a 2021 floating car survey was not considered representative of the network in 2018. As an alternative, 2018 records from TomTom Bluetooth data for March 2018 has been used to produce "surveyed" travel times along 24 routes throughout the model area.

It should be noted that unlike a floating car survey which records the actual travel time of a vehicle along an entire route, the Bluetooth results are made up by summing the average travel times recorded for all vehicles travelling along each individual segment of the route. The TomTom result for the entire route is therefore a record of the averages for every segment for the specified time period and it is unlikely that any real-world vehicle will ever experience the average time for every segment along the entire route.

Waka Kotahi NZTA transport modelling guidelines recommend that 80% of all modelled travel time results fall within +/- 15% or +/- 1 minute of the average surveyed travel times.

**Table 8-12** shows the Bluetooth guideline, and model travel time values for all the routes. These routes are shown in **Figure 8-6** to **Figure 8-10**. Results indicate that all of the modelled travel times satisfy the guidelines. Plots along each of the routes are provided in **Appendix B**.

Table 8-12: Travel Time Validation

| Period | Route | Survey Average (mins) | Guideline Minimum (mins) | Guideline Maximum (mins) | Model (mins) | OK? |
|---|---|---|---|---|---|---|
| AM Peak | Route 1 - SH39-Horotiu-Maniapoto | 2697 | 2292 | 3101 | 2498 | TRUE |
| | Route1 - Maniapoto-Horotiu | 2708 | 2302 | 3114 | 2507 | TRUE |
| | Route2 - Horotiu-SH2 | 2977 | 2530 | 3423 | 2718 | TRUE |
| | Route2 - SH2-Horotiu | 2980 | 2533 | 3427 | 2715 | TRUE |
| | Route3 - Victoria-Taupiri | 2063 | 1753 | 2372 | 1805 | TRUE |
| | Route3 - Taupiri-Victoria | 2098 | 1783 | 2412 | 1807 | TRUE |
| | Route4 - SH1-Te Aroha | 2527 | 2148 | 2906 | 2532 | TRUE |
| | Route4 - Te Aroha-SH1 | 2672 | 2271 | 3073 | 2633 | TRUE |
| | Route5 - Waikato Expressway-Gordonton | 1889 | 1605 | 2172 | 1888 | TRUE |
| | Route5 - Gordonton-Waikato Expressway | 1863 | 1583 | 2142 | 1725 | TRUE |
| | Route6 - Waikato Expressway-Normanby | 2852 | 2424 | 3279 | 2883 | TRUE |
| | Route6 - Normanby-Waikato Expressway | 3272 | 2781 | 3762 | 3393 | TRUE |
| | Route7 - SH1-Te Kanawa | 2818 | 2395 | 3241 | 2646 | TRUE |
| | Route7 - Te Kanawa-SH1 | 2989 | 2541 | 3438 | 2708 | TRUE |
| | Route8 - SH1-Turret | 3021 | 2567 | 3474 | 2828 | TRUE |

| Period | Route | Survey Average (mins) | Guideline Minimum (mins) | Guideline Maximum (mins) | Model (mins) | OK? |
|---|---|---|---|---|---|---|
| | Route8 - Turret-SH1 | 2997 | 2547 | 3446 | 3050 | TRUE |
| | Route9 - Maraetai-Broadway | 2429 | 2064 | 2793 | 2327 | TRUE |
| | Route9 - Broadway-Maraetai | 2532 | 2152 | 2912 | 2372 | TRUE |
| | Route10 - SH1-Hemo | 2565 | 2180 | 2950 | 2507 | TRUE |
| | Route10 - Hemo-SH1 | 2519 | 2141 | 2896 | 2446 | TRUE |
| | Route11 - SH1-SH27-CambridgeRd | 2180 | 1853 | 2507 | 1879 | TRUE |
| | Route11 - SH1-CambridgeRd-SH27 | 1967 | 1672 | 2262 | 1791 | TRUE |
| | Route12 - SH27-Broadway-CrossRd | 3042 | 2586 | 3499 | 2743 | TRUE |
| | Route12 - SH27-CrossRd-Broadway | 3095 | 2631 | 3559 | 2747 | TRUE |
| | Route13 - Airport Rd-OhapoRd-SH1 | 303 | 257 | 348 | 262 | TRUE |
| | Route13 - Airport Rd-SH1-OhaupoRd | 294 | 250 | 338 | 268 | TRUE |
| | Route14 - Victoria St-BryceLn-RiverRd | 113 | 96 | 130 | 115 | TRUE |
| | Route14 - Victoria St-RiverRd-BryceLn | 104 | 89 | 120 | 107 | TRUE |
| | Route15 - River Rd- Anzac-Wairere | 533 | 453 | 613 | 556 | TRUE |
| | Route15 - River Rd-Wairere-Anzac | 545 | 463 | 627 | 558 | TRUE |
| | Route16 - Grey/Heaphy-Clarkin-Cobham | 531 | 451 | 611 | 555 | TRUE |
| | Route16 - Grey/Heaphy-Cobham-Clarkin | 667 | 567 | 767 | 595 | TRUE |
| | Route17 - Tristram-SH1-Mill | 328 | 279 | 377 | 364 | TRUE |
| | Route17 - Tristram-Mill-SH1 | 310 | 264 | 357 | 323 | TRUE |
| | Route18 - Peachgrove Rd - Cobham-Wairere | 644 | 548 | 741 | 683 | TRUE |
| | Route18 - Peachgrove Rd - Wairere-Cobham | 732 | 622 | 842 | 698 | TRUE |
| | Route19 - Anglesea St-Anzac-Mill | 271 | 230 | 311 | 292 | TRUE |
| | Route19 - Anglesea St-Mill-Anzac | 210 | 179 | 242 | 229 | TRUE |
| | Route20 - Te Rapa Rd-Mill-Ellery | 1109 | 943 | 1275 | 1152 | TRUE |
| | Route20 - Te Rapa Rd-Ellery-Mill | 1126 | 957 | 1295 | 1171 | TRUE |
| | Route21 - River Rd-Wairere-Horotiu | 1062 | 903 | 1221 | 1094 | TRUE |
| | Route21 - River Rd-Horotiu-Wairere | 1043 | 886 | 1199 | 1082 | TRUE |
| | Route22 - Wairere Dr-Cambridge-Taylor | 818 | 695 | 941 | 839 | TRUE |
| | Route22 - Wairere Dr-Taylor-Cambridge | 911 | 775 | 1048 | 867 | TRUE |
| Inter Peak | Route 1 - SH39-Horotiu-Maniapoto | 2698 | 2293 | 3103 | 2499 | TRUE |
| | Route1 - Maniapoto-Horotiu | 2697 | 2292 | 3101 | 2502 | TRUE |
| | Route2 - Horotiu-SH2 | 2912 | 2475 | 3349 | 2711 | TRUE |
| | Route2 - SH2-Horotiu | 2983 | 2536 | 3431 | 2706 | TRUE |
| | Route3 - Victoria-Taupiri | 2097 | 1782 | 2411 | 1788 | TRUE |
| | Route3 - Taupiri-Victoria | 1885 | 1603 | 2168 | 1794 | TRUE |
| | Route4 - SH1-Te Aroha | 2541 | 2160 | 2922 | 2535 | TRUE |
| | Route4 - Te Aroha-SH1 | 2710 | 2304 | 3117 | 2633 | TRUE |
| | Route5 - Waikato Expressway-Gordonton | 1702 | 1446 | 1957 | 1605 | TRUE |

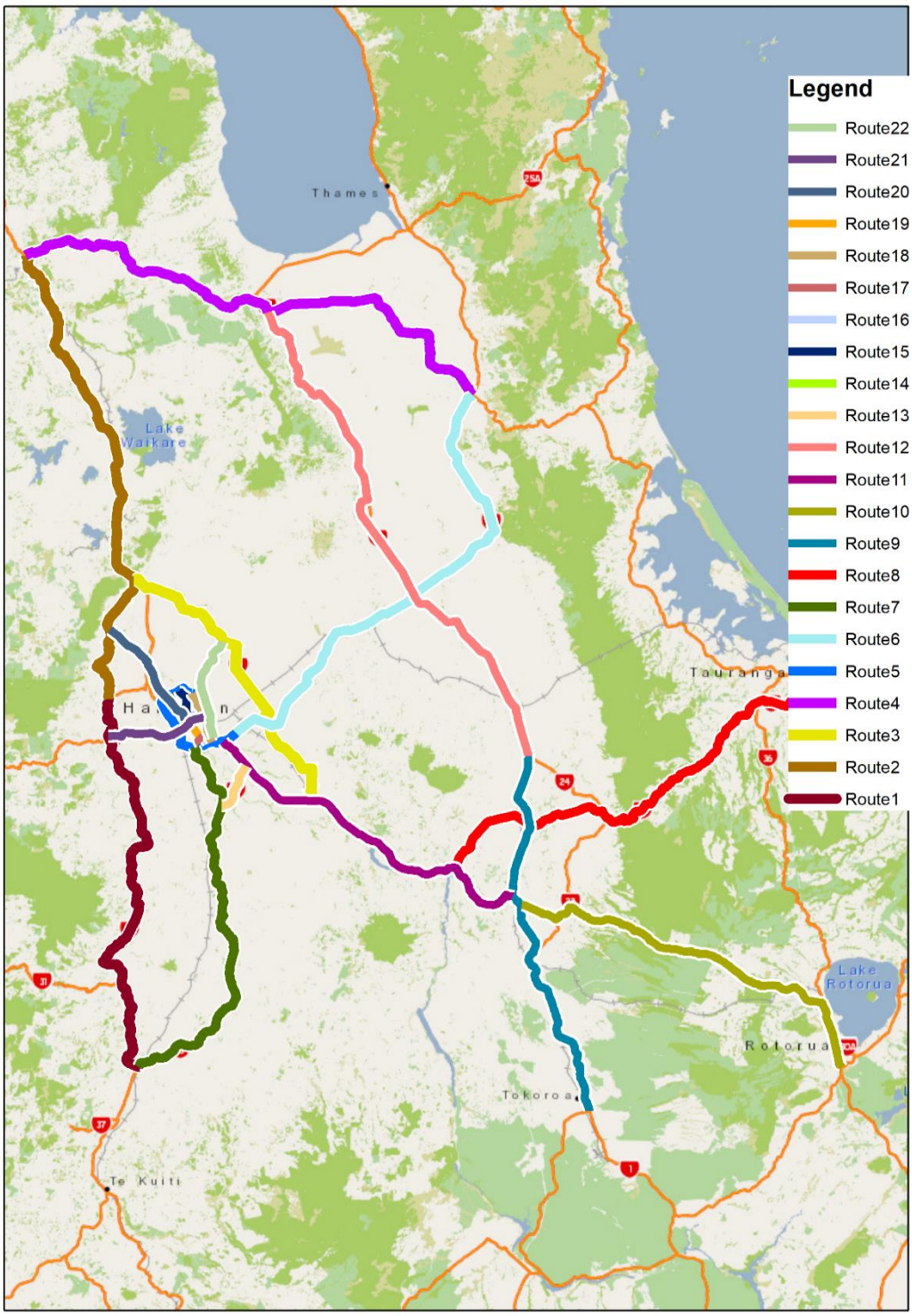
| Period | Route | Survey Average (mins) | Guideline Minimum (mins) | Guideline Maximum (mins) | Model (mins) | OK? |
|---|---|---|---|---|---|---|
| | Route5 - Gordonton-Waikato Expressway | 1621 | 1378 | 1864 | 1537 | TRUE |
| | Route6 - Waikato Expressway-Normanby | 2941 | 2500 | 3382 | 2884 | TRUE |
| | Route6 - Normanby-Waikato Expressway | 3269 | 2779 | 3760 | 3367 | TRUE |
| | Route7 - SH1-Te Kanawa | 2775 | 2359 | 3191 | 2658 | TRUE |
| | Route7 - Te Kanawa-SH1 | 2804 | 2384 | 3225 | 2650 | TRUE |
| | Route8 - SH1-Turret | 2933 | 2493 | 3373 | 2827 | TRUE |
| | Route8 - Turret-SH1 | 2924 | 2485 | 3362 | 2817 | TRUE |
| | Route9 - Maraetai-Broadway | 2431 | 2067 | 2796 | 2322 | TRUE |
| | Route9 - Broadway-Maraetai | 2520 | 2142 | 2897 | 2372 | TRUE |
| | Route10 - SH1-Hemo | 2535 | 2155 | 2915 | 2442 | TRUE |
| | Route10 - Hemo-SH1 | 2525 | 2147 | 2904 | 2431 | TRUE |
| | Route11 - SH1-SH27-CambridgeRd | 1966 | 1671 | 2261 | 1786 | TRUE |
| | Route11 - SH1-CambridgeRd-SH27 | 1948 | 1656 | 2241 | 1775 | TRUE |
| | Route12 - SH27-Broadway-CrossRd | 3083 | 2620 | 3545 | 2738 | TRUE |
| | Route12 - SH27-CrossRd-Broadway | 3118 | 2650 | 3586 | 2746 | TRUE |
| | Route13 - Airport Rd-OhapoRd-SH1 | 300 | 255 | 345 | 259 | TRUE |
| | Route13 - Airport Rd-SH1-OhaupoRd | 293 | 249 | 337 | 266 | TRUE |
| | Route14 - Victoria St-BryceLn-RiverRd | 131 | 111 | 150 | 122 | TRUE |
| | Route14 - Victoria St-RiverRd-BryceLn | 112 | 95 | 129 | 109 | TRUE |
| | Route15 - River Rd- Anzac-Wairere | 509 | 432 | 585 | 544 | TRUE |
| | Route15 - River Rd-Wairere-Anzac | 503 | 427 | 578 | 535 | TRUE |
| | Route16 - Grey/Heaphy-Clarkin-Cobham | 492 | 418 | 565 | 501 | TRUE |
| | Route16 - Grey/Heaphy-Cobham-Clarkin | 562 | 478 | 647 | 538 | TRUE |
| | Route17 - Tristram-SH1-Mill | 305 | 259 | 351 | 322 | TRUE |
| | Route17 - Tristram-Mill-SH1 | 298 | 253 | 343 | 312 | TRUE |
| | Route18 - Peachgrove Rd - Cobham-Wairere | 732 | 622 | 841 | 699 | TRUE |
| | Route18 - Peachgrove Rd - Wairere-Cobham | 683 | 580 | 785 | 700 | TRUE |
| | Route19 - Anglesea St-Anzac-Mill | 289 | 245 | 332 | 282 | TRUE |
| | Route19 - Anglesea St-Mill-Anzac | 225 | 191 | 259 | 233 | TRUE |
| | Route20 - Te Rapa Rd-Mill-Ellery | 1138 | 967 | 1308 | 1121 | TRUE |
| | Route20 - Te Rapa Rd-Ellery-Mill | 1108 | 942 | 1274 | 1127 | TRUE |
| | Route21 - River Rd-Wairere-Horotiu | 1020 | 867 | 1173 | 1016 | TRUE |
| | Route21 - River Rd-Horotiu-Wairere | 1014 | 862 | 1166 | 1053 | TRUE |
| | Route22 - Wairere Dr-Cambridge-Taylor | 818 | 696 | 941 | 832 | TRUE |
| | Route22 - Wairere Dr-Taylor-Cambridge | 809 | 688 | 930 | 838 | TRUE |
| PM Peak | Route 1 - SH39-Horotiu-Maniapoto | 2655 | 2257 | 3053 | 2516 | TRUE |
| | Route1 - Maniapoto-Horotiu | 2638 | 2242 | 3034 | 2514 | TRUE |
| | Route2 - Horotiu-SH2 | 2894 | 2459 | 3328 | 2734 | TRUE |

| Period | Route | Survey Average (mins) | Guideline Minimum (mins) | Guideline Maximum (mins) | Model (mins) | OK? |
|---|---|---|---|---|---|---|
| | Route2 - SH2-Horotiu | 2865 | 2435 | 3294 | 2726 | TRUE |
| | Route3 - Victoria-Taupiri | 2031 | 1726 | 2336 | 1827 | TRUE |
| | Route3 - Taupiri-Victoria | 1809 | 1537 | 2080 | 1831 | TRUE |
| | Route4 - SH1-Te Aroha | 2468 | 2098 | 2839 | 2544 | TRUE |
| | Route4 - Te Aroha-SH1 | 2641 | 2245 | 3037 | 2634 | TRUE |
| | Route5 - Waikato Expressway-Gordonton | 1963 | 1669 | 2258 | 1979 | TRUE |
| | Route5 - Gordonton-Waikato Expressway | 1850 | 1573 | 2128 | 2003 | TRUE |
| | Route6 - Waikato Expressway-Normanby | 2803 | 2382 | 3223 | 2909 | TRUE |
| | Route6 - Normanby-Waikato Expressway | 3186 | 2708 | 3664 | 3384 | TRUE |
| | Route7 - SH1-Te Kanawa | 2794 | 2375 | 3213 | 2740 | TRUE |
| | Route7 - Te Kanawa-SH1 | 2774 | 2358 | 3190 | 2675 | TRUE |
| | Route8 - SH1-Turret | 2958 | 2514 | 3401 | 3278 | TRUE |
| | Route8 - Turret-SH1 | 2816 | 2394 | 3238 | 2837 | TRUE |
| | Route9 - Maraetai-Broadway | 2409 | 2047 | 2770 | 2334 | TRUE |
| | Route9 - Broadway-Maraetai | 2465 | 2095 | 2835 | 2396 | TRUE |
| | Route10 - SH1-Hemo | 2536 | 2156 | 2917 | 2483 | TRUE |
| | Route10 - Hemo-SH1 | 2505 | 2129 | 2880 | 2522 | TRUE |
| | Route11 - SH1-SH27-CambridgeRd | 1950 | 1658 | 2243 | 1802 | TRUE |
| | Route11 - SH1-CambridgeRd-SH27 | 1898 | 1613 | 2182 | 1867 | TRUE |
| | Route12 - SH27-Broadway-CrossRd | 3046 | 2589 | 3503 | 2746 | TRUE |
| | Route12 - SH27-CrossRd-Broadway | 3028 | 2574 | 3483 | 2756 | TRUE |
| | Route13 - Airport Rd-OhapoRd-SH1 | 295 | 250 | 339 | 265 | TRUE |
| | Route13 - Airport Rd-SH1-OhaupoRd | 287 | 244 | 330 | 270 | TRUE |
| | Route14 - Victoria St-BryceLn-RiverRd | 149 | 126 | 171 | 145 | TRUE |
| | Route14 - Victoria St-RiverRd-BryceLn | 117 | 99 | 134 | 121 | TRUE |
| | Route15 - River Rd- Anzac-Wairere | 594 | 505 | 683 | 565 | TRUE |
| | Route15 - River Rd-Wairere-Anzac | 519 | 441 | 597 | 544 | TRUE |
| | Route16 - Grey/Heaphy-Clarkin-Cobham | 558 | 474 | 641 | 581 | TRUE |
| | Route16 - Grey/Heaphy-Cobham-Clarkin | 599 | 509 | 689 | 612 | TRUE |
| | Route17 - Tristram-SH1-Mill | 347 | 295 | 399 | 360 | TRUE |
| | Route17 - Tristram-Mill-SH1 | 368 | 313 | 424 | 386 | TRUE |
| | Route18 - Peachgrove Rd - Cobham-Wairere | 679 | 577 | 780 | 717 | TRUE |
| | Route18 - Peachgrove Rd - Wairere-Cobham | 733 | 623 | 843 | 721 | TRUE |
| | Route19 - Anglesea St-Anzac-Mill | 293 | 249 | 337 | 316 | TRUE |
| | Route19 - Anglesea St-Mill-Anzac | 284 | 242 | 327 | 301 | TRUE |
| | Route20 - Te Rapa Rd-Mill-Ellery | 1176 | 1000 | 1352 | 1207 | TRUE |
| | Route20 - Te Rapa Rd-Ellery-Mill | 1165 | 990 | 1339 | 1188 | TRUE |
| | Route21 - River Rd-Wairere-Horotiu | 1099 | 934 | 1264 | 1118 | TRUE |

| Period | Route | Survey Average (mins) | Guideline Minimum (mins) | Guideline Maximum (mins) | Model (mins) | OK? |
|---|---|---|---|---|---|---|
| | Route21 - River Rd-Horotiu-Wairere | 1192 | 1013 | 1371 | 1242 | TRUE |
| | Route22 - Wairere Dr-Cambridge-Taylor | 863 | 734 | 993 | 878 | TRUE |
| | Route22 - Wairere Dr-Taylor-Cambridge | 864 | 734 | 993 | 875 | TRUE |

Overall, it is considered modelled travel times are adequate for the purposes of the transportation model with all routes achieving Waka Kotahi NZTA guidelines. It should be noted that:

- In a number of instances the model travel time profile along several routes are running parallel to ether the +15% or the -15% profile rather than the average;
- In urban areas the model concentrates queuing delay at intersections whereas in reality some of that delay is experienced downstream of the intersection. Several urban area routes show this effect.




Stantec

Figure 8-6: Overall Travel Time Routes

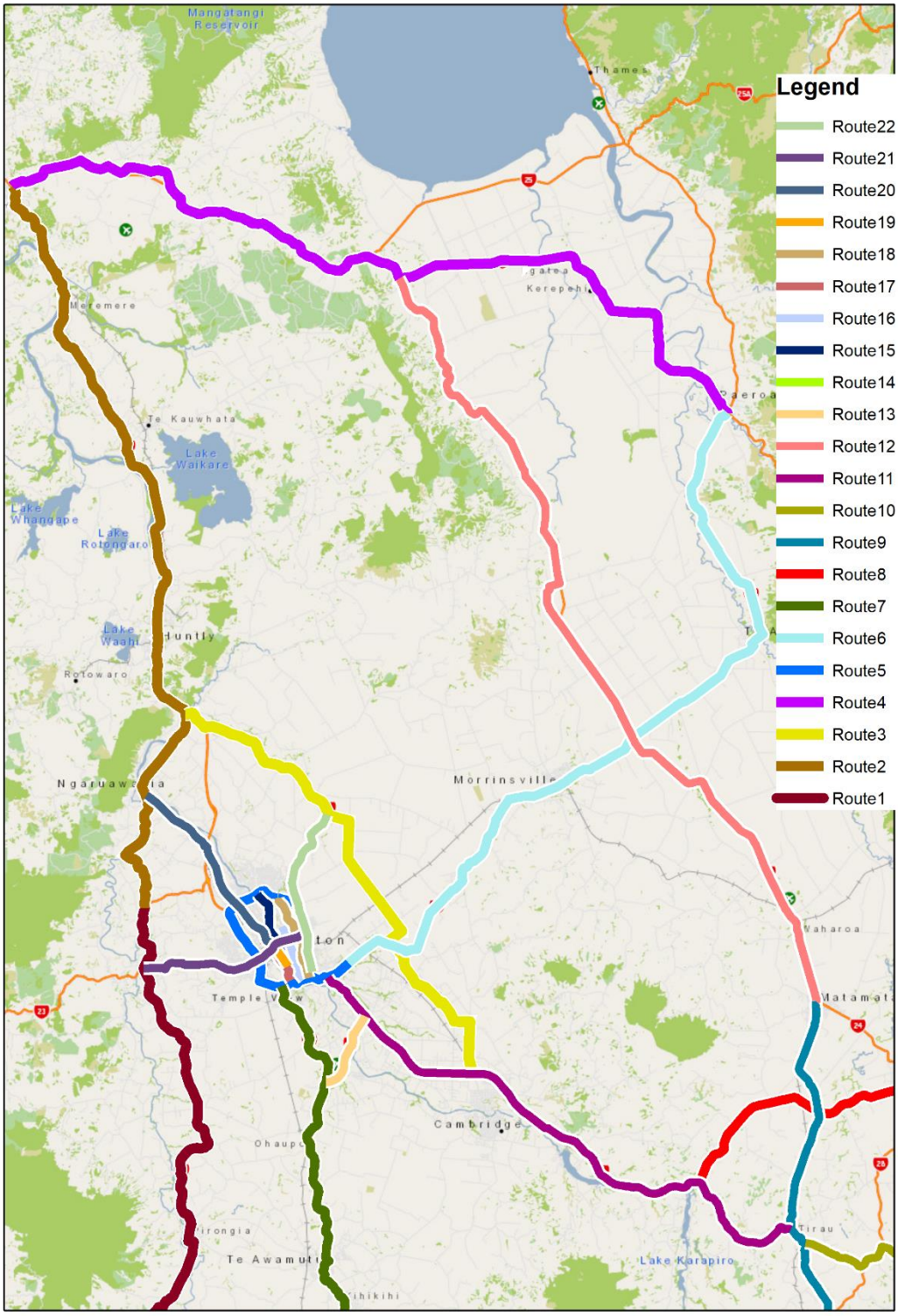



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Figure 8-7: Northern Travel Time Routes

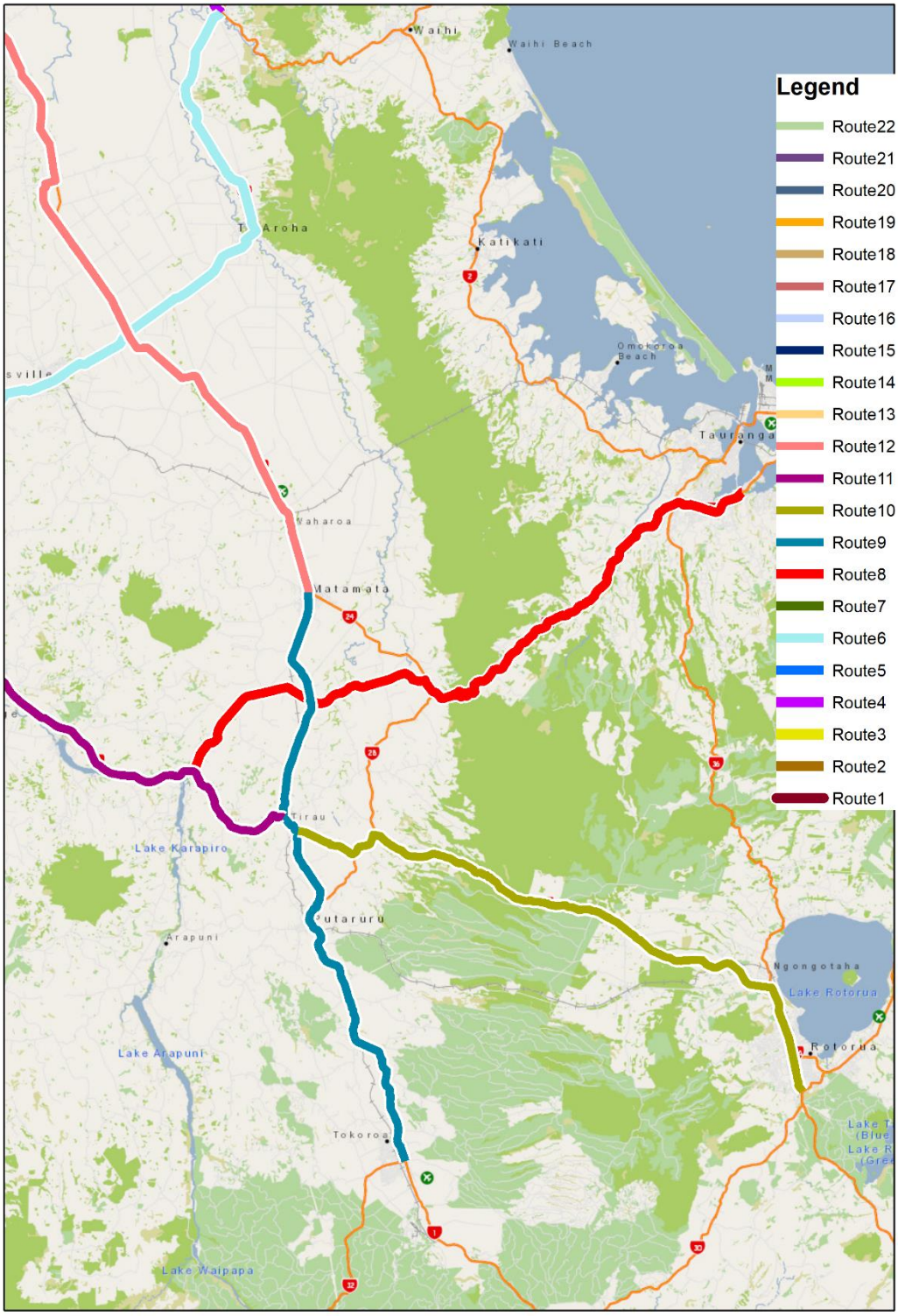


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Figure 8-8: South-eastern Travel Time Routes

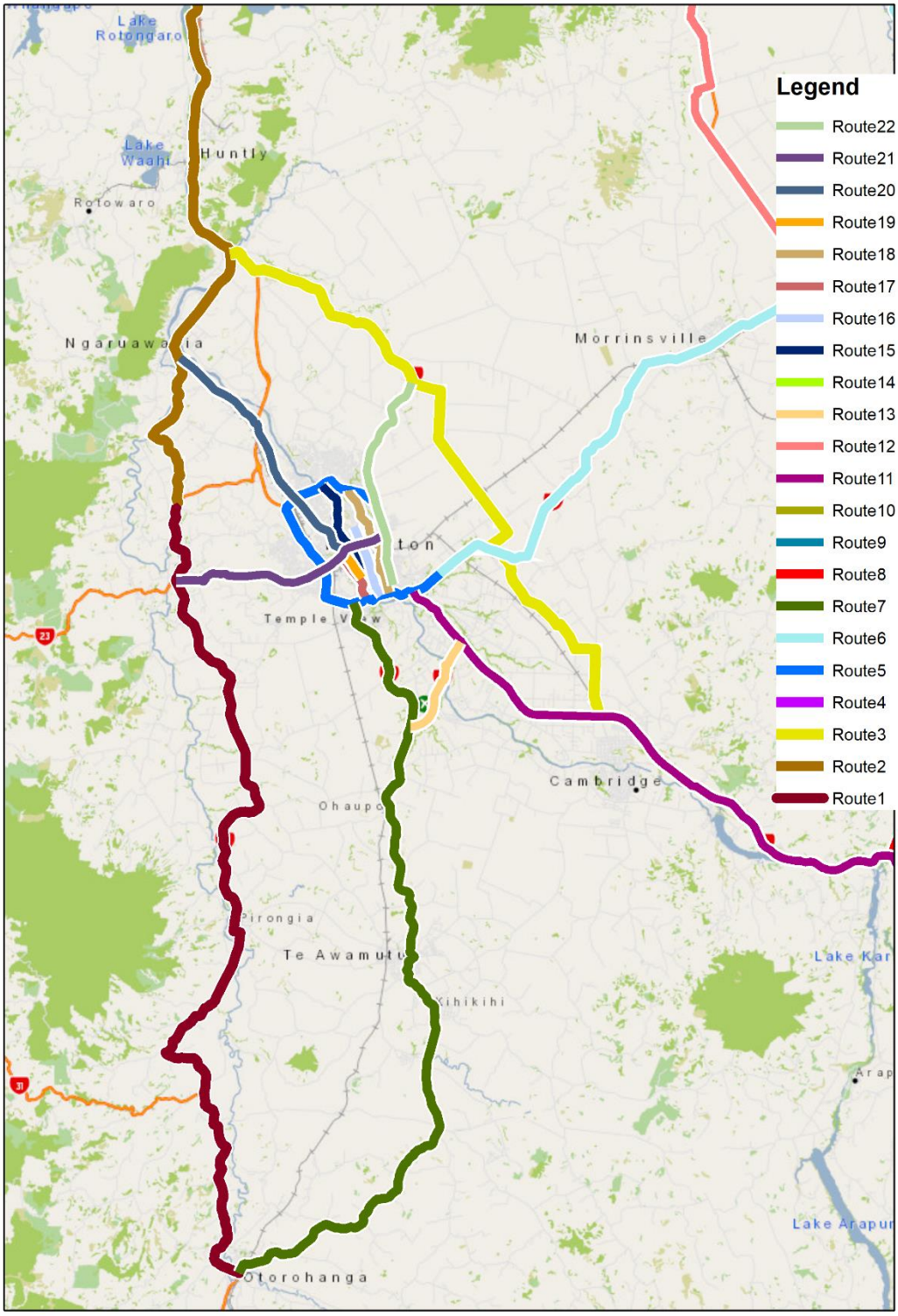


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Figure 8-9: Western Travel Time Routes

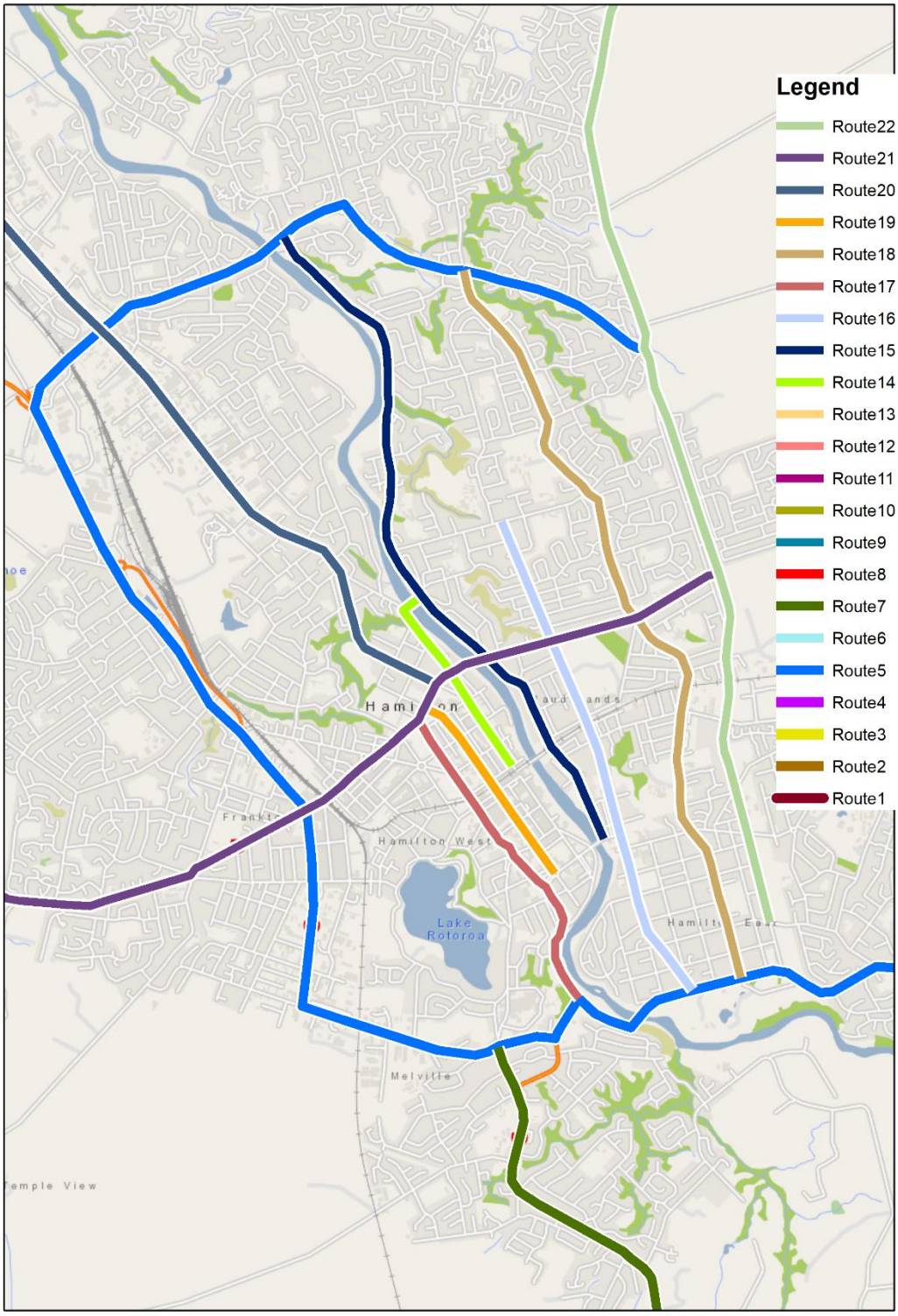


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Figure 8-10: Hamilton Travel Time Routes

# 9. Conclusion

The WRTM 2018 model update has been successfully validated to the levels required by the Waka Kotahi NZTA Transport Model Development Guidelines for overall validation of a strategic model for both flow validation and travel time validation. The additional comparison of multiple 2016 Hamilton City intersection approach volumes with the model have added confidence in the modelled flows throughout the urban area even though they are not 2018 counts.

# Appendices

# Appendix A Screenline Validation Output Files

AM Peak

| Count Ref | Direction | Nodes | Location | HTN? | Scrn Flag | Light | | | | | Medium + Heavy | | | | | Total | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Observed | Modelled | Diff | % Diff | GEH | Observed | Modelled | Diff | % Diff | GEH | Observed | Modelled | Diff | % Diff | GEH |
| 101 | N | 4603_5824 | Great South Rd (Ellery-Galileo) | 0 | 1 | 385 | 397 | 12 | 3% | 0.4 | 59 | 34 | -25 | -42% | 2.5 | 444 | 431 | -13 | -3% | 0.4 |
| 101 | S | 5824_4603 | Great South Rd (Ellery-Galileo) | 0 | 1 | 882 | 1,004 | 122 | 14% | 2.8 | 65 | 33 | -32 | -49% | 3.2 | 947 | 1,036 | 89 | 9% | 2.0 |
| 102 | N | 9556_9551 | Waikato Expressway, Waikato River Crossing at Horotiu | 0 | 1 | 648 | 811 | 163 | 25% | 4.3 | 160 | 233 | 73 | 46% | 3.7 | 808 | 1,044 | 236 | 29% | 5.5 |
| 102 | S | 9551_9556 | Waikato Expressway, Waikato River Crossing at Horotiu | 0 | 1 | 1,237 | 1,161 | -76 | -6% | 1.5 | 121 | 229 | 108 | 89% | 5.7 | 1,358 | 1,390 | 32 | 2% | 0.6 |
| 103 | N | 3652_8293 | Wairere Drive, Waikato River Crossing | 1 | 1 | 1,897 | 1,790 | -107 | -6% | 1.8 | 199 | 61 | -138 | -69% | 8.6 | 2,096 | 1,851 | -245 | -12% | 3.9 |
| 103 | S | 8293_3652 | Wairere Drive, Waikato River Crossing | 1 | 1 | 4,533 | 4,879 | 346 | 8% | 3.6 | 133 | 63 | -70 | -53% | 5.0 | 4,665 | 4,942 | 277 | 6% | 2.8 |
| 104 | N | 4907_3606 | Fairfield Rd Bridge WBD | 1 | 1 | 1,429 | 1,353 | -76 | -5% | 1.4 | 25 | 0 | -25 | -100% | 5.0 | 1,454 | 1,353 | -101 | -7% | 1.9 |
| 104 | S | 3606_4907 | Fairfield Rd Bridge WBD | 1 | 1 | 1,871 | 1,846 | -25 | -1% | 0.4 | 17 | 0 | -17 | -100% | 4.1 | 1,888 | 1,846 | -42 | -2% | 0.7 |
| 105 | N | 3953_6739 | Boundary Road, Waikato River Crossing | 1 | 1 | 1,268 | 867 | -401 | -32% | 8.7 | 56 | 43 | -13 | -23% | 1.3 | 1,324 | 910 | -414 | -31% | 8.8 |
| 105 | S | 6739_3953 | Boundary Road, Waikato River Crossing | 1 | 1 | 2,347 | 2,272 | -75 | -3% | 1.1 | 40 | 66 | 26 | 65% | 2.5 | 2,387 | 2,338 | -49 | -2% | 0.7 |
| 106 | N | 3453_9823 | Claudelands Rd Bridge RSI 16 WBD | 1 | 1 | 548 | 679 | 131 | 24% | 3.7 | 10 | 0 | -10 | -100% | 3.1 | 558 | 679 | 122 | 22% | 3.5 |
| 106 | S | 9823_3453 | Claudelands Rd Bridge RSI 16 WBD | 1 | 1 | 1,683 | 2,020 | 338 | 20% | 5.5 | 61 | 0 | -61 | -100% | 7.8 | 1,744 | 2,020 | 277 | 16% | 4.5 |
| 107 | N | 8233_9824 | Bridge St Anglesea to Victoria 109 | 1 | 1 | 1,373 | 1,821 | 448 | 33% | 7.9 | 24 | 128 | 104 | 430% | 8.4 | 1,397 | 1,949 | 552 | 40% | 9.5 |
| 107 | S | 9824_8233 | Bridge St Anglesea to Victoria 109 | 1 | 1 | 2,071 | 2,437 | 366 | 18% | 5.4 | 75 | 84 | 9 | 11% | 0.7 | 2,147 | 2,521 | 374 | 17% | 5.5 |
| 108 | N | 3509_3670 | Cobham Dr Bridge RSI 18 SBD | 1 | 1 | 2,161 | 2,383 | 222 | 10% | 3.3 | 114 | 189 | 75 | 66% | 4.3 | 2,275 | 2,571 | 296 | 13% | 4.3 |
| 108 | S | 3670_3509 | Cobham Dr Bridge RSI 18 SBD | 1 | 1 | 3,113 | 3,187 | 74 | 2% | 0.9 | 164 | 163 | -1 | -1% | 0.0 | 3,277 | 3,350 | 73 | 2% | 0.9 |
| 109 | N | 10685_6307 | Airport Rd - 02100004 Sth of Lochiel Rd | 0 | 1 | 603 | 561 | -42 | -7% | 1.2 | 48 | 87 | 39 | 81% | 3.4 | 651 | 648 | -3 | 0% | 0.1 |
| 109 | S | 6307_10685 | Airport Rd - 02100004 Sth of Lochiel Rd | 0 | 1 | 542 | 607 | 65 | 12% | 1.9 | 78 | 67 | -11 | -14% | 0.9 | 619 | 674 | 55 | 9% | 1.5 |
| 110 | N | 6550_6432 | Victoria St, Waikato River Crossing | 0 | 1 | 862 | 1,277 | 415 | 48% | 9.0 | 50 | 5 | -45 | -90% | 6.1 | 912 | 1,282 | 370 | 41% | 7.9 |
| 110 | S | 6432_6550 | Victoria St, Waikato River Crossing | 0 | 1 | 732 | 823 | 91 | 12% | 2.3 | 19 | 5 | -14 | -73% | 2.8 | 751 | 828 | 77 | 10% | 1.9 |
| 111 | N | 6132_6237 | Shakepeare Bridge (Cambridge) | 0 | 1 | 448 | 568 | 120 | 27% | 3.8 | 57 | 17 | -40 | -70% | 4.7 | 506 | 585 | 79 | 16% | 2.4 |
| 111 | S | 10228_6171 | Shakepeare Bridge (Cambridge) | 0 | 1 | 661 | 442 | -219 | -33% | 6.6 | 105 | 140 | 35 | 34% | 2.2 | 766 | 583 | -183 | -24% | 5.0 |
| 112 | E | 2607_9841 | Maungatautari Road - North of Hydro Road | 0 | 1 | 181 | 171 | -10 | -5% | 0.5 | 17 | 13 | -4 | -24% | 0.7 | 198 | 184 | -14 | -7% | 0.7 |
| 112 | W | 2608_4884 | Maungatautari Road - North of Hydro Road | 0 | 1 | 150 | 237 | 87 | 58% | 4.4 | 12 | 13 | 1 | 5% | 0.1 | 162 | 250 | 88 | 54% | 4.3 |
| 113 | N | 8992_8424 | Whakamaru Road, at Dam | 0 | 1 | 88 | 196 | 108 | 122% | 6.4 | 48 | 20 | -28 | -59% | 3.4 | 137 | 215 | 78 | 57% | 4.2 |
| 113 | S | 8424_8992 | Whakamaru Road, at Dam | 0 | 1 | 127 | 81 | -46 | -36% | 3.2 | 38 | 19 | -19 | -49% | 2.5 | 164 | 100 | -64 | -39% | 3.9 |
| 114 | N | 8958_8706 | SH1 south of Oruanui Road | 0 | 1 | 242 | 78 | -164 | -68% | 9.2 | 58 | 43 | -15 | -25% | 1.4 | 300 | 120 | -180 | -60% | 8.8 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 114 | S | 8706_8958 | SH1 south of Oruanui Road | 0 | 1 | 247 | 317 | 70 | 28% | 2.9 | 31 | 67 | 36 | 116% | 3.6 | 278 | 384 | 106 | 38% | 4.1 |
| 115 | N | 4408_8402 | 01N00702 Control Gates Bridge (Taupo) | 0 | 1 | 967 | 909 | -58 | -6% | 1.3 | 107 | 64 | -43 | -40% | 3.3 | 1,074 | 973 | -101 | -9% | 2.2 |
| 115 | S | 8402_4408 | 01N00702 Control Gates Bridge (Taupo) | 0 | 1 | 2,285 | 2,224 | -61 | -3% | 0.9 | 174 | 70 | -104 | -60% | 6.7 | 2,459 | 2,295 | -164 | -7% | 2.4 |
| 201 | N | 10244_13984 | SH3, south of Allen Road (NZTA: 105m before Tokanui Rd) | 0 | 1 | 618 | 564 | -54 | -9% | 1.6 | 33 | 91 | 58 | 180% | 5.3 | 650 | 655 | 5 | 1% | 0.1 |
| 201 | S | 13984_10244 | SH3, south of Allen Road (NZTA: 105m before Tokanui Rd) | 0 | 1 | 540 | 422 | -118 | -22% | 3.8 | 28 | 89 | 61 | 213% | 5.6 | 568 | 512 | -56 | -10% | 1.7 |
| 202 | N | 8438_10243 | Pokuru Road | 0 | 1 | 190 | 203 | 13 | 7% | 0.7 | 14 | 2 | -12 | -85% | 2.9 | 204 | 205 | 1 | 1% | 0.1 |
| 202 | S | 10243_8438 | Pokuru Road | 0 | 1 | 52 | 84 | 32 | 61% | 2.7 | 6 | 2 | -4 | -68% | 1.5 | 58 | 86 | 28 | 48% | 2.3 |
| 203 | N | 9936_8270 | 03900052 - SH39 sth of Hanning Piongia | 0 | 1 | 207 | 210 | 3 | 1% | 0.1 | 39 | 89 | 50 | 127% | 4.4 | 246 | 299 | 53 | 21% | 2.3 |
| 203 | S | 8270_9936 | 03900052 - SH39 sth of Hanning Piongia | 0 | 1 | 194 | 152 | -42 | -21% | 2.2 | 72 | 86 | 14 | 20% | 1.1 | 265 | 238 | -27 | -10% | 1.2 |
| 204 | E | 8267_13880 | 02300037 - SH23 90m East of Wrights Road | 0 | 1 | 461 | 361 | -100 | -22% | 3.5 | 30 | 25 | -5 | -17% | 0.7 | 491 | 387 | -104 | -21% | 3.5 |
| 204 | W | 13880_8267 | 02300037 - SH23 90m East of Wrights Road | 0 | 1 | 141 | 196 | 55 | 39% | 3.0 | 30 | 25 | -5 | -16% | 0.6 | 171 | 221 | 50 | 29% | 2.5 |
| 205 | E | 9593_10779 | Waingaro Road, South of Rotowaro Road | 0 | 1 | 128 | 191 | 63 | 49% | 3.5 | 7 | 23 | 16 | 229% | 2.9 | 135 | 214 | 79 | 58% | 4.2 |
| 205 | W | 10779_9593 | Waingaro Road, South of Rotowaro Road | 0 | 1 | 45 | 44 | -1 | -2% | 0.1 | 10 | 23 | 13 | 128% | 2.2 | 55 | 67 | 12 | 22% | 1.1 |
| 206 | N | 2854_11640 | Hakarimata Rd, North of Ngaruawahia | 0 | 1 | 75 | 90 | 15 | 20% | 1.2 | 32 | 5 | -27 | -84% | 4.5 | 107 | 96 | -11 | -10% | 0.8 |
| 206 | S | 11640_2854 | Hakarimata Rd, North of Ngaruawahia | 0 | 1 | 181 | 269 | 89 | 49% | 4.2 | 24 | 6 | -18 | -75% | 3.3 | 205 | 274 | 69 | 34% | 3.2 |
| 207 | N | 10323_9789 | SH1 sth of Tregoweth Huntly | 0 | 1 | 1,273 | 1,252 | -21 | -2% | 0.4 | 191 | 277 | 86 | 45% | 4.0 | 1,463 | 1,529 | 66 | 4% | 1.2 |
| 207 | S | 9789_10323 | SH1 sth of Tregoweth Huntly | 0 | 1 | 1,583 | 1,537 | -46 | -3% | 0.8 | 197 | 279 | 82 | 42% | 3.8 | 1,780 | 1,816 | 36 | 2% | 0.6 |
| 208 | N | 10781_9968 | Orini Rd | 0 | 1 | 52 | 79 | 27 | 52% | 2.3 | 10 | 33 | 24 | 247% | 3.6 | 62 | 112 | 50 | 82% | 3.8 |
| 208 | S | 9968_10781 | Orini Rd | 0 | 1 | 107 | 176 | 69 | 65% | 4.1 | 6 | 31 | 25 | 425% | 4.1 | 113 | 207 | 94 | 84% | 5.3 |
| 209 | N | 9913_13896 | Whitikahu Rd | 0 | 1 | 141 | 120 | -21 | -15% | 1.3 | 43 | 54 | 12 | 27% | 1.2 | 184 | 174 | -10 | -5% | 0.5 |
| 209 | S | 13896_9913 | Whitikahu Rd | 0 | 1 | 198 | 302 | 104 | 53% | 4.7 | 43 | 53 | 10 | 23% | 1.0 | 241 | 355 | 114 | 47% | 4.7 |
| 210 | E | 10707_9924 | Piako Road | 0 | 1 | 557 | 436 | -121 | -22% | 3.8 | 69 | 25 | -44 | -64% | 4.6 | 626 | 461 | -165 | -26% | 5.0 |
| 210 | W | 9924_10707 | Piako Road | 0 | 1 | 504 | 603 | 99 | 20% | 3.0 | 61 | 21 | -40 | -65% | 4.4 | 565 | 624 | 59 | 10% | 1.7 |
| 211 | E | 5650_5514 | Scotsman Valley Rd | 0 | 1 | 59 | 56 | -3 | -5% | 0.3 | 10 | 18 | 8 | 80% | 1.5 | 69 | 74 | 5 | 8% | 0.4 |
| 211 | W | 5514_5650 | Scotsman Valley Rd | 0 | 1 | 135 | 25 | -110 | -82% | 8.7 | 7 | 28 | 21 | 300% | 3.5 | 142 | 53 | -89 | -63% | 6.4 |
| 212 | N | 10788_6597 | 01N00580 | 0 | 1 | 1,071 | 1,263 | 192 | 18% | 4.0 | 122 | 297 | 175 | 143% | 8.5 | 1,193 | 1,558 | 365 | 31% | 7.0 |
| 212 | S | 6597_10788 | 01N00580 | 0 | 1 | 1,092 | 587 | -505 | -46% | 12.3 | 156 | 269 | 113 | 72% | 5.5 | 1,249 | 856 | -393 | -31% | 8.6 |
| 214 | N | 10775_10249 | Arapuni Road, south of Kimberley Road | 0 | 1 | 144 | 154 | 10 | 7% | 0.6 | 21 | 18 | -3 | -15% | 0.5 | 165 | 173 | 8 | 5% | 0.4 |
| 214 | S | 10249_10775 | Arapuni Road, south of Kimberley Road | 0 | 1 | 94 | 60 | -34 | -36% | 2.8 | 27 | 20 | -7 | -27% | 1.1 | 122 | 80 | -42 | -34% | 2.9 |
| 301 | N | 10206_9110 | SH5 - sth of Maraeroa Rd Rotorua | 0 | 1 | 290 | 386 | 96 | 33% | 3.7 | 58 | 39 | -19 | -33% | 1.9 | 348 | 426 | 78 | 22% | 2.8 |
| 301 | S | 9110_10206 | SH5 - sth of Maraeroa Rd Rotorua | 0 | 1 | 262 | 241 | -21 | -8% | 0.9 | 49 | 40 | -9 | -18% | 0.9 | 310 | 281 | -29 | -9% | 1.2 |
| 302 | N | 4051_8384 | 03000141 - 155m before Gun Club Road | 0 | 1 | 372 | 294 | -78 | -21% | 3.0 | 20 | 38 | 18 | 94% | 2.4 | 391 | 332 | -59 | -15% | 2.2 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 302 | S | 8384_4051 | 03000141 - 155m before Gun Club Road | 0 | 1 | 258 | 252 | -6 | -2% | 0.3 | 14 | 37 | 23 | 172% | 3.3 | 272 | 289 | 17 | 6% | 0.7 |
| 303 | N | 8989_8810 | 00500082 520m sth of ERP 7713.70 Waiotapu | 0 | 1 | 303 | 206 | -97 | -32% | 4.3 | 50 | 42 | -8 | -15% | 0.8 | 352 | 248 | -104 | -30% | 4.3 |
| 303 | S | 8810_8989 | 00500082 520m sth of ERP 7713.70 Waiotapu | 0 | 1 | 319 | 340 | 21 | 7% | 0.8 | 65 | 54 | -11 | -17% | 1.0 | 384 | 394 | 10 | 3% | 0.4 |
| 304 | N | 8792_8552 | 00500125 98m before SH1 (Wairakei) | 0 | 1 | 248 | 156 | -92 | -37% | 4.6 | 28 | 28 | 0 | 0% | 0.0 | 276 | 184 | -92 | -33% | 4.3 |
| 304 | S | 8552_8792 | 00500125 98m before SH1 (Wairakei) | 0 | 1 | 249 | 343 | 94 | 38% | 3.9 | 19 | 21 | 2 | 10% | 0.3 | 268 | 364 | 96 | 36% | 3.8 |
| 305 | N | 4246_8549 | 00500138 278m past crown road (Taupo) | 0 | 1 | 163 | 174 | 11 | 7% | 0.6 | 29 | 21 | -8 | -27% | 1.1 | 191 | 195 | 4 | 2% | 0.2 |
| 305 | S | 8549_4246 | 00500138 278m past crown road (Taupo) | 0 | 1 | 67 | 51 | -16 | -24% | 1.5 | 107 | 120 | 13 | 12% | 0.8 | 174 | 171 | -3 | -2% | 0.2 |
| 306 | N | 8518_8274 | SH1 sth of Taupahi Turangi | 0 | 1 | 65 | 65 | 0 | 0% | 0.0 | 30 | 36 | 6 | 18% | 0.7 | 95 | 102 | 7 | 7% | 0.5 |
| 306 | S | 8274_8518 | SH1 sth of Taupahi Turangi | 0 | 1 | 85 | 93 | 8 | 10% | 0.6 | 47 | 45 | -2 | -4% | 0.2 | 132 | 138 | 6 | 5% | 0.4 |
| 307 | N | 8522_8273 | 04700046 242m before SH41 | 0 | 1 | 63 | 68 | 5 | 8% | 0.4 | 14 | 14 | 0 | 0% | 0.0 | 77 | 82 | 5 | 6% | 0.4 |
| 307 | S | 8273_8522 | 04700046 242m before SH41 | 0 | 1 | 33 | 36 | 3 | 10% | 0.4 | 7 | 5 | -2 | -29% | 0.6 | 40 | 41 | 1 | 3% | 0.1 |
| 308 | E | 8779_8959 | 04100029 50m East of Moerangi Road | 0 | 1 | 15 | 15 | 0 | 1% | 0.0 | 15 | 14 | -1 | -4% | 0.1 | 29 | 29 | 0 | -1% | 0.1 |
| 308 | W | 8959_8779 | 04100029 50m East of Moerangi Road | 0 | 1 | 32 | 33 | 1 | 2% | 0.1 | 4 | 4 | 0 | -9% | 0.1 | 37 | 37 | 0 | 1% | 0.0 |
| 309 | E | 9550_9831 | 03000035 918m past Manaiti Street (Bennydal | 0 | 1 | 31 | 15 | -16 | -51% | 2.3 | 18 | 9 | -9 | -49% | 1.7 | 49 | 24 | -25 | -51% | 2.9 |
| 309 | W | 9831_9550 | 03000035 918m past Manaiti Street (Bennydal | 0 | 1 | 48 | 60 | 12 | 25% | 1.2 | 12 | 7 | -5 | -43% | 1.2 | 60 | 67 | 7 | 11% | 0.6 |
| 310 | N | 3497_10125 | 00300066 800m past SH 37 (Waitomo Road) | 0 | 1 | 384 | 370 | -14 | -4% | 0.5 | 95 | 71 | -24 | -25% | 1.9 | 480 | 440 | -40 | -8% | 1.3 |
| 310 | S | 10125_3497 | 00300066 800m past SH 37 (Waitomo Road) | 0 | 1 | 368 | 502 | 134 | 36% | 4.5 | 72 | 63 | -9 | -12% | 0.7 | 440 | 565 | 125 | 28% | 3.9 |
| 311 | E | 3506_8271 | 03100022 500m west of Ngutunui Road | 0 | 1 | 58 | 92 | 34 | 58% | 2.7 | 10 | 8 | -2 | -22% | 0.5 | 69 | 101 | 32 | 47% | 2.5 |
| 311 | W | 8271_3506 | 03100022 500m west of Ngutunui Road | 0 | 1 | 33 | 8 | -25 | -76% | 4.0 | 8 | 8 | 0 | -2% | 0.0 | 42 | 17 | -25 | -59% | 3.2 |
| 316 | E | 9671_13854 | Tahuna Road, east of Waiterimu Rd | 0 | 1 | 78 | 53 | -25 | -32% | 2.2 | 19 | 7 | -12 | -64% | 2.4 | 98 | 60 | -38 | -38% | 3.0 |
| 316 | W | 13854_9671 | Tahuna Road, east of Waiterimu Rd | 0 | 1 | 79 | 50 | -29 | -37% | 2.5 | 22 | 7 | -15 | -68% | 2.8 | 101 | 57 | -44 | -43% | 3.5 |
| 317 | N | 9950_8301 | Taniwha Road, north of Waiterimu Rd | 0 | 1 | 21 | 9 | -12 | -56% | 2.1 | 2 | 21 | 19 | 813% | 3.9 | 23 | 30 | 7 | 31% | 1.0 |
| 317 | S | 8301_9950 | Taniwha Road, north of Waiterimu Rd | 0 | 1 | 22 | 75 | 53 | 247 % | **5.4** | 2 | 20 | 18 | 953% | 3.9 | 24 | 95 | 72 | 304 % | **6.6** |
| 318 | N | 8308_9964 | 02700011 SH27 Kaihere - Telemetry Site 33 | 0 | 1 | 167 | 255 | 88 | 53% | 4.3 | 47 | 25 | -22 | -47% | 2.6 | 213 | 280 | 67 | 31% | 3.0 |
| 318 | S | 9964_8308 | 02700011 SH27 Kaihere - Telemetry Site 33 | 0 | 1 | 226 | 181 | -45 | -20% | 2.2 | 59 | 25 | -34 | -57% | 3.7 | 285 | 205 | -80 | -28% | 3.6 |
| 319 | N | 10167_8179 | 02600055 515m nth of Patuwhao Stream Bridge | 0 | 1 | 105 | 122 | 17 | 17% | 1.2 | 17 | 6 | -11 | -65% | 2.3 | 122 | 128 | 6 | 5% | 0.4 |
| 319 | S | 8179_10167 | 02600055 515m nth of Patuwhao Stream Bridge | 0 | 1 | 114 | 224 | 110 | 96% | **6.0** | 19 | 7 | -12 | -62% | 2.3 | 133 | 231 | 98 | 74% | **5.1** |
| 320 | N | 9145_14134 | 02900034 Kaimai - Telemetry Site 12 - 1 | 0 | 1 | 527 | 333 | -194 | -37% | **6.6** | 185 | 86 | -99 | -53% | **6.0** | 712 | 418 | -294 | -41% | **8.7** |
| 320 | S | 14134_9145 | 02900034 Kaimai - Telemetry Site 12 - 1 | 0 | 1 | 732 | 472 | -260 | -36% | **7.5** | 138 | 83 | -55 | -40% | 3.7 | 871 | 554 | -317 | -36% | **8.4** |
| 601 | E | 8328_9387 | 00200141 near Tga RSI Site 23 | 0 | 1 | 1,738 | 2,136 | 398 | 23% | **6.4** | 116 | 99 | -17 | -15% | 1.2 | 1,855 | 2,235 | 380 | 21% | **5.9** |
| 601 | W | 9387_8328 | 00200141 near Tga RSI Site 23 | 0 | 1 | 1,228 | 713 | -515 | -42% | **11.7** | 144 | 102 | -42 | -29% | 2.7 | 1,373 | 815 | -558 | -41% | **11.9** |
| 603 | N | 9138_10815 | 03600012 760m sth of Williams Rd | 0 | 1 | 316 | 293 | -23 | -7% | 1.0 | 58 | 4 | -54 | -93% | **6.9** | 375 | 298 | -77 | -20% | 3.0 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 603 | S | 10815_9138 | 03600012 760m sth of Williams Rd | 0 | 1 | 283 | 176 | -107 | -38% | 5.0 | 25 | 4 | -21 | -84% | 3.9 | 308 | 180 | -128 | -41% | 5.8 |
| 604 | E | 10798_10800 | Te Puke Highway, west of Tauranga Eastern Link | 0 | 1 | 864 | 1,097 | 233 | 27% | 5.3 | 106 | 47 | -59 | -56% | 4.8 | 970 | 1,144 | 175 | 18% | 3.8 |
| 604 | W | 10800_10798 | Te Puke Highway, west of Tauranga Eastern Link | 0 | 1 | 814 | 790 | -24 | -3% | 0.6 | 85 | 47 | -38 | -44% | 3.3 | 898 | 837 | -61 | -7% | 1.5 |
| 901 | N | 7164_5645 | Ruffell Rd West of Te Rapa Rd | 1 | 1 | 534 | 452 | -82 | -15% | 2.6 | 27 | 14 | -13 | -49% | 2.1 | 561 | 466 | -95 | -17% | 3.0 |
| 901 | S | 5645_7164 | Ruffell Rd West of Te Rapa Rd | 1 | 1 | 170 | 174 | 4 | 2% | 0.2 | 34 | 14 | -20 | -59% | 2.9 | 204 | 188 | -16 | -8% | 0.8 |
| 902 | E | 3287_3512 | Te Kowhai Rd East of Tasman Rd | 1 | 1 | 779 | 785 | 6 | 1% | 0.2 | 103 | 32 | -71 | -69% | 6.1 | 882 | 817 | -65 | -7% | 1.6 |
| 902 | W | 3512_3287 | Te Kowhai Rd East of Tasman Rd | 1 | 1 | 459 | 350 | -109 | -24% | 3.8 | 85 | 28 | -57 | -67% | 5.4 | 544 | 379 | -165 | -30% | 5.4 |
| 903 | W | 3483_7706 | Wairere Drive, West of Te Rapa Road | 1 | 1 | 1,424 | 1,443 | 19 | 1% | 0.4 | 49 | 31 | -18 | -36% | 2.0 | 1,473 | 1,473 | 0 | 0% | 0.0 |
| 903 | E | 7706_3483 | Wairere Drive, West of Te Rapa Road | 1 | 1 | 1,478 | 1,711 | 233 | 16% | 4.1 | 54 | 31 | -23 | -43% | 2.5 | 1,532 | 1,742 | 210 | 14% | 3.7 |
| 904 | W | 4904_3476 | Forest lake Rd Railway Underpass | 1 | 1 | 1,105 | 1,186 | 82 | 7% | 1.7 | 36 | 25 | -11 | -31% | 1.4 | 1,141 | 1,211 | 70 | 6% | 1.4 |
| 904 | E | 3476_4904 | Forest lake Rd Railway Underpass | 1 | 1 | 1,868 | 1,647 | -221 | -12% | 3.7 | 67 | 27 | -40 | -60% | 4.2 | 1,936 | 1,674 | -262 | -14% | 4.4 |
| 905 | E | 3456_4721 | Norton Rd at Railway | 1 | 1 | 1,815 | 1,467 | -348 | -19% | 6.1 | 136 | 55 | -81 | -60% | 5.9 | 1,952 | 1,521 | -431 | -22% | 7.3 |
| 905 | W | 4721_3456 | Norton Rd at Railway | 1 | 1 | 778 | 966 | 188 | 24% | 4.5 | 56 | 63 | 7 | 13% | 0.7 | 834 | 1,029 | 195 | 23% | 4.5 |
| 906 | N | 8889_6664 | Hall St overpass | 1 | 1 | 1,801 | 1,785 | -16 | -1% | 0.3 | 60 | 51 | -9 | -15% | 0.9 | 1,862 | 1,837 | -25 | -1% | 0.4 |
| 906 | S | 6664_8889 | Hall St overpass | 1 | 1 | 1,317 | 1,529 | 212 | 16% | 4.0 | 48 | 45 | -3 | -6% | 0.3 | 1,365 | 1,574 | 209 | 15% | 3.9 |
| 907 | E | 5199_14256 | Killarney Rd Railway Crossing | 1 | 1 | 1,360 | 1,257 | -103 | -8% | 2.0 | 71 | 21 | -50 | -71% | 5.2 | 1,431 | 1,278 | -153 | -11% | 2.9 |
| 907 | W | 14256_5199 | Killarney Rd Railway Crossing | 1 | 1 | 968 | 999 | 31 | 3% | 0.7 | 39 | 21 | -18 | -46% | 2.3 | 1,007 | 1,020 | 13 | 1% | 0.3 |
| 908 | E | 3175_4709 | 01N00552 120m east of Railway Crossing | 1 | 1 | 1,966 | 1,980 | 14 | 1% | 0.2 | 103 | 145 | 42 | 40% | 2.6 | 2,070 | 2,125 | 55 | 3% | 0.9 |
| 908 | W | 4709_3175 | 01N00552 120m east of Railway Crossing | 1 | 1 | 2,123 | 2,189 | 66 | 3% | 1.0 | 112 | 153 | 41 | 37% | 2.5 | 2,235 | 2,342 | 107 | 5% | 1.6 |
| 909 | E | 3168_4788 | Collins Rd Railway Crossing | 1 | 1 | 612 | 473 | -139 | -23% | 4.2 | 31 | 18 | -13 | -42% | 1.8 | 643 | 491 | -152 | -24% | 4.5 |
| 909 | W | 4788_3168 | Collins Rd Railway Crossing | 1 | 1 | 270 | 237 | -33 | -12% | 1.4 | 16 | 15 | -1 | -4% | 0.1 | 285 | 252 | -33 | -12% | 1.4 |
| 1101 | E | 10696_10598 | Puketaha Rd, east of Gordonton Rd | 1 | 1 | 424 | 303 | -121 | -28% | 4.5 | 26 | 19 | -7 | -26% | 1.0 | 449 | 321 | -128 | -29% | 4.6 |
| 1101 | W | 10598_10696 | Puketaha Rd, east of Gordonton Rd | 1 | 1 | 444 | 508 | 65 | 15% | 2.1 | 22 | 17 | -5 | -21% | 0.7 | 465 | 525 | 60 | 13% | 1.9 |
| 1102 | E | 8157_7024 | Powells Rd east of Wairere Dr | 1 | 1 | 194 | 250 | 56 | 29% | 2.7 | 11 | 7 | -4 | -36% | 0.9 | 205 | 257 | 52 | 25% | 2.4 |
| 1102 | W | 7024_8157 | Powells Rd east of Wairere Dr | 1 | 1 | 798 | 790 | -8 | -1% | 0.2 | 11 | 7 | -4 | -36% | 0.9 | 809 | 798 | -11 | -1% | 0.3 |
| 1103 | E | 6874_3920 | Ruakura Rd East of Silverdale | 1 | 1 | 329 | 360 | 32 | 10% | 1.2 | 43 | 34 | -9 | -20% | 1.0 | 371 | 394 | 23 | 6% | 0.8 |
| 1103 | W | 3920_6874 | Ruakura Rd East of Silverdale | 1 | 1 | 612 | 660 | 49 | 8% | 1.4 | 44 | 15 | -29 | -66% | 3.7 | 655 | 676 | 21 | 3% | 0.6 |
| 1104 | E | 4111_10565 | 02600002 875m West of Lissette Road | 1 | 1 | 652 | 505 | -147 | -23% | 4.3 | 48 | 64 | 16 | 33% | 1.5 | 700 | 568 | -132 | -19% | 3.7 |
| 1104 | W | 10565_4111 | 02600002 875m West of Lissette Road | 1 | 1 | 731 | 940 | 209 | 29% | 5.1 | 51 | 85 | 34 | 68% | 2.9 | 782 | 1,025 | 243 | 31% | 5.7 |
| 1201 | N | 3514_5874 | Te Rapa Road, south of Eagle Way | 1 | 1 | 2,164 | 2,635 | 471 | 22% | 6.8 | 148 | 97 | -51 | -34% | 3.3 | 2,312 | 2,732 | 420 | 18% | 5.9 |
| 1201 | S | 5874_3514 | Te Rapa Road, south of Eagle Way | 1 | 1 | 1,379 | 1,231 | -148 | -11% | 2.9 | 198 | 103 | -95 | -48% | 5.5 | 1,578 | 1,334 | -244 | -15% | 4.5 |
| 1202 | N | 3938_7174 | Pukete Rd, north of Wairere Dr | 1 | 1 | 833 | 883 | 50 | 6% | 1.2 | 4 | 14 | 10 | 291% | 2.5 | 837 | 897 | 60 | 7% | 1.4 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1202 | S | 7174_3938 | Pukete Rd, north of Wairere Dr | 1 | 1 | 846 | 946 | 100 | 12% | 2.4 | 35 | 13 | -22 | -62% | 3.1 | 881 | 959 | 78 | 9% | 1.8 |
| 1203 | N | 3477_5195 | Totara Dr, north of Wairere Dr | 1 | 1 | 345 | 336 | -9 | -3% | 0.3 | 19 | 5 | -14 | -73% | 2.8 | 364 | 341 | -23 | -6% | 0.9 |
| 1203 | S | 5195_3477 | Totara Dr, north of Wairere Dr | 1 | 1 | 369 | 364 | -5 | -1% | 0.2 | 24 | 4 | -20 | -83% | 3.8 | 393 | 367 | -26 | -7% | 1.0 |
| 1204 | N | 4745_4746 | Delamare Rd, north of Wairere Dr | 1 | 1 | 65 | 35 | -30 | -46% | 3.0 | 0 | 0 | 0 | -100% | 0.5 | 65 | 36 | -29 | -44% | 2.9 |
| 1204 | S | 4746_4745 | Delamare Rd, north of Wairere Dr | 1 | 1 | 66 | 16 | -50 | -76% | 5.5 | 3 | 0 | -3 | -100% | 1.7 | 68 | 17 | -51 | -75% | 5.6 |
| 1205 | N | 8295_3527 | River Road, north of Wairere Dr | 1 | 1 | 797 | 797 | 0 | 0% | 0.0 | 27 | 20 | -7 | -27% | 1.1 | 824 | 816 | -8 | -1% | 0.2 |
| 1205 | S | 3527_8295 | River Road, north of Wairere Dr | 1 | 1 | 1,861 | 1,925 | 64 | 3% | 1.0 | 105 | 15 | -90 | -86% | 8.2 | 1,966 | 1,941 | -25 | -1% | 0.4 |
| 1206 | N | 2770_3843 | Resolution Dr, north of Wairere Dr | 1 | 1 | 831 | 1,014 | 183 | 22% | 4.3 | 80 | 31 | -49 | -61% | 4.7 | 911 | 1,045 | 134 | 15% | 3.0 |
| 1206 | S | 3843_2770 | Resolution Dr, north of Wairere Dr | 1 | 1 | 1,895 | 2,088 | 193 | 10% | 3.1 | 65 | 26 | -39 | -60% | 4.1 | 1,960 | 2,114 | 154 | 8% | 2.4 |
| 1207 | N | 3558_3557 | Hukanui Rd, north of Wairere Dr | 1 | 1 | 527 | 901 | 374 | 71% | 9.9 | 50 | 7 | -43 | -86% | 5.7 | 577 | 908 | 331 | 57% | 8.6 |
| 1207 | S | 3557_3558 | Hukanui Rd, north of Wairere Dr | 1 | 1 | 1,100 | 1,097 | -3 | 0% | 0.1 | 37 | 6 | -31 | -84% | 4.7 | 1,137 | 1,103 | -34 | -3% | 0.7 |
| 1208 | N | 3932_4978 | Gordonton Rd, north of Wairere Dr | 1 | 1 | 1,144 | 1,180 | 36 | 3% | 0.7 | 53 | 71 | 19 | 35% | 1.7 | 1,197 | 1,251 | 54 | 5% | 1.1 |
| 1208 | S | 4978_3932 | Gordonton Rd, north of Wairere Dr | 1 | 1 | 1,846 | 1,870 | 25 | 1% | 0.4 | 120 | 70 | -50 | -42% | 3.6 | 1,965 | 1,940 | -25 | -1% | 0.4 |
| 1301 | E | 3694_3334 | Tuhikaramea Road, south of Kahikatea Dr | 1 | 1 | 1,032 | 946 | -86 | -8% | 1.9 | 98 | 131 | 33 | 34% | 2.2 | 1,130 | 1,076 | -54 | -5% | 1.2 |
| 1301 | W | 3334_3694 | Tuhikaramea Road, south of Kahikatea Dr | 1 | 1 | 522 | 397 | -125 | -24% | 4.1 | 66 | 124 | 58 | 89% | 4.2 | 588 | 520 | -68 | -12% | 2.0 |
| 1302 | N | 3770_14254 | SH3 Ohaupo Rd, south of Thermal Explorer Highway | 1 | 1 | 2,215 | 2,141 | -74 | -3% | 1.1 | 218 | 127 | -91 | -42% | 4.9 | 2,433 | 2,269 | -164 | -7% | 2.4 |
| 1302 | S | 14254_3770 | SH3 Ohaupo Rd, south of Thermal Explorer Highway | 1 | 1 | 937 | 1,027 | 90 | 10% | 2.0 | 231 | 100 | -131 | -57% | 7.2 | 1,168 | 1,126 | -42 | -4% | 0.9 |
| 1303 | N | 13912_3679 | Normandy Ave north of SH1 (should be south of SH1) | 1 | 1 | 2,929 | 2,970 | 41 | 1% | 0.5 | 188 | 129 | -59 | -31% | 3.3 | 3,117 | 3,100 | -17 | -1% | 0.2 |
| 1303 | S | 3679_13912 | Normandy Ave north of SH1 (should be south of SH1) | 1 | 1 | 2,049 | 2,287 | 238 | 12% | 3.6 | 119 | 104 | -15 | -13% | 1.0 | 2,168 | 2,391 | 223 | 10% | 3.3 |
| 1304 | N | 3587_4157 | 01N10558, 01N20558 135m north of Riverlea R | 1 | 1 | 2,951 | 2,806 | -145 | -5% | 1.9 | 211 | 318 | 107 | 51% | 4.7 | 3,162 | 3,124 | -38 | -1% | 0.5 |
| 1304 | S | 4157_3587 | 01N10558, 01N20558 135m north of Riverlea R | 1 | 1 | 2,322 | 2,163 | -159 | -7% | 2.4 | 218 | 370 | 152 | 70% | 6.3 | 2,540 | 2,533 | -7 | 0% | 0.1 |
| 1305 | N | 2899_4113 | Matangi Rd at Bridge | 1 | 1 | 821 | 630 | -191 | -23% | 5.0 | 20 | 1 | -19 | -95% | 4.2 | 842 | 631 | -211 | -25% | 5.5 |
| 1305 | S | 4113_2899 | Matangi Rd at Bridge | 1 | 1 | 213 | 275 | 62 | 29% | 2.8 | 7 | 1 | -6 | -85% | 2.1 | 220 | 276 | 56 | 25% | 2.5 |
| 1601 | N | 12430_12431 | BOMBAY | 0 | 1 | 2,155 | 2,738 | 583 | 27% | 8.3 | 279 | 284 | 5 | 2% | 0.2 | 2,434 | 3,022 | 588 | 24% | 8.0 |
| 1601 | S | 12522_12387 | BOMBAY | 0 | 1 | 2,431 | 1,909 | -522 | -21% | 7.9 | 372 | 303 | -69 | -19% | 2.7 | 2,803 | 2,212 | -591 | -21% | 8.3 |
| 1602 | E | 11582_14131 | 00200002 Maungatawhiri - Telemetry Site 74 | 0 | 1 | 644 | 600 | -44 | -7% | 1.3 | 129 | 63 | -66 | -51% | 4.8 | 773 | 663 | -110 | -14% | 2.9 |
| 1602 | W | 14131_11582 | 00200002 Maungatawhiri - Telemetry Site 74 | 0 | 1 | 650 | 828 | 178 | 27% | 4.6 | 108 | 61 | -47 | -43% | 3.6 | 758 | 889 | 131 | 17% | 3.2 |
| 1701 | N | 8666_8698 | 00200106 500m East of Athenree Road (Tauranga Side) | 0 | 1 | 564 | 465 | -99 | -17% | 3.1 | 87 | 42 | -45 | -52% | 4.0 | 650 | 507 | -143 | -22% | 4.2 |
| 1701 | S | 8698_8666 | 00200106 500m East of Athenree Road (Tauranga Side) | 0 | 1 | 584 | 465 | -119 | -20% | 3.7 | 47 | 40 | -7 | -16% | 0.8 | 631 | 505 | -126 | -20% | 3.7 |
| 1801 | N | 9685_9629 | SH1, north of Huntly at Rangiriri | 0 | 1 | 1,071 | 1,074 | 3 | 0% | 0.1 | 152 | 261 | 109 | 72% | 5.4 | 1,223 | 1,336 | 113 | 9% | 2.2 |
| 1801 | S | 9691_9689 | SH1, north of Huntly at Rangiriri | 0 | 1 | 1,312 | 1,039 | -273 | -21% | 5.6 | 165 | 264 | 99 | 60% | 4.8 | 1,478 | 1,303 | -175 | -12% | 3.3 |
| 1901 | N | 8854_8642 | 02500177 Swampy Stream Bridge | 0 | 1 | 97 | 188 | 91 | 94% | 5.4 | 35 | 21 | -14 | -41% | 1.9 | 132 | 209 | 77 | 58% | 4.1 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1901 | S | 8642_8854 | 02500177 Swampy Stream Bridge | 0 | 1 | 194 | 113 | -81 | -42% | 4.6 | 29 | 20 | -9 | -32% | 1.3 | 223 | 133 | -90 | -40% | 4.8 |
| 1902 | N | 8832_9232 | 02500036 Speed Restriction Sign (WhakateteBay Sth End) | 0 | 1 | 127 | 214 | 87 | 69% | 4.7 | 26 | 17 | -9 | -34% | 1.3 | 153 | 231 | 79 | 51% | 4.0 |
| 1902 | S | 9232_8832 | 02500036 Speed Restriction Sign (WhakateteBay Sth End) | 0 | 1 | 332 | 329 | -3 | -1% | 0.1 | 20 | 17 | -3 | -17% | 0.6 | 352 | 346 | -6 | -2% | 0.2 |
| 2001 | N | 4773_14094 | Gillard Rd South Fletcher Road | 0 | 1 | 86 | 121 | 35 | 40% | 2.4 | 7 | 10 | 3 | 37% | 0.6 | 94 | 131 | 37 | 40% | 2.5 |
| 2001 | S | 14094_4773 | Gillard Rd South Fletcher Road | 0 | 1 | 34 | 35 | 1 | 2% | 0.1 | 6 | 9 | 3 | 61% | 0.9 | 40 | 45 | 5 | 13% | 0.6 |
| 2002 | N | 2917_3157 | 00300003 - 285m sth of Dixons Road | 1 | 1 | 1,635 | 1,639 | 4 | 0% | 0.1 | 96 | 169 | 73 | 77% | 4.5 | 1,730 | 1,808 | 78 | 4% | 1.3 |
| 2002 | S | 3157_2917 | 00300003 - 285m sth of Dixons Road | 1 | 1 | 1,049 | 936 | -113 | -11% | 2.5 | 64 | 128 | 64 | 101% | 4.6 | 1,113 | 1,064 | -49 | -4% | 1.1 |
| 2003 | N | 3079_2645 | Peacockes Rd North Stubbs Rd | 1 | 1 | 109 | 144 | 35 | 32% | 2.2 | 6 | 1 | -5 | -82% | 1.8 | 115 | 145 | 30 | 26% | 1.9 |
| 2003 | S | 2645_3079 | Peacockes Rd North Stubbs Rd | 1 | 1 | 37 | 71 | 34 | 91% | 3.3 | 4 | 1 | -3 | -73% | 1.2 | 41 | 72 | 31 | 76% | 2.9 |
| 2004 | N | 4134_4926 | Newell Rd | 1 | 1 | 461 | 347 | -114 | -25% | 4.0 | 13 | 34 | 21 | 156% | 3.0 | 474 | 381 | -93 | -20% | 3.2 |
| 2004 | S | 4926_4134 | Newell Rd | 1 | 1 | 104 | 181 | 78 | 75% | 4.6 | 4 | 1 | -3 | -71% | 1.2 | 107 | 183 | 76 | 71% | 4.5 |
| 2005 | N | 2786_3907 | 01N00559 - 355m past Cherry Lane (TamahereMotels) | 0 | 1 | 2,175 | 2,353 | 178 | 8% | 2.7 | 250 | 295 | 45 | 18% | 1.9 | 2,424 | 2,647 | 223 | 9% | 3.1 |
| 2005 | S | 3907_2786 | 01N00559 - 355m past Cherry Lane (TamahereMotels) | 0 | 1 | 1,810 | 1,783 | -27 | -1% | 0.4 | 364 | 380 | 16 | 4% | 0.6 | 2,174 | 2,162 | -12 | -1% | 0.2 |
| 3101 | N | 9874_13978 | Puketutu Rd (Btn Matai & Bucklands) | 0 | 1 | 28 | 42 | 14 | 51% | 1.7 | 7 | 4 | -3 | -41% | 0.9 | 35 | 46 | 11 | 33% | 1.3 |
| 3101 | S | 13978_9874 | Puketutu Rd (Btn Matai & Bucklands) | 0 | 1 | 11 | 42 | 31 | 268 % | 4.2 | 6 | 29 | 23 | 418% | 4.0 | 17 | 71 | 54 | 318 % | **5.8** |
| 3102 | N | 10144_13974 | Hopkins Rd - Hinuera Rd to SH29 | 0 | 1 | 244 | 274 | 30 | 12% | 1.3 | 44 | 6 | -38 | -86% | **5.4** | 288 | 280 | -8 | -3% | 0.3 |
| 3102 | S | 13974_10144 | Hopkins Rd - Hinuera Rd to SH29 | 0 | 1 | 221 | 263 | 42 | 19% | 1.9 | 60 | 30 | -30 | -50% | 3.2 | 282 | 293 | 11 | 4% | 0.5 |
| 3103 | N | 8479_13975 | 600m Nth of SH 29 Junction | 0 | 1 | 195 | 227 | 32 | 17% | 1.6 | 76 | 5 | -71 | -93% | **7.9** | 271 | 231 | -40 | -15% | 1.8 |
| 3103 | S | 13975_8479 | 600m Nth of SH 29 Junction | 0 | 1 | 259 | 139 | -120 | -46% | **6.0** | 44 | 4 | -40 | -91% | **5.8** | 303 | 143 | -160 | -53% | **7.6** |
| 3104 | N | 9544_8485 | Te Poi Rd (Btn SH29 & Temm) | 0 | 1 | 134 | 231 | 98 | 73% | **5.1** | 29 | 5 | -24 | -83% | 4.1 | 163 | 236 | 73 | 45% | 3.7 |
| 3104 | S | 8485_9544 | Te Poi Rd (Btn SH29 & Temm) | 0 | 1 | 110 | 119 | 9 | 8% | 0.6 | 25 | 6 | -19 | -76% | 3.4 | 135 | 125 | -10 | -7% | 0.6 |
| 3105 | N | 9713_9877 | 140m before State Highway 29 | 0 | 1 | 343 | 316 | -27 | -8% | 1.0 | 53 | 10 | -43 | -81% | **5.4** | 395 | 326 | -69 | -18% | 2.6 |
| 3105 | S | 9877_9713 | 140m before State Highway 29 | 0 | 1 | 339 | 155 | -184 | -54% | **8.3** | 47 | 7 | -40 | -85% | **5.5** | 386 | 162 | -224 | -58% | **9.6** |
| 3201 | E | 10184_10096 | Mangatangi Rd (Btn Mangatawhiri & Montana) | 0 | 1 | 88 | 166 | 78 | 89% | 4.9 | 12 | 15 | 3 | 21% | 0.5 | 100 | 181 | 81 | 80% | 4.8 |
| 3201 | W | 10096_10184 | Mangatangi Rd (Btn Mangatawhiri & Montana) | 0 | 1 | 178 | 200 | 22 | 12% | 1.1 | 12 | 14 | 2 | 19% | 0.4 | 190 | 214 | 24 | 13% | 1.2 |
| 3202 | E | 9559_9719 | 00200033 - By RS peg 32/1 | 0 | 1 | 517 | 567 | 50 | 10% | 1.5 | 113 | 64 | -49 | -43% | 3.7 | 630 | 631 | 1 | 0% | 0.0 |
| 3202 | W | 9719_9559 | 00200033 - By RS peg 32/1 | 0 | 1 | 453 | 709 | 256 | 56% | **7.5** | 91 | 62 | -29 | -32% | 2.3 | 544 | 771 | 227 | 42% | **6.3** |
| 3203 | E | 9960_10705 | Tahuna-Ohinewai Rd (Btn Mohring & Distr. BDY) | 0 | 1 | 61 | 47 | -14 | -22% | 1.3 | 22 | 12 | -10 | -46% | 1.7 | 83 | 58 | -25 | -30% | 2.1 |
| 3203 | W | 10705_9960 | Tahuna-Ohinewai Rd (Btn Mohring & Distr. BDY) | 0 | 1 | 75 | 102 | 27 | 35% | 2.0 | 23 | 12 | -11 | -48% | 1.9 | 98 | 114 | 16 | 16% | 1.1 |
| 3204 | E | 10708_9916 | Tauhei Rd (Btn Cameron & Matuku) | 0 | 1 | 112 | 136 | 24 | 21% | 1.5 | 23 | 36 | 13 | 59% | 1.8 | 135 | 172 | 37 | 27% | 2.1 |
| 3204 | W | 9916_10708 | Tauhei Rd (Btn Cameron & Matuku) | 0 | 1 | 112 | 197 | 85 | 75% | 4.8 | 23 | 36 | 13 | 57% | 1.7 | 135 | 232 | 97 | 71% | **5.0** |
| 3205 | E | 9924_9863 | 02600023 - 150m East of Piako Rd | 0 | 1 | 816 | 788 | -28 | -3% | 0.7 | 61 | 73 | 12 | 20% | 1.0 | 877 | 861 | -16 | -2% | 0.4 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3205 | W | 9863_9924 | 02600023 - 150m East of Piako Rd | 0 | 1 | 827 | 1,036 | 209 | 25% | 4.8 | 63 | 49 | -14 | -22% | 1.3 | 890 | 1,084 | 194 | 22% | 4.4 |
| 3206 | E | 9923_10784 | Kuranui Rd - Dodd Rd to Dingle Rd | 0 | 1 | 98 | 58 | -40 | -41% | 3.2 | 16 | 1 | -15 | -94% | 3.6 | 114 | 59 | -55 | -48% | 4.2 |
| 3206 | W | 10784_9923 | Kuranui Rd - Dodd Rd to Dingle Rd | 0 | 1 | 104 | 115 | 11 | 11% | 0.8 | 12 | 0 | -12 | -100% | 3.5 | 116 | 116 | 0 | 0% | 0.0 |
| 3207 | E | 10785_9589 | Tahuroa Rd - Morrinsville to Tauwhare | 0 | 1 | 22 | 33 | 11 | 49% | 1.5 | 5 | 1 | -4 | -78% | 1.5 | 27 | 34 | 7 | 27% | 0.9 |
| 3207 | W | 9589_10785 | Tahuroa Rd - Morrinsville to Tauwhare | 0 | 1 | 14 | 27 | 13 | 96% | 2.1 | 5 | 0 | -5 | -100% | 2.3 | 19 | 27 | 8 | 42% | 1.2 |
| 3208 | E | 10786_9879 | Bell Rd (Btn Chepmell & Starky) | 0 | 1 | 30 | 40 | 10 | 34% | 1.2 | 7 | 29 | 22 | 314% | 3.7 | 37 | 68 | 31 | 85% | 3.0 |
| 3208 | W | 9879_10786 | Bell Rd (Btn Chepmell & Starky) | 0 | 1 | 60 | 79 | 19 | 33% | 1.6 | 3 | 18 | 15 | 463% | 3.2 | 63 | 97 | 34 | 54% | 2.7 |
| 3301 | N | 4189_3274 | Newcastle Rd (Btn Dunvegan & The Dales) | 1 | 1 | 489 | 750 | 261 | 53% | 7.4 | 50 | 15 | -35 | -70% | 4.4 | 539 | 766 | 227 | 42% | 6.3 |
| 3301 | S | 3274_4189 | Newcastle Rd (Btn Dunvegan & The Dales) | 1 | 1 | 572 | 557 | -15 | -3% | 0.4 | 22 | 11 | -11 | -50% | 1.9 | 594 | 568 | -26 | -4% | 0.8 |
| 3302 | N | 3466_6647 | Dinsdale Rd O S 43 | 1 | 1 | 176 | 191 | 15 | 9% | 0.8 | 9 | 4 | -5 | -55% | 1.3 | 185 | 196 | 11 | 6% | 0.6 |
| 3302 | S | 6647_3466 | Dinsdale Rd O S 43 | 1 | 1 | 511 | 280 | -231 | -45% | 8.2 | 13 | 7 | -6 | -48% | 1.4 | 525 | 288 | -237 | -45% | 8.3 |
| 3303 | N | 3404_10651 | Rifle Range Rd (Btn Johnson & Aberdeen) | 1 | 1 | 1,116 | 1,104 | -12 | -1% | 0.3 | 40 | 73 | 33 | 81% | 3.1 | 1,156 | 1,177 | 21 | 2% | 0.4 |
| 3303 | S | 10651_3404 | Rifle Range Rd (Btn Johnson & Aberdeen) | 1 | 1 | 543 | 410 | -133 | -25% | 4.3 | 28 | 68 | 40 | 141% | 4.1 | 572 | 477 | -95 | -17% | 2.9 |
| 3304 | N | 7777_6636 | Weka St (Btn Kaka & Kareru) | 1 | 1 | 99 | 147 | 48 | 49% | 3.1 | 6 | 1 | -5 | -83% | 1.8 | 105 | 148 | 43 | 41% | 2.7 |
| 3304 | S | 6636_7777 | Weka St (Btn Kaka & Kareru) | 1 | 1 | 356 | 99 | -257 | -72% | 12.0 | 8 | 1 | -7 | -87% | 2.3 | 364 | 100 | -264 | -73% | 12.2 |
| 3305 | N | 6650_4892 | Kereru St (Btn Pukeko & Makomako) | 1 | 1 | 38 | 38 | 0 | 1% | 0.0 | 12 | 0 | -12 | -100% | 3.4 | 50 | 38 | -12 | -23% | 1.2 |
| 3305 | S | 4892_6650 | Kereru St (Btn Pukeko & Makomako) | 1 | 1 | 34 | 66 | 32 | 92% | 3.2 | 2 | 0 | -2 | -100% | 1.5 | 37 | 66 | 29 | 79% | 2.9 |
| 3306 | N | 8211_4755 | Lincoln Rd btwn SH23 & West St | 1 | 1 | 1,499 | 1,651 | 152 | 10% | 2.7 | 178 | 106 | -72 | -40% | 4.3 | 1,677 | 1,757 | 80 | 5% | 1.4 |
| 3306 | S | 4755_8211 | Lincoln Rd btwn SH23 & West St | 1 | 1 | 1,724 | 2,142 | 418 | 24% | 6.7 | 180 | 103 | -77 | -43% | 4.6 | 1,904 | 2,245 | 341 | 18% | 5.3 |
| 3307 | N | 6665_5198 | Kent St - Massey Hall to Empire St | 1 | 1 | 257 | 84 | -173 | -67% | 9.4 | 15 | 3 | -12 | -79% | 2.8 | 272 | 87 | -185 | -68% | 9.8 |
| 3307 | S | 5198_6665 | Kent St - Massey Hall to Empire St | 1 | 1 | 123 | 70 | -53 | -43% | 3.8 | 12 | 2 | -10 | -83% | 2.7 | 135 | 72 | -63 | -47% | 4.4 |
| 3308 | N | 6662_10493 | Lake Rd - Hall St to Empire St | 1 | 1 | 340 | 202 | -138 | -41% | 5.9 | 9 | 6 | -3 | -33% | 0.8 | 349 | 208 | -141 | -40% | 6.0 |
| 3308 | S | 10493_6662 | Lake Rd - Hall St to Empire St | 1 | 1 | 427 | 241 | -186 | -44% | 7.2 | 8 | 7 | -1 | -13% | 0.3 | 435 | 248 | -187 | -43% | 7.2 |
| 3309 | N | 6750_7901 | Norton Rd (Btn Torrington & Hall) | 1 | 1 | 771 | 907 | 136 | 18% | 3.3 | 36 | 60 | 24 | 65% | 2.4 | 807 | 967 | 160 | 20% | 3.8 |
| 3309 | S | 7901_6750 | Norton Rd (Btn Torrington & Hall) | 1 | 1 | 1,614 | 1,247 | -367 | -23% | 6.9 | 70 | 50 | -20 | -28% | 1.8 | 1,684 | 1,297 | -387 | -23% | 7.1 |
| 3310 | N | 3378_2533 | Seddon Rd - Mill to Goldsmith | 1 | 1 | 483 | 283 | -200 | -41% | 7.2 | 47 | 5 | -42 | -89% | 5.8 | 530 | 288 | -242 | -46% | 8.5 |
| 3310 | S | 2533_3378 | Seddon Rd - Mill to Goldsmith | 1 | 1 | 175 | 480 | 305 | 174% | 11.9 | 6 | 5 | -1 | -17% | 0.3 | 181 | 485 | 304 | 168% | 11.8 |
| 3311 | N | 8219_10511 | Abbotsford St - Mill to Willoughby E-W | 1 | 1 | 251 | 253 | 2 | 1% | 0.1 | 5 | 0 | -5 | -100% | 2.2 | 256 | 253 | -3 | -1% | 0.1 |
| 3311 | S | 10511_8219 | Abbotsford St - Mill to Willoughby E-W | 1 | 1 | 22 | 2 | -20 | -91% | 4.1 | 1 | 0 | -1 | -100% | 1.0 | 23 | 2 | -21 | -91% | 4.2 |
| 3312 | N | 3469_6728 | Willoughby St (Btn Abbotsford & Mill) | 1 | 1 | 589 | 566 | -23 | -4% | 0.7 | 18 | 19 | 1 | 3% | 0.1 | 607 | 585 | -22 | -4% | 0.6 |
| 3312 | S | 6728_3469 | Willoughby St (Btn Abbotsford & Mill) | 1 | 1 | 270 | 140 | -130 | -48% | 6.4 | 6 | 4 | -2 | -31% | 0.6 | 276 | 143 | -133 | -48% | 6.5 |
| 3313 | N | 3129_10509 | Ulster St - Mill to Abbotsford | 1 | 1 | 847 | 881 | 34 | 4% | 0.8 | 40 | 4 | -36 | -90% | 5.4 | 887 | 886 | -1 | 0% | 0.0 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3313 | S | 10509_3129 | Ulster St - Mill to Abbotsford | 1 | 1 | 1,562 | 1,894 | 332 | 21% | 5.6 | 52 | 63 | 11 | 21% | 1.0 | 1,614 | 1,957 | 343 | 21% | 5.7 |
| 3314 | N | 4951_4952 | Victoria St - Mill St to Mill Lane | 1 | 1 | 516 | 854 | 338 | 66% | 9.1 | 22 | 70 | 48 | 218% | 5.0 | 538 | 924 | 386 | 72% | 10.1 |
| 3314 | S | 4952_4951 | Victoria St - Mill St to Mill Lane | 1 | 1 | 1,223 | 1,027 | -196 | -16% | 4.1 | 25 | 37 | 12 | 48% | 1.5 | 1,248 | 1,064 | -184 | -15% | 3.8 |
| 3315 | N | 7073_3605 | River Rd - Riverview to Ingleton | 1 | 1 | 965 | 727 | -238 | -25% | 5.8 | 6 | 13 | 7 | 117% | 1.6 | 971 | 740 | -231 | -24% | 5.6 |
| 3315 | S | 3605_7073 | River Rd - Riverview to Ingleton | 1 | 1 | 1,743 | 732 | -1,011 | -58% | 20.3 | 14 | 8 | -6 | -43% | 1.3 | 1,757 | 739 | -1,018 | -58% | 20.4 |
| 3316 | N | 3121_4976 | Casey Ave (Btn Ranfurly & Moule) | 1 | 1 | 69 | 83 | 14 | 21% | 1.2 | 5 | 2 | -3 | -62% | 1.2 | 74 | 84 | 10 | 14% | 0.8 |
| 3316 | S | 4976_3121 | Casey Ave (Btn Ranfurly & Moule) | 1 | 1 | 100 | 50 | -50 | -50% | 4.1 | 4 | 0 | -4 | -100% | 2.0 | 104 | 50 | -54 | -52% | 4.4 |
| 3317 | N | 3012_4132 | Heaphy Tce (Btn Claude & Boundary) | 1 | 1 | 492 | 531 | 39 | 8% | 1.2 | 22 | 7 | -15 | -68% | 2.8 | 514 | 537 | 23 | 4% | 0.7 |
| 3317 | S | 4132_3012 | Heaphy Tce (Btn Claude & Boundary) | 1 | 1 | 984 | 1,169 | 185 | 19% | 4.0 | 51 | 9 | -42 | -82% | 5.4 | 1,035 | 1,178 | 143 | 14% | 3.0 |
| 3318 | N | 4998_4151 | Peachgrove Rd (Btn Holland & Insoll) | 1 | 1 | 781 | 960 | 179 | 23% | 4.3 | 22 | 12 | -10 | -46% | 1.7 | 804 | 972 | 168 | 21% | 4.0 |
| 3318 | S | 4151_4998 | Peachgrove Rd (Btn Holland & Insoll) | 1 | 1 | 1,458 | 1,165 | -293 | -20% | 5.7 | 59 | 10 | -49 | -83% | 5.9 | 1,517 | 1,174 | -343 | -23% | 6.6 |
| 3319 | N | 7125_6773 | Tramway Rd (Btn Snells & Carr) | 1 | 1 | 217 | 289 | 72 | 33% | 3.2 | 9 | 5 | -4 | -43% | 1.0 | 226 | 293 | 67 | 30% | 3.0 |
| 3319 | S | 6773_7125 | Tramway Rd (Btn Snells & Carr) | 1 | 1 | 533 | 335 | -198 | -37% | 6.7 | 10 | 4 | -6 | -62% | 1.7 | 543 | 339 | -204 | -38% | 6.9 |
| 3321 | N | 8157_8201 | Wairere Dr Rng Rd Sth (Btn Carrs & Powell) | 1 | 1 | 1,742 | 1,739 | -3 | 0% | 0.1 | 55 | 84 | 29 | 53% | 2.5 | 1,797 | 1,824 | 27 | 2% | 0.4 |
| 3321 | S | 8201_8157 | Wairere Dr Rng Rd Sth (Btn Carrs & Powell) | 1 | 1 | 2,432 | 2,470 | 38 | 2% | 0.5 | 64 | 95 | 31 | 48% | 2.5 | 2,496 | 2,565 | 69 | 3% | 1.0 |
| 3401 | E | 8183_4307 | Ruakura Rd - Wairere to Substation Rd | 1 | 1 | 1,637 | 1,234 | -403 | -25% | 7.5 | 32 | 32 | 0 | 0% | 0.0 | 1,669 | 1,265 | -404 | -24% | 7.5 |
| 3401 | W | 4307_8183 | Ruakura Rd - Wairere to Substation Rd | 1 | 1 | 1,547 | 1,502 | -45 | -3% | 0.8 | 25 | 37 | 12 | 48% | 1.5 | 1,572 | 1,539 | -33 | -2% | 0.6 |
| 3402 | E | 9976_4095 | Clyde St - Wairere to York | 1 | 1 | 649 | 725 | 76 | 12% | 2.1 | 43 | 6 | -37 | -86% | 5.3 | 692 | 731 | 39 | 6% | 1.0 |
| 3402 | W | 4095_9976 | Clyde St - Wairere to York | 1 | 1 | 886 | 878 | -8 | -1% | 0.2 | 44 | 8 | -36 | -82% | 5.0 | 930 | 886 | -44 | -5% | 1.0 |
| 3403 | E | 9983_4899 | Cambridge Rd (Btn Wairere & Prescott) | 1 | 1 | 1,534 | 1,301 | -233 | -15% | 4.4 | 147 | 119 | -28 | -19% | 1.7 | 1,680 | 1,420 | -260 | -15% | 4.7 |
| 3403 | W | 4899_9983 | Cambridge Rd (Btn Wairere & Prescott) | 1 | 1 | 1,475 | 1,623 | 148 | 10% | 2.7 | 92 | 165 | 73 | 79% | 4.6 | 1,567 | 1,789 | 222 | 14% | 3.8 |
| 3404 | E | 5706_10900 | 01N10557 - 50m East of Cambridge Rd Rbt | 1 | 1 | 3,016 | 2,901 | -115 | -4% | 1.5 | 269 | 403 | 134 | 50% | 5.2 | 3,285 | 3,304 | 19 | 1% | 0.2 |
| 3405 | W | 10900_5706 | 01N10557 - 50m East of Cambridge Rd Rbt | 1 | 1 | 3,976 | 3,908 | -68 | -2% | 0.8 | 313 | 335 | 22 | 7% | 0.9 | 4,290 | 4,243 | -47 | -1% | 0.5 |
| 3406 | E | 7865_7692 | Howell Ave (Btn Chesterman & Hudson) | 1 | 1 | 81 | 76 | -5 | -6% | 0.4 | 3 | 2 | -1 | -41% | 0.6 | 85 | 78 | -7 | -8% | 0.5 |
| 3406 | W | 7692_7865 | Howell Ave (Btn Chesterman & Hudson) | 1 | 1 | 136 | 198 | 62 | 45% | 3.4 | 5 | 7 | 2 | 40% | 0.6 | 141 | 205 | 64 | 45% | 3.4 |
| 3501 | NW | 4979_10665 | Brymer Rd (Btn Bagust & Rotokauru) | 1 | 1 | 37 | 85 | 48 | 128% | 4.3 | 3 | 3 | 0 | 15% | 0.2 | 40 | 88 | 48 | 121% | 4.3 |
| 3501 | SE | 10665_4979 | Brymer Rd (Btn Bagust & Rotokauru) | 1 | 1 | 33 | 50 | 17 | 51% | 1.8 | 2 | 2 | 0 | -17% | 0.2 | 36 | 52 | 16 | 46% | 1.8 |
| 3502 | NW | 4046_10842 | Rotokauri Rd - Baverstock Rd to Kawariki Dr | 1 | 1 | 315 | 217 | -98 | -31% | 4.3 | 16 | 3 | -13 | -81% | 3.0 | 331 | 220 | -111 | -34% | 4.7 |
| 3502 | SE | 10842_4046 | Rotokauri Rd - Baverstock Rd to Kawariki Dr | 1 | 1 | 189 | 348 | 159 | 84% | 6.9 | 18 | 6 | -12 | -67% | 2.5 | 207 | 354 | 147 | 71% | 6.2 |
| 3503 | SE | 10664_2518 | 01N10548 - 340m South Forman Rd | 1 | 1 | 2,586 | 2,880 | 294 | 11% | 4.0 | 293 | 194 | -99 | -34% | 4.5 | 2,879 | 3,074 | 195 | 7% | 2.5 |
| 3504 | NW | 2518_10664 | 01N20548 - 340m South Forman Rd | 1 | 1 | 3,538 | 3,788 | 250 | 7% | 2.9 | 242 | 214 | -28 | -12% | 1.3 | 3,781 | 4,002 | 222 | 6% | 2.5 |
| 3601 | N | 3433_7547 | Garnett Rd (Btn Storey & Seifert) | 1 | 1 | 701 | 500 | -201 | -29% | 5.8 | 47 | 16 | -31 | -66% | 3.9 | 748 | 517 | -231 | -31% | 6.5 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3601 | S | 7547_3433 | Garnett Rd (Btn Storey & Seifert) | 1 | 1 | 201 | 263 | 62 | 31% | 2.9 | 11 | 15 | 4 | 39% | 0.8 | 212 | 278 | 66 | 31% | 3.0 |
| 3602 | S | 6671_8222 | Te Rapa Rd / Forest Lake Rd North App | 1 | 1 | 1,972 | 1,777 | -195 | -10% | 3.2 | 77 | 97 | 20 | 26% | 1.5 | 2,049 | 1,875 | -174 | -8% | 2.8 |
| 3602 | N | 8222_6671 | Te Rapa Rd / Forest Lake Rd North App | 1 | 1 | 2,696 | 2,577 | -119 | -4% | 1.6 | 70 | 86 | 16 | 23% | 1.3 | 2,766 | 2,663 | -103 | -4% | 1.4 |
| 3603 | N | 7247_7248 | Beerescourt St (Btn Galbrath & charles) | 1 | 1 | 301 | 361 | 60 | 20% | 2.3 | 20 | 8 | -12 | -60% | 2.3 | 322 | 369 | 47 | 15% | 1.8 |
| 3603 | S | 7248_7247 | Beerescourt St (Btn Galbrath & charles) | 1 | 1 | 601 | 570 | -31 | -5% | 0.9 | 20 | 7 | -13 | -65% | 2.5 | 621 | 577 | -44 | -7% | 1.3 |
| 3701 | E | 2717_6727 | Koura Dr - Te Kowhai to Te Rapa Bypass | 1 | 1 | 649 | 638 | -11 | -2% | 0.3 | 36 | 17 | -19 | -53% | 2.6 | 685 | 655 | -30 | -4% | 0.8 |
| 3701 | W | 6727_2717 | Koura Dr - Te Kowhai to Te Rapa Bypass | 1 | 1 | 171 | 294 | 123 | 72% | 5.7 | 29 | 20 | -9 | -31% | 1.3 | 200 | 314 | 114 | 57% | 5.0 |
| 3702 | E | 4047_10840 | Rotokauri Rd (Btn Kawariki & Brymer) | 1 | 1 | 119 | 292 | 173 | 145 % | 8.5 | 11 | 6 | -5 | -44% | 1.2 | 130 | 299 | 169 | 130 % | 8.1 |
| 3702 | W | 10840_4047 | Rotokauri Rd (Btn Kawariki & Brymer) | 1 | 1 | 47 | 121 | 74 | 155 % | 5.7 | 4 | 2 | -2 | -55% | 0.9 | 52 | 123 | 71 | 137 % | 5.4 |
| 3703 | E | 4775_10662 | Baverstock Rd (Btn Jack & Ruske) | 1 | 1 | 103 | 84 | -19 | -18% | 1.4 | 10 | 12 | 2 | 18% | 0.4 | 113 | 95 | -18 | -16% | 1.2 |
| 3703 | W | 10662_4775 | Baverstock Rd (Btn Jack & Ruske) | 1 | 1 | 132 | 33 | -99 | -75% | 7.7 | 6 | 11 | 5 | 96% | 1.3 | 138 | 44 | -94 | -68% | 7.0 |
| 3704 | E | 5190_4351 | Brymer Rd - Glenside to Angus | 1 | 1 | 425 | 289 | -136 | -32% | 5.1 | 27 | 5 | -22 | -81% | 3.9 | 452 | 294 | -158 | -35% | 5.8 |
| 3704 | W | 4351_5190 | Brymer Rd - Glenside to Angus | 1 | 1 | 236 | 194 | -42 | -18% | 2.0 | 21 | 6 | -15 | -72% | 2.9 | 257 | 200 | -57 | -22% | 2.7 |
| 3705 | E | 7165_3412 | 02300004 - 40m East of Newcastle Rd | 1 | 1 | 1,652 | 1,283 | -369 | -22% | 6.8 | 87 | 29 | -58 | -67% | 5.4 | 1,739 | 1,312 | -427 | -25% | 7.7 |
| 3705 | W | 3412_7165 | 02300004 - 40m East of Newcastle Rd | 1 | 1 | 618 | 661 | 43 | 7% | 1.2 | 33 | 33 | 0 | 1% | 0.1 | 651 | 694 | 43 | 7% | 1.2 |
| 3706 | E | 3336_4906 | Tuhikaramea Rd (Btn Pygmalion & Cowly) | 1 | 1 | 807 | 946 | 139 | 17% | 3.3 | 49 | 131 | 82 | 168% | 6.1 | 856 | 1,076 | 220 | 26% | 5.0 |
| 3706 | W | 4906_3336 | Tuhikaramea Rd (Btn Pygmalion & Cowly) | 1 | 1 | 453 | 397 | -56 | -12% | 1.9 | 35 | 124 | 89 | 252% | 7.0 | 488 | 520 | 32 | 7% | 1.0 |
| 3801 | In | 9138_3925 | 03600028 - 275m Nth of Te Matai Rd | 0 | 1 | 251 | 159 | -92 | -37% | 4.5 | 17 | 0 | -17 | -100% | 4.1 | 268 | 159 | -109 | -41% | 5.3 |
| 3801 | Out | 3925_9138 | 03600028 - 275m Nth of Te Matai Rd | 0 | 1 | 306 | 168 | -138 | -45% | 6.3 | 18 | 0 | -18 | -100% | 4.2 | 323 | 168 | -155 | -48% | 7.0 |
| 3802 | In | 9110_10206 | 00500034 - TARUKENGA - 4.45km West of Dalbeth Rd - Tel Site 15 | 0 | 1 | 262 | 241 | -21 | -8% | 0.9 | 49 | 40 | -9 | -18% | 0.9 | 310 | 281 | -29 | -9% | 1.2 |
| 3802 | Out | 10206_9110 | 00500034 - TARUKENGA - 4.45km West of Dalbeth Rd - Tel Site 15 | 0 | 1 | 290 | 386 | 96 | 33% | 3.7 | 58 | 39 | -19 | -33% | 1.9 | 348 | 426 | 78 | 22% | 2.8 |
| 3803 | In | 8592_4039 | 00500057 - WAIPA Sth of SH30 - Tel Site 41 | 0 | 1 | 447 | 446 | -1 | 0% | 0.0 | 66 | 59 | -7 | -10% | 0.6 | 513 | 505 | -8 | -1% | 0.2 |
| 3803 | Out | 4039_8592 | 00500057 - WAIPA Sth of SH30 - Tel Site 41 | 0 | 1 | 461 | 669 | 208 | 45% | 6.2 | 75 | 71 | -4 | -6% | 0.4 | 536 | 740 | 204 | 38% | 5.7 |
| 3901 | N | 10714_10135 | Rotongata Rd - Bulmer to Te Ana | 0 | 1 | 18 | 11 | -7 | -38% | 1.2 | 5 | 4 | -1 | -23% | 0.4 | 23 | 15 | -8 | -34% | 1.3 |
| 3901 | S | 10135_10714 | Rotongata Rd - Bulmer to Te Ana | 0 | 1 | 24 | 20 | -4 | -17% | 0.6 | 5 | 5 | 0 | -4% | 0.1 | 29 | 25 | -4 | -14% | 0.6 |
| 3902 | N | 8846_9123 | Old Taupo North - Arapuni to Huihuitaha | 0 | 1 | 35 | 41 | 6 | 16% | 0.6 | 3 | 13 | 10 | 333% | 2.5 | 38 | 54 | 16 | 41% | 1.6 |
| 3902 | S | 9123_8846 | Old Taupo North - Arapuni to Huihuitaha | 0 | 1 | 36 | 30 | -6 | -17% | 0.8 | 10 | 14 | 4 | 35% | 0.7 | 47 | 44 | -3 | -6% | 0.3 |
| 3903 | N | 8846_8813 | Tomalin - Waotu to Old Taupo | 0 | 1 | 16 | 9 | -7 | -44% | 1.4 | 7 | 1 | -6 | -86% | 2.1 | 23 | 10 | -13 | -57% | 2.3 |
| 3903 | S | 8813_8846 | Tomalin - Waotu to Old Taupo | 0 | 1 | 14 | 8 | -6 | -44% | 1.4 | 5 | 1 | -4 | -78% | 1.5 | 19 | 10 | -9 | -47% | 1.7 |
| 3904 | N | 9117_8812 | Lichfield End LHS Golf Club to Sneddon | 0 | 1 | 20 | 6 | -14 | -70% | 2.8 | 3 | 1 | -2 | -62% | 0.8 | 23 | 7 | -16 | -69% | 2.9 |
| 3904 | S | 8812_9117 | Lichfield End LHS Golf Club to Sneddon | 0 | 1 | 24 | 7 | -17 | -71% | 3.1 | 2 | 1 | -1 | -58% | 0.8 | 26 | 8 | -18 | -70% | 3.1 |
| 3905 | N | 10192_8565 | 01N00620 - LICHFIELD Sth of Baldwin Rd - Tel Site 21 | 0 | 1 | 476 | 434 | -42 | -9% | 1.4 | 124 | 81 | -43 | -35% | 3.0 | 600 | 515 | -85 | -14% | 2.5 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3905 | S | 8565_10192 | 01N00620 - LICHFIELD Sth of Baldwin Rd - Tel Site 21 | 0 | 1 | 619 | 428 | -191 | -31% | 5.9 | 115 | 95 | -20 | -17% | 1.4 | 733 | 523 | -210 | -29% | 5.9 |
| 4001 | N | 9788_10236 | Te Pahu Rd - Speed restriction to Limeworks Loop Rd | 0 | 1 | 46 | 51 | 5 | 11% | 0.5 | 8 | 1 | -7 | -88% | 2.4 | 54 | 52 | -2 | -4% | 0.2 |
| 4001 | S | 10236_9788 | Te Pahu Rd - Speed restriction to Limeworks Loop Rd | 0 | 1 | 72 | 49 | -23 | -32% | 2.1 | 10 | 1 | -9 | -90% | 2.7 | 82 | 50 | -32 | -39% | 2.8 |
| 4002 | N | 5871_5872 | 03900034 - 100m before Meadway Rd Intersection | 0 | 1 | 496 | 342 | -154 | -31% | 5.3 | 76 | 131 | 55 | 72% | 3.8 | 573 | 473 | -100 | -17% | 3.1 |
| 4002 | S | 5872_5871 | 03900034 - 100m before Meadway Rd Intersection | 0 | 1 | 880 | 697 | -183 | -21% | 4.6 | 97 | 141 | 44 | 45% | 2.8 | 977 | 838 | -139 | -14% | 3.3 |
| 4003 | N | 4863_4501 | Ngahinapouri Road - Speed derestriction to Gillard Rd | 0 | 1 | 78 | 64 | -14 | -18% | 1.2 | 6 | 2 | -4 | -68% | 1.5 | 84 | 66 | -18 | -21% | 1.5 |
| 4003 | S | 4501_4863 | Ngahinapouri Road - Speed derestriction to Gillard Rd | 0 | 1 | 110 | 72 | -38 | -35% | 2.8 | 8 | 1 | -7 | -88% | 2.4 | 119 | 73 | -46 | -38% | 3.3 |
| 4004 | N | 4867_4868 | McGregor Rd - Rukuhia Rd to Ngahinapouri Rd | 0 | 1 | 48 | 50 | 2 | 4% | 0.2 | 2 | 4 | 2 | 100% | 0.8 | 50 | 53 | 3 | 6% | 0.3 |
| 4004 | S | 4868_4867 | McGregor Rd - Rukuhia Rd to Ngahinapouri Rd | 0 | 1 | 18 | 18 | 0 | -2% | 0.1 | 3 | 3 | 0 | 0% | 0.0 | 21 | 21 | 0 | -2% | 0.1 |
| 4005 | N | 2917_3157 | Ohaupo Rd - Nth of SH21 | 1 | 1 | 1,635 | 1,639 | 4 | 0% | 0.1 | 96 | 169 | 73 | 77% | 4.5 | 1,730 | 1,808 | 78 | 4% | 1.3 |
| 4005 | S | 3157_2917 | Ohaupo Rd - Nth of SH21 | 1 | 1 | 1,049 | 936 | -113 | -11% | 2.5 | 64 | 128 | 64 | 101% | 4.6 | 1,113 | 1,064 | -49 | -4% | 1.1 |
| 4006 | N | 10685_6307 | 02100004 - 55m Sth of Lochiel Rd | 0 | 1 | 603 | 561 | -42 | -7% | 1.2 | 48 | 87 | 39 | 81% | 3.4 | 651 | 648 | -3 | 0% | 0.1 |
| 4006 | S | 6307_10685 | 02100004 - 55m Sth of Lochiel Rd | 0 | 1 | 542 | 607 | 65 | 12% | 1.9 | 78 | 67 | -11 | -14% | 0.9 | 619 | 674 | 55 | 9% | 1.5 |
| 4007 | N | 5378_5443 | Pencarrow Rd - Markevin to Te Awa | 0 | 1 | 83 | 35 | -48 | -58% | 4.4 | 0 | 1 | 1 | 170% | 0.5 | 83 | 36 | -47 | -57% | 4.3 |
| 4007 | S | 5443_5378 | Pencarrow Rd - Markevin to Te Awa | 0 | 1 | 63 | 24 | -39 | -62% | 4.2 | 0 | 1 | 1 | 282% | 0.7 | 63 | 25 | -38 | -60% | 4.0 |
| 4008 | S | 5849_6119 | 01N10564 - 800m Southeast of Pickering Road Fly Over | 0 | 1 | 1,398 | 1,355 | -43 | -3% | 0.8 | 250 | 329 | 79 | 32% | 3.3 | 1,648 | 1,684 | 36 | 2% | 0.6 |
| 4009 | N | 6119_5849 | 01N20564 - 800m Southeast of Pickering Road Fly Over | 0 | 1 | 1,758 | 1,901 | 143 | 8% | 2.4 | 166 | 291 | 125 | 75% | 5.9 | 1,924 | 2,193 | 269 | 14% | 4.2 |
| 4010 | N | 4842_5500 | Pickering Rd - Discombe to Cambridge | 0 | 1 | 55 | 73 | 18 | 32% | 1.5 | 0 | 8 | 8 | 3114 % | 2.7 | 56 | 81 | 25 | 45% | 2.2 |
| 4010 | S | 5500_4842 | Pickering Rd - Discombe to Cambridge | 0 | 1 | 42 | 17 | -25 | -60% | 3.3 | 0 | 9 | 9 | 5028 % | 2.9 | 42 | 26 | -16 | -38% | 2.0 |
| 4011 | N | 10302_4454 | Bruntwood Rd - Peake Rd to Mill Rd | 0 | 1 | 282 | 173 | -109 | -39% | 5.1 | 32 | 26 | -6 | -18% | 0.8 | 314 | 198 | -116 | -37% | 5.1 |
| 4011 | S | 4454_10302 | Bruntwood Rd - Peake Rd to Mill Rd | 0 | 1 | 217 | 270 | 53 | 24% | 2.4 | 22 | 45 | 23 | 104% | 2.8 | 239 | 314 | 75 | 31% | 3.2 |
| 4101 | In | 4470_13584 | 01B00043 - Outside Cemetery | 0 | 1 | 563 | 543 | -20 | -4% | 0.6 | 71 | 62 | -9 | -12% | 0.7 | 634 | 604 | -30 | -5% | 0.8 |
| 4101 | Out | 13584_4470 | 01B00043 - Outside Cemetery | 0 | 1 | 848 | 728 | -120 | -14% | 3.0 | 64 | 60 | -4 | -7% | 0.4 | 913 | 788 | -125 | -14% | 3.0 |
| 4102 | In | 5963_13594 | Swayne Rd - Speed derestriction to Zig Zag Rd | 0 | 1 | 169 | 204 | 35 | 21% | 1.8 | 13 | 3 | -10 | -77% | 2.5 | 182 | 207 | 25 | 14% | 1.3 |
| 4102 | Out | 13594_5963 | Swayne Rd - Speed derestriction to Zig Zag Rd | 0 | 1 | 231 | 184 | -47 | -20% | 2.3 | 9 | 3 | -6 | -67% | 1.7 | 240 | 187 | -53 | -22% | 2.6 |
| 4103 | In | 4811_13112 | Wells Place - Zig Zag Rd to Culdesac | 0 | 1 | 32 | 26 | -6 | -18% | 0.7 | 7 | 3 | -4 | -56% | 1.2 | 38 | 29 | -9 | -24% | 1.1 |
| 4103 | Out | 13112_4811 | Wells Place - Zig Zag Rd to Culdesac | 0 | 1 | 41 | 67 | 26 | 62% | 2.5 | 3 | 3 | 0 | -12% | 0.2 | 45 | 70 | 25 | 56% | 2.4 |
| 4104 | In | 13180_13179 | St Kildav Rd - Near Mid block | 0 | 1 | 226 | 162 | -64 | -28% | 3.2 | 19 | 1 | -18 | -95% | 4.1 | 245 | 162 | -83 | -34% | 4.1 |
| 4104 | Out | 13179_13180 | St Kildav Rd - Near Mid block | 0 | 1 | 234 | 97 | -137 | -59% | 7.5 | 27 | 1 | -26 | -96% | 4.9 | 261 | 97 | -164 | -63% | 8.7 |
| 4105 | Out | 10088_10087 | 01N10576 - 850m past Koo Utu Bridge Abutment Inc | 0 | 1 | 722 | 613 | -109 | -15% | 3.0 | 120 | 215 | 95 | 80% | 5.2 | 841 | 828 | -13 | -2% | 0.3 |
| 4106 | In | 10087_10088 | 01N10576 - 850m past Koo Utu Bridge Abutment Dec | 0 | 1 | 759 | 302 | -457 | -60% | 14.0 | 108 | 253 | 145 | 134% | 7.6 | 867 | 555 | -312 | -36% | 8.3 |
| 4107 | In | 4808_10272 | Tirau Rd - Speed derestriction to SH1 | 0 | 1 | 399 | 665 | 267 | 67% | 8.2 | 49 | 86 | 37 | 76% | 3.2 | 448 | 751 | 304 | 68% | 8.8 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4107 | Out | 10272_4808 | Tirau Rd - Speed derestriction to SH1 | 0 | 1 | 410 | 252 | -158 | -39% | 6.1 | 62 | 19 | -43 | -69% | 4.8 | 472 | 272 | -200 | -42% | 7.3 |
| 4108 | In | 4884_4177 | Lamb St - Carlyle St to Speed derestriction | 0 | 1 | 71 | 101 | 30 | 43% | 2.3 | 5 | 2 | -3 | -61% | 1.2 | 76 | 103 | 27 | 36% | 2.0 |
| 4108 | Out | 4177_4884 | Lamb St - Carlyle St to Speed derestriction | 0 | 1 | 76 | 64 | -12 | -16% | 1.0 | 6 | 2 | -4 | -66% | 1.4 | 82 | 65 | -17 | -21% | 1.4 |
| 4109 | In | 4178_4177 | Roto-o-rangi Rd - Near Amelia Pl | 0 | 1 | 237 | 208 | -29 | -12% | 1.4 | 24 | 9 | -15 | -63% | 2.6 | 262 | 218 | -44 | -17% | 2.0 |
| 4109 | Out | 4177_4178 | Roto-o-rangi Rd - Near Amelia Pl | 0 | 1 | 131 | 165 | 34 | 26% | 2.0 | 13 | 9 | -4 | -29% | 0.8 | 144 | 175 | 31 | 22% | 1.7 |
| 4110 | In | 4161_4984 | Lamb Street - Grace Ave to Burns St | 0 | 1 | 184 | 171 | -13 | -7% | 0.7 | 17 | 4 | -13 | -77% | 2.9 | 202 | 175 | -27 | -13% | 1.4 |
| 4110 | Out | 4984_4161 | Lamb Street - Grace Ave to Burns St | 0 | 1 | 268 | 197 | -71 | -26% | 3.3 | 14 | 4 | -10 | -71% | 2.3 | 281 | 201 | -80 | -29% | 3.7 |
| 4111 | In | 4527_9148 | Cambridge Rd - Matos Segedin Dr to Ihimaera Tce | 0 | 1 | 553 | 602 | 49 | 9% | 1.4 | 105 | 18 | -87 | -83% | 7.8 | 658 | 620 | -38 | -6% | 1.1 |
| 4111 | Out | 9148_4527 | Cambridge Rd - Matos Segedin Dr to Ihimaera Tce | 0 | 1 | 595 | 509 | -86 | -14% | 2.6 | 93 | 85 | -8 | -8% | 0.6 | 688 | 595 | -93 | -13% | 2.6 |
| 4112 | In | 4825_4551 | Cambridge Rd - End Passing lane to Hamilton Rd | 0 | 1 | 572 | 670 | 98 | 17% | 2.8 | 59 | 31 | -28 | -47% | 2.9 | 631 | 701 | 70 | 11% | 1.9 |
| 4112 | Out | 4551_4825 | Cambridge Rd - End Passing lane to Hamilton Rd | 0 | 1 | 704 | 627 | -77 | -11% | 2.1 | 59 | 9 | -50 | -85% | 6.1 | 763 | 636 | -127 | -17% | 3.4 |
| 4113 | In | 4875_4874 | Abergeldie Way - Speed derestriction to Racecourse Rd | 0 | 1 | 110 | 93 | -17 | -16% | 1.2 | 10 | 4 | -6 | -59% | 1.5 | 120 | 97 | -23 | -19% | 1.6 |
| 4113 | Out | 4874_4875 | Abergeldie Way - Speed derestriction to Racecourse Rd | 0 | 1 | 122 | 107 | -15 | -12% | 1.0 | 12 | 4 | -8 | -66% | 1.9 | 133 | 111 | -22 | -17% | 1.4 |
| 4114 | In | 10072_10080 | SH1 - 25m East of Peake Road Over Bridge | 0 | 1 | 838 | 633 | -205 | -24% | 5.4 | 133 | 287 | 154 | 115% | 7.5 | 972 | 920 | -52 | -5% | 1.2 |
| 4115 | Out | 10080_10072 | SH1 - 25m East of Peake Road Over Bridge | 0 | 1 | 1,178 | 1,403 | 225 | 19% | 4.4 | 108 | 271 | 163 | 150% | 8.3 | 1,286 | 1,674 | 388 | 30% | 7.1 |
| 4201 | In | 2594_5428 | Paterangi Rd - Harrison Dr to Speed derestriction | 0 | 1 | 309 | 286 | -23 | -7% | 0.9 | 22 | 25 | 3 | 12% | 0.4 | 331 | 311 | -20 | -6% | 0.8 |
| 4201 | Out | 5428_2594 | Paterangi Rd - Harrison Dr to Speed derestriction | 0 | 1 | 343 | 335 | -8 | -2% | 0.3 | 25 | 34 | 9 | 38% | 1.2 | 368 | 370 | 3 | 1% | 0.1 |
| 4202 | In | 4533_10741 | Racecourse Road - End of K & C to start of K & C | 0 | 1 | 125 | 76 | -49 | -39% | 3.4 | 3 | 1 | -2 | -60% | 0.8 | 127 | 78 | -49 | -39% | 3.4 |
| 4202 | Out | 10741_4533 | Racecourse Road - End of K & C to start of K & C | 0 | 1 | 94 | 61 | -33 | -35% | 2.7 | 5 | 2 | -3 | -60% | 1.1 | 99 | 63 | -36 | -36% | 2.8 |
| 4203 | In | 4168_4528 | Bond Rd - End K & C to Moxham Rd | 0 | 1 | 107 | 37 | -70 | -65% | 5.8 | 9 | 10 | 1 | 14% | 0.3 | 116 | 47 | -69 | -59% | 5.4 |
| 4203 | Out | 4528_4168 | Bond Rd - End K & C to Moxham Rd | 0 | 1 | 33 | 11 | -22 | -66% | 3.3 | 5 | 1 | -4 | -79% | 1.6 | 37 | 12 | -25 | -68% | 3.6 |
| 4204 | In | 5945_5944 | Te Rahu Rd - Warburton Cres to Pekarau Cres | 0 | 1 | 119 | 240 | 121 | 101 % | 6.4 | 13 | 31 | 18 | 142% | 2.8 | 132 | 271 | 139 | 105 % | 6.9 |
| 4204 | Out | 5944_5945 | Te Rahu Rd - Warburton Cres to Pekarau Cres | 0 | 1 | 235 | 154 | -81 | -34% | 4.1 | 14 | 2 | -12 | -85% | 2.9 | 249 | 156 | -93 | -37% | 4.6 |
| 4205 | In | 14109_11645 | Cambridge Rd (TA) - Gleneagles Dr to Piquet Hill Rd | 0 | 1 | 453 | 550 | 97 | 22% | 3.1 | 36 | 7 | -29 | -81% | 4.5 | 489 | 557 | 68 | 14% | 2.1 |
| 4205 | Out | 11645_14109 | Cambridge Rd (TA) - Gleneagles Dr to Piquet Hill Rd | 0 | 1 | 266 | 271 | 5 | 2% | 0.2 | 53 | 4 | -49 | -92% | 6.5 | 319 | 275 | -44 | -14% | 1.8 |
| 4206 | In | 6214_6178 | Cambridge Rd - Speed derestriction to Golf Rd | 0 | 1 | 334 | 322 | -12 | -4% | 0.5 | 29 | 34 | 5 | 18% | 0.6 | 363 | 356 | -7 | -2% | 0.3 |
| 4206 | Out | 6178_6214 | Cambridge Rd - Speed derestriction to Golf Rd | 0 | 1 | 215 | 264 | 50 | 23% | 2.3 | 30 | 11 | -19 | -63% | 3.0 | 244 | 275 | 31 | 13% | 1.3 |
| 4207 | In | 6179_10618 | Puahue Rd - Cambridge Rd to Hairini Rd | 0 | 1 | 68 | 120 | 52 | 77% | 3.8 | 6 | 0 | -6 | -100% | 2.4 | 74 | 121 | 47 | 64% | 3.4 |
| 4207 | Out | 10618_6179 | Puahue Rd - Cambridge Rd to Hairini Rd | 0 | 1 | 33 | 58 | 25 | 74% | 2.6 | 4 | 0 | -4 | -100% | 2.0 | 38 | 59 | 21 | 57% | 2.2 |
| 4208 | In | 6330_4880 | Arapuni Rd - Dick St to Kimberley Rd | 0 | 1 | 161 | 154 | -7 | -4% | 0.4 | 25 | 18 | -7 | -29% | 1.1 | 187 | 173 | -14 | -7% | 0.7 |
| 4208 | Out | 4880_6330 | Arapuni Rd - Dick St to Kimberley Rd | 0 | 1 | 107 | 60 | -47 | -44% | 3.6 | 22 | 20 | -2 | -11% | 0.4 | 129 | 80 | -49 | -38% | 3.4 |
| 4209 | In | 5416_2628 | Allen Rd - SH3 to Brotherhood Rd | 0 | 1 | 36 | 15 | -21 | -58% | 2.9 | 4 | 1 | -3 | -77% | 1.5 | 40 | 16 | -24 | -60% | 3.2 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4209 | Out | 2628_5416 | Allen Rd - SH3 to Brotherhood Rd | 0 | 1 | 16 | 13 | -3 | -19% | 0.6 | 10 | 1 | -9 | -90% | 2.7 | 26 | 14 | -12 | -46% | 1.9 |
| 4210 | In | 10244_13984 | 00300034 - 105m before Tokanui Rd | 0 | 1 | 540 | 564 | 24 | 4% | 0.7 | 28 | 91 | 63 | 220% | 5.7 | 568 | 655 | 87 | 15% | 2.5 |
| 4210 | Out | 13984_10244 | 00300034 - 105m before Tokanui Rd | 0 | 1 | 618 | 422 | -196 | -32% | 6.1 | 33 | 89 | 56 | 174% | 5.1 | 650 | 512 | -138 | -21% | 4.1 |
| 4211 | In | 6134_5391 | Brill Rd - Haultain St to St Leger Rd | 0 | 1 | 13 | 21 | 8 | 57% | 1.3 | 0 | 1 | 1 | 329% | 0.7 | 14 | 22 | 8 | 62% | 1.4 |
| 4211 | Out | 5391_6134 | Brill Rd - Haultain St to St Leger Rd | 0 | 1 | 9 | 20 | 11 | 120% | 2.0 | 1 | 0 | -1 | -100% | 0.9 | 10 | 20 | 10 | 101% | 1.8 |
| 4212 | In | 3967_3966 | St Leger Rd - Leger Grv to Linehan Rd | 0 | 1 | 63 | 31 | -32 | -51% | 3.3 | 3 | 0 | -3 | -100% | 1.7 | 66 | 32 | -34 | -52% | 3.5 |
| 4212 | Out | 3966_3967 | St Leger Rd - Leger Grv to Linehan Rd | 0 | 1 | 33 | 22 | -11 | -33% | 1.4 | 2 | 4 | 2 | 82% | 0.7 | 35 | 26 | -9 | -25% | 1.1 |
| 4213 | In | 6279_6458 | Pokuru Road - Puniu Rd to Bridge 1st Abutt | 0 | 1 | 309 | 351 | 42 | 13% | 1.6 | 13 | 13 | 0 | -3% | 0.1 | 323 | 364 | 41 | 13% | 1.6 |
| 4213 | Out | 6458_6279 | Pokuru Road - Puniu Rd to Bridge 1st Abutt | 0 | 1 | 213 | 165 | -48 | -22% | 2.5 | 18 | 15 | -3 | -15% | 0.5 | 230 | 180 | -50 | -22% | 2.5 |
| 4214 | In | 4121_6002 | Frontier Rd - Rewi St to Speed derestriction | 0 | 1 | 136 | 159 | 23 | 17% | 1.3 | 9 | 0 | -9 | -100% | 3.1 | 146 | 160 | 14 | 10% | 0.8 |
| 4214 | Out | 6002_4121 | Frontier Rd - Rewi St to Speed derestriction | 0 | 1 | 53 | 100 | 47 | 87% | 3.8 | 7 | 0 | -7 | -100% | 2.6 | 60 | 101 | 41 | 68% | 3.2 |
| 4215 | In | 10304_11630 | Pirongia Road - Alexandra St to Speed derestriction | 0 | 1 | 182 | 215 | 33 | 18% | 1.6 | 26 | 2 | -24 | -92% | 4.5 | 208 | 217 | 9 | 4% | 0.4 |
| 4215 | Out | 11630_10304 | Pirongia Road - Alexandra St to Speed derestriction | 0 | 1 | 85 | 111 | 26 | 31% | 1.9 | 17 | 6 | -11 | -66% | 2.4 | 102 | 117 | 15 | 15% | 1.0 |
| 9000 | N | 4997_4995 | Alexandra St / Collingwood St North App | 1 | 0 | 211 | 267 | 56 | 27% | 2.6 | 3 | 2 | -1 | -33% | 0.4 | 214 | 268 | 54 | 25% | 2.5 |
| 9000 | S | 4995_4997 | Alexandra St / Collingwood St North App | 1 | 0 | 241 | 190 | -51 | -21% | 2.5 | 19 | 7 | -12 | -63% | 2.4 | 260 | 197 | -63 | -24% | 2.9 |
| 9001 | E | 4997_3616 | Alexandra St / Collingwood St East App | 1 | 0 | 233 | 256 | 23 | 10% | 1.0 | 23 | 10 | -13 | -57% | 2.3 | 256 | 267 | 11 | 4% | 0.5 |
| 9001 | W | 3616_4997 | Alexandra St / Collingwood St East App | 1 | 0 | 458 | 611 | 153 | 33% | 4.7 | 21 | 3 | -18 | -86% | 3.7 | 479 | 614 | 135 | 28% | 4.1 |
| 9002 | N | 10460_4997 | Alexandra St / Collingwood St South App | 1 | 0 | 206 | 245 | 39 | 19% | 1.8 | 6 | 3 | -3 | -50% | 1.0 | 212 | 249 | 37 | 17% | 1.7 |
| 9002 | S | 4997_10460 | Alexandra St / Collingwood St South App | 1 | 0 | 470 | 353 | -117 | -25% | 4.1 | 16 | 1 | -15 | -94% | 3.6 | 486 | 354 | -132 | -27% | 4.6 |
| 9003 | E | 7193_4997 | Alexandra St / Collingwood St West App | 1 | 0 | 364 | 437 | 73 | 20% | 2.6 | 21 | 5 | -16 | -76% | 3.1 | 385 | 442 | 57 | 15% | 2.0 |
| 9003 | W | 4997_7193 | Alexandra St / Collingwood St West App | 1 | 0 | 355 | 607 | 252 | 71% | 8.1 | 25 | 5 | -20 | -80% | 3.7 | 380 | 612 | 232 | 61% | 7.4 |
| 9004 | N | 7069_10463 | Anglesea St / Bryce St North App | 1 | 0 | 746 | 960 | 214 | 29% | 5.2 | 125 | 20 | -105 | -84% | 8.7 | 871 | 980 | 109 | 13% | 2.5 |
| 9004 | S | 10463_7069 | Anglesea St / Bryce St North App | 1 | 0 | 949 | 1,182 | 233 | 25% | 5.0 | 25 | 20 | -5 | -20% | 0.7 | 974 | 1,202 | 228 | 23% | 4.9 |
| 9005 | E | 7069_10462 | Anglesea St / Bryce St East App | 1 | 0 | 561 | 862 | 301 | 54% | 8.0 | 42 | 3 | -39 | -93% | 5.8 | 603 | 865 | 262 | 43% | 6.8 |
| 9005 | W | 10462_7069 | Anglesea St / Bryce St East App | 1 | 0 | 698 | 355 | -343 | -49% | 10.6 | 45 | 1 | -44 | -98% | 6.5 | 743 | 356 | -387 | -52% | 11.7 |
| 9006 | N | 5384_7069 | Anglesea St / Bryce St South App | 1 | 0 | 836 | 1,284 | 448 | 54% | 9.7 | 66 | 21 | -45 | -68% | 4.8 | 902 | 1,305 | 403 | 45% | 8.6 |
| 9006 | S | 7069_5384 | Anglesea St / Bryce St South App | 1 | 0 | 1,116 | 1,096 | -20 | -2% | 0.4 | 47 | 21 | -26 | -55% | 3.2 | 1,163 | 1,117 | -46 | -4% | 1.0 |
| 9007 | E | 10472_7069 | Anglesea St / Bryce St West App | 1 | 0 | 435 | 263 | -172 | -40% | 6.5 | 84 | 4 | -80 | -95% | 8.5 | 519 | 267 | -252 | -49% | 9.0 |
| 9007 | W | 7069_10472 | Anglesea St / Bryce St West App | 1 | 0 | 495 | 166 | -329 | -66% | 12.8 | 6 | 3 | -3 | -50% | 1.0 | 501 | 169 | -332 | -66% | 12.8 |
| 9008 | N | 7193_10461 | Anglesea St / Collingwood St North App | 1 | 0 | 1,046 | 1,333 | 287 | 27% | 5.9 | 64 | 21 | -43 | -67% | 4.7 | 1,110 | 1,355 | 245 | 22% | 4.9 |
| 9008 | S | 10461_7193 | Anglesea St / Collingwood St North App | 1 | 0 | 622 | 549 | -73 | -12% | 2.1 | 29 | 13 | -16 | -55% | 2.5 | 651 | 562 | -89 | -14% | 2.6 |
| 9009 | E | 7193_4997 | Anglesea St / Collingwood St East App | 1 | 0 | 371 | 437 | 66 | 18% | 2.3 | 21 | 5 | -16 | -76% | 3.1 | 392 | 442 | 50 | 13% | 1.7 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9009 | W | 4997_7193 | Anglesea St / Collingwood St East App | 1 | 0 | 339 | 607 | 268 | 79% | 8.7 | 28 | 5 | -23 | -82% | 4.0 | 367 | 612 | 245 | 67% | 7.8 |
| 9010 | N | 10474_7193 | Anglesea St / Collingwood St South App | 1 | 0 | 875 | 583 | -292 | -33% | 7.6 | 49 | 12 | -37 | -76% | 4.7 | 924 | 595 | -329 | -36% | 8.4 |
| 9010 | S | 7193_10474 | Anglesea St / Collingwood St South App | 1 | 0 | 662 | 478 | -184 | -28% | 5.4 | 35 | 10 | -25 | -71% | 3.7 | 697 | 488 | -209 | -30% | 6.1 |
| 9011 | E | 9137_7193 | Anglesea St / Collingwood St West App | 1 | 0 | 558 | 1,040 | 482 | 86% | 12.1 | 26 | 10 | -16 | -62% | 2.7 | 584 | 1,049 | 465 | 80% | 11.5 |
| 9011 | W | 7193_9137 | Anglesea St / Collingwood St West App | 1 | 0 | 315 | 530 | 215 | 68% | 7.4 | 12 | 3 | -9 | -75% | 2.3 | 327 | 533 | 206 | 63% | 7.0 |
| 9012 | N | 3457_3768 | Anglesea St / Cobham Dr North App | 1 | 0 | 1,166 | 951 | -215 | -18% | 4.7 | 32 | 19 | -13 | -41% | 1.8 | 1,198 | 970 | -228 | -19% | 4.9 |
| 9012 | S | 3768_3457 | Anglesea St / Cobham Dr North App | 1 | 0 | 492 | 372 | -120 | -24% | 4.1 | 29 | 11 | -18 | -62% | 2.8 | 521 | 383 | -138 | -26% | 4.6 |
| 9013 | E | 3457_10458 | Anglesea St / Cobham Dr East App | 1 | 0 | 1,116 | 1,620 | 504 | 45% | 9.6 | 41 | 35 | -6 | -15% | 0.7 | 1,157 | 1,655 | 498 | 43% | 9.4 |
| 9013 | W | 10458_3457 | Anglesea St / Cobham Dr East App | 1 | 0 | 1,706 | 1,944 | 238 | 14% | 3.9 | 34 | 33 | -1 | -3% | 0.1 | 1,740 | 1,976 | 236 | 14% | 3.9 |
| 9014 | N | 3458_3457 | Anglesea St / Cobham Dr South App | 1 | 0 | 620 | 472 | -148 | -24% | 4.5 | 24 | 4 | -20 | -83% | 3.8 | 644 | 476 | -168 | -26% | 5.0 |
| 9014 | S | 3457_3458 | Anglesea St / Cobham Dr South App | 1 | 0 | 1,039 | 637 | -402 | -39% | 9.8 | 13 | 4 | -9 | -69% | 2.2 | 1,052 | 641 | -411 | -39% | 10.0 |
| 9015 | E | 8195_3457 | Anglesea St / Cobham Dr West App | 1 | 0 | 1,359 | 1,583 | 224 | 16% | 4.1 | 16 | 23 | 7 | 44% | 1.1 | 1,375 | 1,606 | 231 | 17% | 4.2 |
| 9015 | W | 3457_8195 | Anglesea St / Cobham Dr West App | 1 | 0 | 856 | 1,162 | 306 | 36% | 6.8 | 17 | 12 | -5 | -29% | 0.9 | 873 | 1,174 | 301 | 34% | 6.7 |
| 9016 | N | 6868_10466 | Anglesea St / London St North App | 1 | 0 | 542 | 765 | 223 | 41% | 6.2 | 23 | 11 | -12 | -52% | 2.1 | 565 | 776 | 211 | 37% | 5.8 |
| 9016 | S | 10466_6868 | Anglesea St / London St North App | 1 | 0 | 905 | 1,246 | 341 | 38% | 7.4 | 29 | 11 | -18 | -62% | 2.8 | 934 | 1,257 | 323 | 35% | 6.9 |
| 9017 | E | 6868_6856 | Anglesea St / London St East App | 1 | 0 | 524 | 134 | -390 | -74% | 15.2 | 15 | 3 | -12 | -80% | 2.8 | 539 | 137 | -402 | -75% | 15.5 |
| 9017 | W | 6856_6868 | Anglesea St / London St East App | 1 | 0 | 377 | 38 | -339 | -90% | 16.6 | 11 | 2 | -9 | -82% | 2.5 | 388 | 40 | -348 | -90% | 16.8 |
| 9018 | N | 10463_6868 | Anglesea St / London St South App | 1 | 0 | 708 | 860 | 152 | 21% | 3.8 | 38 | 18 | -20 | -53% | 2.7 | 746 | 878 | 132 | 18% | 3.3 |
| 9018 | S | 6868_10463 | Anglesea St / London St South App | 1 | 0 | 1,062 | 1,221 | 159 | 15% | 3.3 | 37 | 17 | -20 | -54% | 2.7 | 1,099 | 1,238 | 139 | 13% | 2.9 |
| 9019 | E | 10717_6868 | Anglesea St / London St West App | 1 | 0 | 492 | 65 | -427 | -87% | 18.1 | 13 | 7 | -6 | -46% | 1.3 | 505 | 72 | -433 | -86% | 18.0 |
| 9019 | W | 6868_10717 | Anglesea St / London St West App | 1 | 0 | 354 | 89 | -265 | -75% | 12.6 | 16 | 8 | -8 | -50% | 1.6 | 370 | 97 | -273 | -74% | 12.6 |
| 9020 | N | 3757_10467 | Anglesea St / Rostrevor St North App | 1 | 0 | 512 | 427 | -85 | -17% | 2.8 | 19 | 6 | -13 | -68% | 2.6 | 531 | 433 | -98 | -18% | 3.2 |
| 9020 | S | 10467_3757 | Anglesea St / Rostrevor St North App | 1 | 0 | 975 | 1,347 | 372 | 38% | 7.7 | 40 | 5 | -35 | -88% | 5.2 | 1,015 | 1,352 | 337 | 33% | 6.9 |
| 9021 | E | 3757_6857 | Anglesea St / Rostrevor St East App | 1 | 0 | 444 | 554 | 110 | 25% | 3.5 | 6 | 6 | 0 | 0% | 0.0 | 450 | 560 | 110 | 24% | 3.5 |
| 9021 | W | 6857_3757 | Anglesea St / Rostrevor St East App | 1 | 0 | 443 | 251 | -192 | -43% | 7.3 | 3 | 4 | 1 | 33% | 0.4 | 446 | 256 | -190 | -43% | 7.2 |
| 9022 | N | 10466_3757 | Anglesea St / Rostrevor St South App | 1 | 0 | 532 | 696 | 164 | 31% | 4.7 | 21 | 10 | -11 | -52% | 2.0 | 553 | 707 | 154 | 28% | 4.3 |
| 9022 | S | 3757_10466 | Anglesea St / Rostrevor St South App | 1 | 0 | 933 | 1,312 | 379 | 41% | 8.0 | 38 | 10 | -28 | -74% | 4.0 | 971 | 1,323 | 352 | 36% | 7.3 |
| 9023 | E | 6859_3757 | Anglesea St / Rostrevor St West App | 1 | 0 | 444 | 312 | -132 | -30% | 4.8 | 8 | 9 | 1 | 13% | 0.2 | 452 | 320 | -132 | -29% | 4.8 |
| 9023 | W | 3757_6859 | Anglesea St / Rostrevor St West App | 1 | 0 | 505 | 313 | -192 | -38% | 6.7 | 9 | 6 | -3 | -33% | 0.8 | 514 | 319 | -195 | -38% | 6.8 |
| 9024 | N | 8202_2513 | Anglesea St / Thackeray St North App | 1 | 0 | 869 | 583 | -286 | -33% | 7.5 | 40 | 12 | -28 | -70% | 3.9 | 909 | 595 | -314 | -35% | 8.1 |
| 9024 | S | 2513_8202 | Anglesea St / Thackeray St North App | 1 | 0 | 592 | 478 | -114 | -19% | 3.5 | 31 | 10 | -21 | -68% | 3.3 | 623 | 488 | -135 | -22% | 4.1 |
| 9025 | E | 8199_4747 | Anglesea St / Thackeray St East App | 1 | 0 | 482 | 314 | -168 | -35% | 6.0 | 6 | 2 | -4 | -67% | 1.4 | 488 | 316 | -172 | -35% | 6.1 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9025 | W | 4747_8199 | Anglesea St / Thackeray St East App | 1 | 0 | 195 | 128 | -67 | -34% | 3.7 | 16 | 1 | -15 | -94% | 3.6 | 211 | 129 | -82 | -39% | 4.4 |
| 9026 | N | 7442_6685 | Anglesea St / Thackeray St South App | 1 | 0 | 951 | 845 | -106 | -11% | 2.5 | 31 | 20 | -11 | -35% | 1.5 | 982 | 865 | -117 | -12% | 2.7 |
| 9026 | S | 6685_7442 | Anglesea St / Thackeray St South App | 1 | 0 | 637 | 380 | -257 | -40% | 8.1 | 35 | 11 | -24 | -69% | 3.5 | 672 | 392 | -280 | -42% | 8.6 |
| 9027 | E | 2522_8198 | Anglesea St / Thackeray St West App | 1 | 0 | 636 | 379 | -257 | -40% | 8.1 | 21 | 6 | -15 | -71% | 2.9 | 657 | 384 | -273 | -42% | 8.5 |
| 9027 | W | 8198_2522 | Anglesea St / Thackeray St West App | 1 | 0 | 386 | 553 | 167 | 43% | 5.4 | 18 | 11 | -7 | -39% | 1.3 | 404 | 564 | 160 | 40% | 5.1 |
| 9028 | N | 6984_10716 | Tristram St / Bryce St North App | 1 | 0 | 1,097 | 1,276 | 179 | 16% | 3.7 | 22 | 70 | 48 | 218% | 5.0 | 1,119 | 1,346 | 227 | 20% | 4.6 |
| 9028 | S | 10716_6984 | Tristram St / Bryce St North App | 1 | 0 | 1,183 | 811 | -372 | -31% | 8.3 | 32 | 47 | 15 | 47% | 1.7 | 1,215 | 858 | -357 | -29% | 7.8 |
| 9029 | E | 6984_10472 | Tristram St / Bryce St East App | 1 | 0 | 491 | 339 | -152 | -31% | 5.3 | 16 | 7 | -9 | -56% | 1.9 | 507 | 346 | -161 | -32% | 5.5 |
| 9029 | W | 10472_6984 | Tristram St / Bryce St East App | 1 | 0 | 431 | 106 | -325 | -75% | 14.0 | 38 | 6 | -32 | -84% | 4.8 | 469 | 112 | -357 | -76% | 14.8 |
| 9030 | N | 3233_6984 | Tristram St / Bryce St South App | 1 | 0 | 1,206 | 1,483 | 277 | 23% | 5.3 | 15 | 71 | 56 | 373% | 6.0 | 1,221 | 1,554 | 333 | 27% | 6.3 |
| 9030 | S | 6984_3233 | Tristram St / Bryce St South App | 1 | 0 | 1,205 | 903 | -302 | -25% | 6.6 | 41 | 55 | 14 | 34% | 1.4 | 1,246 | 958 | -288 | -23% | 6.1 |
| 9031 | E | 3231_6984 | Tristram St / Bryce St West App | 1 | 0 | 242 | 180 | -62 | -26% | 3.0 | 5 | 9 | 4 | 80% | 1.1 | 247 | 189 | -58 | -23% | 2.8 |
| 9031 | W | 6984_3231 | Tristram St / Bryce St West App | 1 | 0 | 269 | 63 | -206 | -77% | 11.3 | 11 | 1 | -10 | -91% | 2.9 | 280 | 64 | -216 | -77% | 11.6 |
| 9032 | N | 3370_3397 | Tristram St / Cobham Dr North App | 1 | 0 | 2,157 | 2,007 | -150 | -7% | 2.3 | 18 | 72 | 54 | 300% | 5.7 | 2,175 | 2,079 | -96 | -4% | 1.5 |
| 9032 | S | 3397_3370 | Tristram St / Cobham Dr North App | 1 | 0 | 871 | 1,107 | 236 | 27% | 5.3 | 20 | 79 | 59 | 295% | 5.9 | 891 | 1,187 | 296 | 33% | 6.5 |
| 9033 | E | 8195_3457 | Tristram St / Cobham Dr East App | 1 | 0 | 1,495 | 1,583 | 88 | 6% | 1.6 | 13 | 23 | 10 | 77% | 1.7 | 1,508 | 1,606 | 98 | 6% | 1.8 |
| 9033 | W | 3457_8195 | Tristram St / Cobham Dr East App | 1 | 0 | 833 | 1,162 | 329 | 39% | 7.4 | 15 | 12 | -3 | -20% | 0.6 | 848 | 1,174 | 326 | 38% | 7.2 |
| 9034 | N | 3936_8194 | Tristram St / Cobham Dr South App | 1 | 0 | 2,865 | 2,669 | -196 | -7% | 2.6 | 21 | 90 | 69 | 329% | 6.5 | 2,886 | 2,759 | -127 | -4% | 1.7 |
| 9034 | S | 8194_3936 | Tristram St / Cobham Dr South App | 1 | 0 | 894 | 1,093 | 199 | 22% | 4.5 | 25 | 87 | 62 | 248% | 5.9 | 919 | 1,180 | 261 | 28% | 5.7 |
| 9035 | E | 3067_3370 | Tristram St / Cobham Dr West App | 1 | 0 | 141 | 142 | 1 | 1% | 0.1 | 0 | 1 | 1 | - | 1.0 | 141 | 143 | 2 | 1% | 0.1 |
| 9035 | W | 3370_3067 | Tristram St / Cobham Dr West App | 1 | 0 | 164 | 399 | 235 | 143% | 9.9 | 0 | 1 | 1 | - | 1.0 | 164 | 399 | 235 | 143% | 9.9 |
| 9036 | N | 3390_3060 | Tristram St / Collingwood St North App | 1 | 0 | 1,691 | 1,622 | -69 | -4% | 1.2 | 30 | 71 | 41 | 137% | 4.1 | 1,721 | 1,693 | -28 | -2% | 0.5 |
| 9036 | S | 3060_3390 | Tristram St / Collingwood St North App | 1 | 0 | 1,281 | 878 | -403 | -31% | 8.7 | 44 | 59 | 15 | 34% | 1.5 | 1,325 | 938 | -387 | -29% | 8.1 |
| 9037 | E | 3390_3630 | Tristram St / Collingwood St East App | 1 | 0 | 657 | 1,147 | 490 | 75% | 11.5 | 31 | 11 | -20 | -65% | 3.1 | 688 | 1,158 | 470 | 68% | 10.9 |
| 9037 | W | 3630_3390 | Tristram St / Collingwood St East App | 1 | 0 | 315 | 496 | 181 | 57% | 6.4 | 11 | 4 | -7 | -64% | 1.8 | 326 | 499 | 173 | 53% | 6.0 |
| 9038 | N | 3631_3390 | Tristram St / Collingwood St South App | 1 | 0 | 2,002 | 2,400 | 398 | 20% | 6.0 | 29 | 87 | 58 | 200% | 5.4 | 2,031 | 2,487 | 456 | 22% | 6.8 |
| 9038 | S | 3390_3631 | Tristram St / Collingwood St South App | 1 | 0 | 1,307 | 1,526 | 219 | 17% | 4.1 | 27 | 97 | 70 | 259% | 6.3 | 1,334 | 1,623 | 289 | 22% | 5.3 |
| 9039 | E | 3068_3390 | Tristram St / Collingwood St West App | 1 | 0 | 503 | 1,169 | 666 | 132% | 16.3 | 10 | 40 | 30 | 300% | 4.2 | 513 | 1,209 | 696 | 136% | 16.8 |
| 9039 | W | 3390_3068 | Tristram St / Collingwood St West App | 1 | 0 | 446 | 649 | 203 | 46% | 6.1 | 6 | 12 | 6 | 100% | 1.4 | 452 | 661 | 209 | 46% | 6.3 |
| 9040 | N | 8219_10511 | Tristram St / Mill St North App | 1 | 0 | 251 | 253 | 2 | 1% | 0.1 | 5 | 0 | -5 | -100% | 2.2 | 256 | 253 | -3 | -1% | 0.1 |
| 9040 | S | 10511_8219 | Tristram St / Mill St North App | 1 | 0 | 22 | 2 | -20 | -91% | 4.1 | 1 | 0 | -1 | -100% | 1.0 | 23 | 2 | -21 | -91% | 4.2 |
| 9041 | E | 8218_3469 | Tristram St / Mill St East App | 1 | 0 | 1,546 | 1,989 | 443 | 29% | 7.5 | 66 | 41 | -25 | -38% | 2.4 | 1,612 | 2,030 | 418 | 26% | 6.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9041 | W | 3469_8218 | Tristram St / Mill St East App | 1 | 0 | 2,130 | 1,941 | -189 | -9% | 3.0 | 58 | 36 | -22 | -38% | 2.3 | 2,188 | 1,977 | -211 | -10% | 3.3 |
| 9042 | N | 6729_3473 | Tristram St / Mill St South App | 1 | 0 | 678 | 977 | 299 | 44% | 7.3 | 13 | 23 | 10 | 77% | 1.7 | 691 | 999 | 308 | 45% | 7.5 |
| 9042 | S | 3473_6729 | Tristram St / Mill St South App | 1 | 0 | 1,134 | 751 | -383 | -34% | 8.8 | 12 | 16 | 4 | 33% | 0.8 | 1,146 | 766 | -380 | -33% | 8.7 |
| 9043 | E | 3378_8220 | Tristram St / Mill St West App | 1 | 0 | 1,561 | 1,850 | 289 | 19% | 4.9 | 65 | 31 | -34 | -52% | 3.5 | 1,626 | 1,881 | 255 | 16% | 4.3 |
| 9043 | W | 8220_3378 | Tristram St / Mill St West App | 1 | 0 | 1,460 | 1,778 | 318 | 22% | 5.6 | 54 | 33 | -21 | -39% | 2.3 | 1,514 | 1,811 | 297 | 20% | 5.2 |
| 9044 | N | 3124_6687 | Tristram St / London St North App | 1 | 0 | 797 | 621 | -176 | -22% | 4.7 | 16 | 18 | 2 | 13% | 0.3 | 813 | 639 | -174 | -21% | 4.6 |
| 9044 | S | 6687_3124 | Tristram St / London St North App | 1 | 0 | 964 | 681 | -283 | -29% | 7.0 | 14 | 25 | 11 | 79% | 1.8 | 978 | 706 | -272 | -28% | 6.6 |
| 9045 | E | 3125_10717 | Tristram St / London St East App | 1 | 0 | 601 | 116 | -485 | -81% | 18.1 | 16 | 10 | -6 | -38% | 1.2 | 617 | 126 | -491 | -80% | 18.0 |
| 9045 | W | 10717_3125 | Tristram St / London St East App | 1 | 0 | 260 | 44 | -216 | -83% | 12.4 | 18 | 6 | -12 | -67% | 2.4 | 278 | 50 | -228 | -82% | 12.6 |
| 9046 | N | 10716_3125 | Tristram St / London St South App | 1 | 0 | 1,050 | 1,232 | 182 | 17% | 3.8 | 20 | 69 | 49 | 245% | 5.2 | 1,070 | 1,300 | 230 | 21% | 4.7 |
| 9046 | S | 3125_10716 | Tristram St / London St South App | 1 | 0 | 1,154 | 793 | -361 | -31% | 8.2 | 36 | 43 | 7 | 19% | 0.8 | 1,190 | 835 | -355 | -30% | 7.9 |
| 9047 | E | 3388_3126 | Tristram St / London St West App | 1 | 0 | 627 | 225 | -402 | -64% | 13.8 | 34 | 28 | -6 | -18% | 0.8 | 661 | 253 | -408 | -62% | 13.5 |
| 9047 | W | 3126_3388 | Tristram St / London St West App | 1 | 0 | 349 | 652 | 303 | 87% | 9.6 | 18 | 57 | 39 | 217% | 4.5 | 367 | 709 | 342 | 93% | 10.4 |
| 9048 | N | 6687_9785 | Tristram St / Rostrevor St North App | 1 | 0 | 772 | 661 | -111 | -14% | 2.9 | 12 | 18 | 6 | 50% | 1.1 | 784 | 679 | -105 | -13% | 2.7 |
| 9048 | S | 9785_6687 | Tristram St / Rostrevor St North App | 1 | 0 | 1,165 | 817 | -348 | -30% | 7.8 | 17 | 16 | -1 | -6% | 0.2 | 1,182 | 833 | -349 | -30% | 7.8 |
| 9049 | E | 6687_10471 | Tristram St / Rostrevor St East App | 1 | 0 | 593 | 483 | -110 | -19% | 3.4 | 8 | 10 | 2 | 25% | 0.5 | 601 | 493 | -108 | -18% | 3.3 |
| 9049 | W | 10471_6687 | Tristram St / Rostrevor St East App | 1 | 0 | 442 | 313 | -129 | -29% | 4.7 | 10 | 7 | -3 | -30% | 0.7 | 452 | 320 | -132 | -29% | 4.8 |
| 9050 | N | 3124_6687 | Tristram St / Rostrevor St South App | 1 | 0 | 802 | 621 | -181 | -23% | 4.8 | 13 | 18 | 5 | 38% | 0.9 | 815 | 639 | -176 | -22% | 4.6 |
| 9050 | S | 6687_3124 | Tristram St / Rostrevor St South App | 1 | 0 | 1,023 | 681 | -342 | -33% | 8.3 | 14 | 25 | 11 | 79% | 1.8 | 1,037 | 706 | -331 | -32% | 7.9 |
| 9051 | E | 3387_6687 | Tristram St / Rostrevor St West App | 1 | 0 | 541 | 601 | 60 | 11% | 1.8 | 6 | 18 | 12 | 200% | 2.4 | 547 | 619 | 72 | 13% | 2.1 |
| 9051 | W | 6687_3387 | Tristram St / Rostrevor St West App | 1 | 0 | 562 | 526 | -36 | -6% | 1.1 | 12 | 7 | -5 | -42% | 1.1 | 574 | 533 | -41 | -7% | 1.2 |
| 9052 | N | 3232_3233 | Tristram St / Ward St North App | 1 | 0 | 1,201 | 1,519 | 318 | 26% | 6.1 | 17 | 71 | 54 | 318% | 5.8 | 1,218 | 1,590 | 372 | 31% | 7.0 |
| 9052 | S | 3233_3232 | Tristram St / Ward St North App | 1 | 0 | 1,185 | 862 | -323 | -27% | 7.1 | 45 | 55 | 10 | 22% | 1.0 | 1,230 | 917 | -313 | -25% | 6.8 |
| 9053 | E | 8251_10914 | Tristram St / Ward St East App | 1 | 0 | 381 | 169 | -212 | -56% | 9.0 | 22 | 1 | -21 | -95% | 4.4 | 403 | 170 | -233 | -58% | 9.7 |
| 9053 | W | 10914_8251 | Tristram St / Ward St East App | 1 | 0 | 281 | 447 | 166 | 59% | 6.2 | 15 | 4 | -11 | -73% | 2.5 | 296 | 451 | 155 | 52% | 5.7 |
| 9054 | N | 7222_8252 | Tristram St / Ward St South App | 1 | 0 | 1,615 | 1,431 | -184 | -11% | 3.3 | 21 | 72 | 51 | 243% | 5.3 | 1,636 | 1,503 | -133 | -8% | 2.4 |
| 9054 | S | 8252_7222 | Tristram St / Ward St South App | 1 | 0 | 1,555 | 1,239 | -316 | -20% | 6.0 | 48 | 59 | 11 | 23% | 1.1 | 1,603 | 1,298 | -305 | -19% | 5.7 |
| 9055 | E | 7071_3232 | Tristram St / Ward St West App | 1 | 0 | 599 | 322 | -277 | -46% | 9.1 | 23 | 3 | -20 | -87% | 3.9 | 622 | 325 | -297 | -48% | 9.7 |
| 9055 | W | 3232_7071 | Tristram St / Ward St West App | 1 | 0 | 543 | 134 | -409 | -75% | 15.7 | 17 | 3 | -14 | -82% | 3.1 | 560 | 137 | -423 | -76% | 16.0 |
| 9056 | N | 4766_3631 | Tristram St / Thackeray St North App | 1 | 0 | 2,100 | 2,400 | 300 | 14% | 4.5 | 23 | 87 | 64 | 278% | 6.1 | 2,123 | 2,487 | 364 | 17% | 5.4 |
| 9056 | S | 3631_4766 | Tristram St / Thackeray St North App | 1 | 0 | 1,343 | 1,526 | 183 | 14% | 3.4 | 30 | 97 | 67 | 223% | 5.9 | 1,373 | 1,623 | 250 | 18% | 4.6 |
| 9057 | E | 4766_2522 | Tristram St / Thackeray St East App | 1 | 0 | 686 | 529 | -157 | -23% | 4.5 | 19 | 6 | -13 | -68% | 2.6 | 705 | 535 | -170 | -24% | 4.8 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9057 | W | 2522_4766 | Tristram St / Thackeray St East App | 1 | 0 | 332 | 498 | 166 | 50% | 5.8 | 17 | 11 | -6 | -35% | 1.1 | 349 | 509 | 160 | 46% | 5.5 |
| 9058 | N | 3397_4766 | Tristram St / Thackeray St South App | 1 | 0 | 2,108 | 1,928 | -180 | -9% | 2.8 | 22 | 71 | 49 | 223% | 5.1 | 2,130 | 1,999 | -131 | -6% | 2.0 |
| 9058 | S | 4766_3397 | Tristram St / Thackeray St South App | 1 | 0 | 995 | 1,137 | 142 | 14% | 3.1 | 22 | 80 | 58 | 264% | 5.7 | 1,017 | 1,216 | 199 | 20% | 4.2 |
| 9059 | E | 6709_4766 | Tristram St / Thackeray St West App | 1 | 0 | 924 | 1,149 | 225 | 24% | 4.9 | 19 | 29 | 10 | 53% | 1.4 | 943 | 1,177 | 234 | 25% | 5.1 |
| 9059 | W | 4766_6709 | Tristram St / Thackeray St West App | 1 | 0 | 926 | 1,035 | 109 | 12% | 2.5 | 24 | 35 | 11 | 46% | 1.4 | 950 | 1,070 | 120 | 13% | 2.7 |
| 9060 | N | 3129_4951 | Ulster St / Mill St North App | 1 | 0 | 1,016 | 506 | -510 | -50% | 13.1 | 45 | 27 | -18 | -40% | 2.1 | 1,061 | 533 | -528 | -50% | 13.2 |
| 9060 | S | 4951_3129 | Ulster St / Mill St North App | 1 | 0 | 1,834 | 1,176 | -658 | -36% | 12.0 | 25 | 26 | 1 | 4% | 0.1 | 1,859 | 1,202 | -657 | -35% | 11.9 |
| 9061 | E | 3129_3133 | Ulster St / Mill St East App | 1 | 0 | 767 | 432 | -335 | -44% | 9.7 | 24 | 50 | 26 | 108% | 3.0 | 791 | 482 | -309 | -39% | 8.7 |
| 9061 | W | 3133_3129 | Ulster St / Mill St East App | 1 | 0 | 418 | 282 | -136 | -33% | 5.1 | 23 | 1 | -22 | -96% | 4.5 | 441 | 283 | -158 | -36% | 5.9 |
| 9062 | N | 3470_3129 | Ulster St / Mill St South App | 1 | 0 | 1,374 | 957 | -417 | -30% | 8.6 | 65 | 26 | -39 | -60% | 4.1 | 1,439 | 984 | -455 | -32% | 9.2 |
| 9062 | S | 3129_3470 | Ulster St / Mill St South App | 1 | 0 | 2,558 | 2,491 | -67 | -3% | 0.9 | 56 | 35 | -21 | -38% | 2.2 | 2,614 | 2,525 | -89 | -3% | 1.2 |
| 9063 | E | 10509_3129 | Ulster St / Mill St West App | 1 | 0 | 1,562 | 1,894 | 332 | 21% | 5.6 | 52 | 63 | 11 | 21% | 1.0 | 1,614 | 1,957 | 343 | 21% | 5.7 |
| 9063 | W | 3129_10509 | Ulster St / Mill St West App | 1 | 0 | 847 | 881 | 34 | 4% | 0.8 | 40 | 4 | -36 | -90% | 5.4 | 887 | 886 | -1 | 0% | 0.0 |
| 9064 | N | 8235_10445 | Victoria St / Bridge St North App | 1 | 0 | 552 | 486 | -66 | -12% | 2.0 | 32 | 48 | 16 | 50% | 1.8 | 584 | 534 | -50 | -9% | 1.5 |
| 9064 | S | 10445_8235 | Victoria St / Bridge St North App | 1 | 0 | 378 | 332 | -46 | -12% | 1.7 | 21 | 92 | 71 | 338% | 6.7 | 399 | 424 | 25 | 6% | 0.9 |
| 9065 | E | 8233_9824 | Victoria St / Bridge St East App | 1 | 0 | 1,363 | 1,821 | 458 | 34% | 8.1 | 41 | 128 | 87 | 212% | 6.7 | 1,404 | 1,949 | 545 | 39% | 9.4 |
| 9065 | W | 9824_8233 | Victoria St / Bridge St East App | 1 | 0 | 2,101 | 2,437 | 336 | 16% | 5.0 | 46 | 84 | 38 | 83% | 3.3 | 2,147 | 2,521 | 374 | 17% | 5.5 |
| 9066 | N | 8234_2738 | Victoria St / Bridge St South App | 1 | 0 | 99 | 43 | -56 | -57% | 4.7 | 6 | 0 | -6 | -100% | 2.4 | 105 | 43 | -62 | -59% | 5.1 |
| 9066 | S | 2738_8234 | Victoria St / Bridge St South App | 1 | 0 | 80 | 11 | -69 | -86% | 7.2 | 1 | 3 | 2 | 200% | 1.0 | 81 | 15 | -66 | -81% | 6.7 |
| 9067 | E | 10458_2738 | Victoria St / Bridge St West App | 1 | 0 | 1,097 | 1,516 | 419 | 38% | 8.2 | 33 | 35 | 2 | 6% | 0.2 | 1,130 | 1,551 | 421 | 37% | 8.1 |
| 9067 | W | 2738_10458 | Victoria St / Bridge St West App | 1 | 0 | 1,680 | 1,989 | 309 | 18% | 5.1 | 32 | 33 | 1 | 3% | 0.1 | 1,712 | 2,022 | 310 | 18% | 5.1 |
| 9068 | N | 3614_2512 | Victoria St / Collingwood St North App | 1 | 0 | 527 | 368 | -159 | -30% | 5.3 | 25 | 44 | 19 | 76% | 2.3 | 552 | 412 | -140 | -25% | 4.5 |
| 9068 | S | 2512_3614 | Victoria St / Collingwood St North App | 1 | 0 | 1,016 | 949 | -67 | -7% | 1.5 | 26 | 82 | 56 | 215% | 5.4 | 1,042 | 1,031 | -11 | -1% | 0.2 |
| 9070 | N | 8695_10457 | Victoria St / Collingwood St South App | 1 | 0 | 433 | 331 | -102 | -24% | 3.7 | 33 | 45 | 12 | 36% | 1.4 | 466 | 376 | -90 | -19% | 3.1 |
| 9070 | S | 10457_8695 | Victoria St / Collingwood St South App | 1 | 0 | 711 | 558 | -153 | -22% | 4.3 | 37 | 90 | 53 | 143% | 4.7 | 748 | 648 | -100 | -13% | 2.7 |
| 9071 | E | 4997_3616 | Victoria St / Collingwood St West App | 1 | 0 | 240 | 256 | 16 | 7% | 0.7 | 25 | 10 | -15 | -60% | 2.5 | 265 | 267 | 2 | 1% | 0.1 |
| 9071 | W | 3616_4997 | Victoria St / Collingwood St West App | 1 | 0 | 451 | 611 | 160 | 35% | 4.9 | 22 | 3 | -19 | -86% | 3.8 | 473 | 614 | 141 | 30% | 4.3 |
| 9072 | N | 3453_3448 | Victoria St / Claudelands Rd North App | 1 | 0 | 1,669 | 1,373 | -296 | -18% | 5.4 | 41 | 43 | 2 | 5% | 0.2 | 1,710 | 1,416 | -294 | -17% | 5.3 |
| 9072 | S | 3448_3453 | Victoria St / Claudelands Rd North App | 1 | 0 | 1,192 | 1,142 | -50 | -4% | 1.0 | 35 | 81 | 46 | 131% | 4.3 | 1,227 | 1,223 | -4 | 0% | 0.1 |
| 9073 | E | 3453_9823 | Victoria St / Claudelands Rd East App | 1 | 0 | 524 | 679 | 155 | 30% | 4.5 | 14 | 0 | -14 | -100% | 3.7 | 538 | 679 | 141 | 26% | 4.0 |
| 9073 | W | 9823_3453 | Victoria St / Claudelands Rd East App | 1 | 0 | 1,835 | 2,020 | 185 | 10% | 3.0 | 19 | 0 | -19 | -100% | 4.4 | 1,854 | 2,020 | 166 | 9% | 2.7 |
| 9074 | N | 4706_3453 | Victoria St / Claudelands Rd South App | 1 | 0 | 531 | 319 | -212 | -40% | 7.3 | 25 | 43 | 18 | 72% | 2.2 | 556 | 362 | -194 | -35% | 6.4 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9074 | S | 3453_4706 | Victoria St / Claudelands Rd South App | 1 | 0 | 1,365 | 1,429 | 64 | 5% | 1.2 | 24 | 81 | 57 | 238% | 5.6 | 1,389 | 1,510 | 121 | 9% | 2.2 |
| 9076 | N | 7102_6712 | Victoria St / Grantham St North App | 1 | 0 | 498 | 450 | -48 | -10% | 1.6 | 38 | 47 | 9 | 24% | 1.0 | 536 | 497 | -39 | -7% | 1.2 |
| 9076 | S | 6712_7102 | Victoria St / Grantham St North App | 1 | 0 | 720 | 423 | -297 | -41% | 8.8 | 21 | 92 | 71 | 338% | 6.7 | 741 | 514 | -227 | -31% | 6.4 |
| 9077 | E | 7102_3064 | Victoria St / Grantham St East App | 1 | 0 | 193 | 76 | -117 | -61% | 7.1 | 3 | 0 | -3 | -100% | 1.7 | 196 | 76 | -120 | -61% | 7.3 |
| 9078 | N | 10445_7102 | Victoria St / Grantham St South App | 1 | 0 | 521 | 450 | -71 | -14% | 2.3 | 39 | 47 | 8 | 21% | 0.9 | 560 | 498 | -62 | -11% | 1.9 |
| 9078 | S | 7102_10445 | Victoria St / Grantham St South App | 1 | 0 | 550 | 348 | -202 | -37% | 6.7 | 19 | 91 | 72 | 379% | 6.9 | 569 | 439 | -130 | -23% | 4.1 |
| 9080 | N | 3452_14117 | Victoria St / London St North App | 1 | 0 | 683 | 972 | 289 | 42% | 7.1 | 37 | 44 | 7 | 19% | 0.8 | 720 | 1,016 | 296 | 41% | 7.1 |
| 9080 | S | 14117_3452 | Victoria St / London St North App | 1 | 0 | 1,217 | 910 | -307 | -25% | 6.7 | 50 | 79 | 29 | 58% | 2.6 | 1,267 | 989 | -278 | -22% | 5.9 |
| 9081 | E | 3452_5381 | Victoria St / London St East App | 1 | 0 | 167 | 21 | -146 | -87% | 10.6 | 1 | 0 | -1 | -100% | 1.0 | 168 | 21 | -147 | -88% | 10.7 |
| 9081 | W | 5381_3452 | Victoria St / London St East App | 1 | 0 | 48 | 7 | -41 | -85% | 5.5 | 0 | 0 | 0 | - | 0.0 | 48 | 8 | -40 | -83% | 5.3 |
| 9082 | N | 3449_3452 | Victoria St / London St South App | 1 | 0 | 769 | 996 | 227 | 30% | 5.4 | 42 | 44 | 2 | 5% | 0.2 | 811 | 1,040 | 229 | 28% | 5.3 |
| 9082 | S | 3452_3449 | Victoria St / London St South App | 1 | 0 | 1,064 | 822 | -242 | -23% | 5.6 | 58 | 79 | 21 | 36% | 1.8 | 1,122 | 901 | -221 | -20% | 4.9 |
| 9083 | E | 6867_3452 | Victoria St / London St West App | 1 | 0 | 356 | 21 | -335 | -94% | 17.3 | 13 | 1 | -12 | -92% | 3.2 | 369 | 21 | -348 | -94% | 17.6 |
| 9083 | W | 3452_6867 | Victoria St / London St West App | 1 | 0 | 476 | 120 | -356 | -75% | 14.6 | 9 | 0 | -9 | -100% | 3.0 | 485 | 120 | -365 | -75% | 14.8 |
| 9084 | N | 6732_10455 | Victoria St / Rostrevor St North App | 1 | 0 | 735 | 956 | 221 | 30% | 5.4 | 47 | 44 | -3 | -6% | 0.3 | 782 | 1,000 | 218 | 28% | 5.2 |
| 9084 | S | 10455_6732 | Victoria St / Rostrevor St North App | 1 | 0 | 1,639 | 980 | -659 | -40% | 12.9 | 52 | 78 | 26 | 50% | 2.3 | 1,691 | 1,058 | -633 | -37% | 12.1 |
| 9085 | E | 6732_14118 | Victoria St / Rostrevor St East App | 1 | 0 | 175 | 46 | -129 | -74% | 8.7 | 1 | 0 | -1 | -100% | 1.0 | 176 | 47 | -129 | -73% | 8.6 |
| 9085 | W | 14118_6732 | Victoria St / Rostrevor St East App | 1 | 0 | 106 | 108 | 2 | 2% | 0.1 | 1 | 1 | 0 | 0% | 0.0 | 107 | 109 | 2 | 2% | 0.1 |
| 9086 | N | 14117_6732 | Victoria St / Rostrevor St South App | 1 | 0 | 852 | 905 | 53 | 6% | 1.3 | 49 | 44 | -5 | -10% | 0.5 | 901 | 949 | 48 | 5% | 1.1 |
| 9086 | S | 6732_14117 | Victoria St / Rostrevor St South App | 1 | 0 | 1,345 | 1,037 | -308 | -23% | 6.3 | 54 | 79 | 25 | 46% | 2.2 | 1,399 | 1,116 | -283 | -20% | 5.6 |
| 9087 | E | 2517_6732 | Victoria St / Rostrevor St West App | 1 | 0 | 202 | 395 | 193 | 96% | 7.9 | 2 | 5 | 3 | 150% | 1.1 | 204 | 401 | 197 | 97% | 8.0 |
| 9087 | W | 6732_2517 | Victoria St / Rostrevor St West App | 1 | 0 | 544 | 350 | -194 | -36% | 6.5 | 2 | 4 | 2 | 100% | 0.8 | 546 | 354 | -192 | -35% | 6.4 |
| 9088 | N | 4951_4952 | Victoria St / Boundary Rd North App | 1 | 0 | 516 | 854 | 338 | 66% | 9.1 | 22 | 70 | 48 | 218% | 5.0 | 538 | 924 | 386 | 72% | 10.1 |
| 9088 | S | 4952_4951 | Victoria St / Boundary Rd North App | 1 | 0 | 1,223 | 1,027 | -196 | -16% | 4.1 | 25 | 37 | 12 | 48% | 1.5 | 1,248 | 1,064 | -184 | -15% | 3.8 |
| 9089 | E | 8249_3953 | Victoria St / Boundary Rd East App | 1 | 0 | 1,268 | 867 | -401 | -32% | 8.7 | 56 | 43 | -13 | -23% | 1.3 | 1,324 | 910 | -414 | -31% | 8.8 |
| 9089 | W | 3953_8249 | Victoria St / Boundary Rd East App | 1 | 0 | 2,347 | 2,272 | -75 | -3% | 1.1 | 40 | 66 | 26 | 65% | 2.5 | 2,387 | 2,338 | -49 | -2% | 0.7 |
| 9090 | N | 10469_8250 | Victoria St / Boundary Rd South App | 1 | 0 | 370 | 510 | 140 | 38% | 4.7 | 30 | 42 | 12 | 40% | 1.4 | 400 | 552 | 152 | 38% | 4.9 |
| 9090 | S | 8250_10469 | Victoria St / Boundary Rd South App | 1 | 0 | 1,358 | 1,419 | 61 | 4% | 1.2 | 36 | 32 | -4 | -11% | 0.5 | 1,394 | 1,452 | 58 | 4% | 1.1 |
| 9091 | E | 3129_4951 | Victoria St / Boundary Rd West App | 1 | 0 | 1,022 | 506 | -516 | -50% | 13.2 | 42 | 27 | -15 | -36% | 1.8 | 1,064 | 533 | -531 | -50% | 13.3 |
| 9091 | W | 4951_3129 | Victoria St / Boundary Rd West App | 1 | 0 | 1,820 | 1,176 | -644 | -35% | 11.8 | 23 | 26 | 3 | 13% | 0.4 | 1,843 | 1,202 | -641 | -35% | 11.6 |
| 9092 | N | 8221_3470 | Willoughby St / Mill St North App | 1 | 0 | 1,325 | 1,106 | -219 | -17% | 4.4 | 55 | 26 | -29 | -53% | 3.2 | 1,380 | 1,133 | -247 | -18% | 4.9 |
| 9092 | S | 3470_8221 | Willoughby St / Mill St North App | 1 | 0 | 2,456 | 2,399 | -57 | -2% | 0.8 | 53 | 35 | -18 | -34% | 1.9 | 2,509 | 2,434 | -75 | -3% | 1.1 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9093 | E | 3471_3131 | Willoughby St / Mill St East App | 1 | 0 | 1,163 | 1,310 | 147 | 13% | 3.0 | 20 | 5 | -15 | -75% | 3.0 | 1,183 | 1,314 | 131 | 11% | 2.6 |
| 9093 | W | 3131_3471 | Willoughby St / Mill St East App | 1 | 0 | 310 | 396 | 86 | 28% | 3.2 | 16 | 6 | -10 | -63% | 2.1 | 326 | 402 | 76 | 23% | 2.8 |
| 9094 | N | 8218_3469 | Willoughby St / Mill St South App | 1 | 0 | 1,487 | 1,989 | 502 | 34% | 8.5 | 57 | 41 | -16 | -28% | 1.6 | 1,544 | 2,030 | 486 | 31% | 8.1 |
| 9094 | S | 3469_8218 | Willoughby St / Mill St South App | 1 | 0 | 2,169 | 1,941 | -228 | -11% | 3.6 | 51 | 36 | -15 | -29% | 1.6 | 2,220 | 1,977 | -243 | -11% | 3.8 |
| 9095 | E | 6728_3469 | Willoughby St / Mill St West App | 1 | 0 | 615 | 140 | -475 | -77% | 17.3 | 3 | 4 | 1 | 33% | 0.4 | 618 | 143 | -475 | -77% | 17.2 |
| 9095 | W | 3469_6728 | Willoughby St / Mill St West App | 1 | 0 | 211 | 566 | 355 | 168 % | 12.7 | 3 | 19 | 16 | 533% | 3.4 | 214 | 585 | 371 | 173 % | 13.1 |
| 9096 | N | 3523_10488 | Ruakiwi Rd / Lake Domain Dr / Tainui St North App | 1 | 0 | 300 | 79 | -221 | -74% | 11. 4 | 2 | 1 | -1 | -50% | 0.6 | 302 | 80 | -222 | -74% | 11. 4 |
| 9096 | S | 10488_3523 | Ruakiwi Rd / Lake Domain Dr / Tainui St North App | 1 | 0 | 295 | 42 | -253 | -86% | 13.8 | 4 | 1 | -3 | -75% | 1.3 | 299 | 43 | -256 | -86% | 13.8 |
| 9097 | E | 3522_7191 | Ruakiwi Rd / Lake Domain Dr / Tainui St East App | 1 | 0 | 1,618 | 1,783 | 165 | 10% | 2.8 | 29 | 46 | 17 | 59% | 2.0 | 1,647 | 1,829 | 182 | 11% | 3.1 |
| 9097 | W | 7191_3522 | Ruakiwi Rd / Lake Domain Dr / Tainui St East App | 1 | 0 | 1,096 | 1,385 | 289 | 26% | 5.8 | 29 | 35 | 6 | 21% | 0.8 | 1,125 | 1,419 | 294 | 26% | 5.8 |
| 9098 | N | 4765_3234 | Ruakiwi Rd / Lake Domain Dr / Tainui St South App | 1 | 0 | 356 | 314 | -42 | -12% | 1.6 | 11 | 13 | 2 | 18% | 0.4 | 367 | 327 | -40 | -11% | 1.5 |
| 9098 | S | 3234_4765 | Ruakiwi Rd / Lake Domain Dr / Tainui St South App | 1 | 0 | 400 | 640 | 240 | 60% | 7.4 | 16 | 13 | -3 | -19% | 0.6 | 416 | 653 | 237 | 57% | 7.2 |
| 9099 | E | 7220_3523 | Ruakiwi Rd / Lake Domain Dr / Tainui St West App | 1 | 0 | 1,372 | 1,474 | 102 | 7% | 1.9 | 25 | 32 | 7 | 28% | 0.9 | 1,397 | 1,507 | 110 | 8% | 2.0 |
| 9099 | W | 3523_7220 | Ruakiwi Rd / Lake Domain Dr / Tainui St West App | 1 | 0 | 801 | 713 | -88 | -11% | 2.3 | 22 | 20 | -2 | -9% | 0.3 | 823 | 733 | -90 | -11% | 2.3 |
| 9100 | N | 5538_2521 | Avalon Dr / Crawford St North App | 1 | 0 | 120 | 96 | -24 | -20% | 1.6 | 44 | 5 | -39 | -89% | 5.6 | 164 | 101 | -63 | -38% | 3.9 |
| 9100 | S | 2521_5538 | Avalon Dr / Crawford St North App | 1 | 0 | 72 | 21 | -51 | -71% | 5.3 | 49 | 6 | -43 | -88% | 5.8 | 121 | 27 | -94 | -78% | 7.7 |
| 9101 | E | 5538_3456 | Avalon Dr / Crawford St East App | 1 | 0 | 2,157 | 2,379 | 222 | 10% | 3.3 | 240 | 146 | -94 | -39% | 4.8 | 2,397 | 2,524 | 127 | 5% | 1.8 |
| 9101 | W | 3456_5538 | Avalon Dr / Crawford St East App | 1 | 0 | 1,802 | 2,345 | 543 | 30% | 8.4 | 237 | 162 | -75 | -32% | 3.8 | 2,039 | 2,506 | 467 | 23% | 6.9 |
| 9102 | N | 5557_5538 | Avalon Dr / Crawford St South App | 1 | 0 | 1,768 | 2,221 | 453 | 26% | 7.2 | 58 | 54 | -4 | -7% | 0.4 | 1,826 | 2,275 | 449 | 25% | 7.0 |
| 9102 | S | 5538_5557 | Avalon Dr / Crawford St South App | 1 | 0 | 791 | 1,129 | 338 | 43% | 7.7 | 60 | 51 | -9 | -15% | 0.9 | 851 | 1,180 | 329 | 39% | 7.3 |
| 9103 | E | 10660_5538 | Avalon Dr / Crawford St West App | 1 | 0 | 2,653 | 2,810 | 157 | 6% | 2.1 | 294 | 191 | -103 | -35% | 4.7 | 2,947 | 3,001 | 54 | 2% | 0.7 |
| 9103 | W | 5538_10660 | Avalon Dr / Crawford St West App | 1 | 0 | 3,227 | 3,793 | 566 | 18% | 6.8 | 294 | 211 | -83 | -28% | 3.7 | 3,521 | 4,004 | 483 | 14% | 5.6 |
| 9104 | N | 9961_3047 | Clyde St / Wairere Dr North App | 1 | 0 | 1,152 | 831 | -321 | -28% | 7.2 | 43 | 51 | 8 | 19% | 0.8 | 1,195 | 883 | -312 | -26% | 6.8 |
| 9104 | S | 3047_9961 | Clyde St / Wairere Dr North App | 1 | 0 | 1,505 | 975 | -530 | -35% | 10. 6 | 81 | 71 | -10 | -12% | 0.8 | 1,586 | 1,046 | -540 | -34% | 10. 5 |
| 9105 | E | 9976_4095 | Clyde St / Wairere Dr East App | 1 | 0 | 649 | 725 | 76 | 12% | 2.1 | 43 | 6 | -37 | -86% | 5.3 | 692 | 731 | 39 | 6% | 1.0 |
| 9105 | W | 4095_9976 | Clyde St / Wairere Dr East App | 1 | 0 | 886 | 878 | -8 | -1% | 0.2 | 44 | 8 | -36 | -82% | 5.0 | 930 | 886 | -44 | -5% | 1.0 |
| 9106 | N | 7447_9980 | Clyde St / Wairere Dr South App | 1 | 0 | 690 | 518 | -172 | -25% | 4.9 | 60 | 51 | -9 | -16% | 0.9 | 750 | 569 | -181 | -24% | 5.0 |
| 9106 | S | 9980_7447 | Clyde St / Wairere Dr South App | 1 | 0 | 1,014 | 622 | -392 | -39% | 9.7 | 71 | 70 | -1 | -1% | 0.1 | 1,084 | 692 | -392 | -36% | 9.3 |
| 9107 | E | 7448_9965 | Clyde St / Wairere Dr West App | 1 | 0 | 659 | 637 | -22 | -3% | 0.6 | 39 | 6 | -33 | -85% | 4.9 | 698 | 643 | -55 | -8% | 1.5 |
| 9107 | W | 9965_7448 | Clyde St / Wairere Dr West App | 1 | 0 | 937 | 830 | -107 | -11% | 2.5 | 43 | 8 | -35 | -81% | 4.9 | 980 | 838 | -142 | -14% | 3.3 |
| 9108 | N | 5202_7209 | Cobham Dr / Cambridge Rd North App | 1 | 0 | 1,439 | 1,427 | -12 | -1% | 0.2 | 67 | 181 | 114 | 170% | 7.2 | 1,506 | 1,607 | 101 | 7% | 1.8 |
| 9108 | S | 7209_5202 | Cobham Dr / Cambridge Rd North App | 1 | 0 | 1,628 | 1,398 | -230 | -14% | 4.2 | 88 | 139 | 51 | 58% | 3.4 | 1,716 | 1,537 | -179 | -10% | 3.1 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9109 | E | 5706_10900 | Cobham Dr / Cambridge Rd East App | 1 | 0 | 2,598 | 2,901 | 303 | 12% | 4.1 | 183 | 403 | 220 | 120% | 9.1 | 2,781 | 3,304 | 523 | 19% | 6.7 |
| 9109 | W | 10900_5706 | Cobham Dr / Cambridge Rd East App | 1 | 0 | 3,502 | 3,908 | 406 | 12% | 4.7 | 158 | 335 | 177 | 112% | 8.0 | 3,660 | 4,243 | 583 | 16% | 6.6 |
| 9111 | E | 5140_5202 | Cobham Dr / Cambridge Rd West App | 1 | 0 | 1,611 | 1,886 | 275 | 17% | 4.7 | 113 | 264 | 151 | 134% | 7.8 | 1,724 | 2,150 | 426 | 25% | 6.8 |
| 9111 | W | 5202_5140 | Cobham Dr / Cambridge Rd West App | 1 | 0 | 2,704 | 2,826 | 122 | 5% | 1.6 | 109 | 156 | 47 | 43% | 2.9 | 2,813 | 2,982 | 169 | 6% | 2.2 |
| 9112 | N | 8236_3058 | Clyde St / Galloway St North App | 1 | 0 | 757 | 1,129 | 372 | 49% | 8.6 | 35 | 13 | -22 | -63% | 3.2 | 792 | 1,142 | 350 | 44% | 8.0 |
| 9112 | S | 3058_8236 | Clyde St / Galloway St North App | 1 | 0 | 619 | 793 | 174 | 28% | 4.6 | 28 | 12 | -16 | -57% | 2.5 | 647 | 805 | 158 | 24% | 4.1 |
| 9113 | E | 8238_6724 | Clyde St / Galloway St East App | 1 | 0 | 592 | 378 | -214 | -36% | 6.9 | 30 | 5 | -25 | -83% | 4.2 | 622 | 383 | -239 | -38% | 7.5 |
| 9113 | W | 6724_8238 | Clyde St / Galloway St East App | 1 | 0 | 861 | 792 | -69 | -8% | 1.7 | 33 | 8 | -25 | -76% | 3.9 | 894 | 800 | -94 | -11% | 2.3 |
| 9114 | N | 6723_8239 | Clyde St / Galloway St South App | 1 | 0 | 684 | 978 | 294 | 43% | 7.2 | 19 | 13 | -6 | -32% | 1.1 | 703 | 991 | 288 | 41% | 7.0 |
| 9114 | S | 8239_6723 | Clyde St / Galloway St South App | 1 | 0 | 447 | 446 | -1 | 0% | 0.0 | 19 | 12 | -7 | -37% | 1.3 | 466 | 457 | -9 | -2% | 0.3 |
| 9115 | E | 6713_8237 | Clyde St / Galloway St West App | 1 | 0 | 578 | 622 | 44 | 8% | 1.3 | 34 | 7 | -27 | -79% | 4.2 | 612 | 629 | 17 | 3% | 0.5 |
| 9115 | W | 8237_6713 | Clyde St / Galloway St West App | 1 | 0 | 946 | 1,234 | 288 | 30% | 6.2 | 30 | 10 | -20 | -67% | 3.2 | 976 | 1,244 | 268 | 27% | 5.7 |
| 9116 | N | 3420_8676 | Cobham Dr / Galloway St North App | 1 | 0 | 579 | 707 | 128 | 22% | 3.6 | 13 | 5 | -8 | -62% | 1.9 | 592 | 711 | 119 | 20% | 3.3 |
| 9116 | S | 8676_3420 | Cobham Dr / Galloway St North App | 1 | 0 | 681 | 791 | 110 | 16% | 2.9 | 9 | 5 | -4 | -44% | 1.1 | 690 | 796 | 106 | 15% | 2.7 |
| 9117 | E | 3420_10814 | Cobham Dr / Galloway St East App | 1 | 0 | 1,709 | 2,137 | 428 | 25% | 6.9 | 101 | 265 | 164 | 162% | 8.6 | 1,810 | 2,402 | 592 | 33% | 9.1 |
| 9117 | W | 10814_3420 | Cobham Dr / Galloway St East App | 1 | 0 | 3,366 | 3,144 | -222 | -7% | 2.8 | 117 | 162 | 45 | 38% | 2.7 | 3,483 | 3,306 | -177 | -5% | 2.1 |
| 9118 | N | 3417_3420 | Cobham Dr / Galloway St South App | 1 | 0 | 24 | 5 | -19 | -79% | 3.5 | 1 | 0 | -1 | -100% | 1.0 | 25 | 5 | -20 | -80% | 3.7 |
| 9118 | S | 3420_3417 | Cobham Dr / Galloway St South App | 1 | 0 | 36 | 14 | -22 | -61% | 3.1 | 6 | 0 | -6 | -100% | 2.4 | 42 | 14 | -28 | -67% | 3.7 |
| 9119 | E | 10642_3420 | Cobham Dr / Galloway St West App | 1 | 0 | 1,966 | 2,617 | 651 | 33% | 9.6 | 108 | 270 | 162 | 150% | 8.3 | 2,074 | 2,887 | 813 | 39% | 11.5 |
| 9119 | W | 3420_10642 | Cobham Dr / Galloway St West App | 1 | 0 | 3,713 | 3,699 | -14 | 0% | 0.2 | 115 | 167 | 52 | 45% | 3.1 | 3,828 | 3,866 | 38 | 1% | 0.4 |
| 9120 | N | 3552_3580 | Cobham Dr / Grey St North App | 1 | 0 | 797 | 752 | -45 | -6% | 1.1 | 13 | 6 | -7 | -54% | 1.6 | 810 | 759 | -51 | -6% | 1.3 |
| 9120 | S | 3580_3552 | Cobham Dr / Grey St North App | 1 | 0 | 390 | 464 | 74 | 19% | 2.5 | 11 | 84 | 73 | 664% | 7.5 | 401 | 548 | 147 | 37% | 4.8 |
| 9121 | E | 3552_3435 | Cobham Dr / Grey St East App | 1 | 0 | 2,107 | 2,607 | 500 | 24% | 7.3 | 162 | 270 | 108 | 67% | 5.2 | 2,269 | 2,877 | 608 | 27% | 8.5 |
| 9121 | W | 3435_3552 | Cobham Dr / Grey St East App | 1 | 0 | 3,680 | 3,699 | 19 | 1% | 0.2 | 110 | 167 | 57 | 52% | 3.4 | 3,790 | 3,866 | 76 | 2% | 0.9 |
| 9123 | E | 3436_3552 | Cobham Dr / Grey St West App | 1 | 0 | 2,044 | 2,383 | 339 | 17% | 5.1 | 159 | 189 | 30 | 19% | 1.6 | 2,203 | 2,571 | 368 | 17% | 5.3 |
| 9123 | W | 3552_3436 | Cobham Dr / Grey St West App | 1 | 0 | 3,210 | 3,187 | -23 | -1% | 0.3 | 105 | 163 | 58 | 55% | 3.5 | 3,315 | 3,350 | 35 | 1% | 0.4 |
| 9124 | N | 10483_3672 | Normandy Ave / Cobham Dr North App | 1 | 0 | 2,946 | 2,669 | -277 | -9% | 3.7 | 38 | 90 | 52 | 137% | 4.6 | 2,984 | 2,759 | -225 | -8% | 3.0 |
| 9124 | S | 3672_10483 | Normandy Ave / Cobham Dr North App | 1 | 0 | 1,053 | 1,182 | 129 | 12% | 2.7 | 32 | 90 | 58 | 181% | 5.3 | 1,085 | 1,272 | 187 | 17% | 3.9 |
| 9126 | N | 3509_3099 | Normandy Ave / Cobham Dr South App | 1 | 0 | 3,062 | 3,187 | 125 | 4% | 1.6 | 105 | 163 | 58 | 55% | 3.5 | 3,167 | 3,350 | 183 | 6% | 2.3 |
| 9126 | S | 3099_3509 | Normandy Ave / Cobham Dr South App | 1 | 0 | 2,233 | 2,383 | 150 | 7% | 2.2 | 170 | 189 | 19 | 11% | 1.0 | 2,403 | 2,571 | 168 | 7% | 2.4 |
| 9127 | E | 8212_13912 | Normandy Ave / Cobham Dr West App | 1 | 0 | 3,091 | 2,970 | -121 | -4% | 1.6 | 171 | 129 | -42 | -25% | 2.4 | 3,262 | 3,100 | -162 | -5% | 2.0 |
| 9127 | W | 13912_8212 | Normandy Ave / Cobham Dr West App | 1 | 0 | 2,027 | 2,287 | 260 | 13% | 4.0 | 100 | 104 | 4 | 4% | 0.3 | 2,127 | 2,391 | 264 | 12% | 3.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9128 | N | 3589_10347 | Endeavour Ave / River Rd North App | 1 | 0 | 86 | 115 | 29 | 34% | 2.0 | 2 | 1 | -1 | -50% | 0.6 | 88 | 116 | 28 | 32% | 2.0 |
| 9128 | S | 10347_3589 | Endeavour Ave / River Rd North App | 1 | 0 | 79 | 203 | 124 | 157 % | 7.4 | 4 | 1 | -3 | -75% | 1.3 | 83 | 204 | 121 | 146 % | 7.1 |
| 9129 | E | 3589_6695 | Endeavour Ave / River Rd East App | 1 | 0 | 191 | 249 | 58 | 30% | 2.8 | 3 | 3 | 0 | 0% | 0.0 | 194 | 252 | 58 | 30% | 2.7 |
| 9129 | W | 6695_3589 | Endeavour Ave / River Rd East App | 1 | 0 | 503 | 443 | -60 | -12% | 2.0 | 10 | 3 | -7 | -70% | 1.9 | 513 | 446 | -67 | -13% | 2.2 |
| 9130 | N | 3588_3589 | Endeavour Ave / River Rd South App | 1 | 0 | 637 | 797 | 160 | 25% | 4.2 | 62 | 20 | -42 | -68% | 4.6 | 699 | 816 | 117 | 17% | 3.0 |
| 9130 | S | 3589_3588 | Endeavour Ave / River Rd South App | 1 | 0 | 1,963 | 1,925 | -38 | -2% | 0.6 | 49 | 15 | -34 | -69% | 4.3 | 2,012 | 1,941 | -71 | -4% | 1.1 |
| 9131 | E | 3600_3589 | Endeavour Ave / River Rd West App | 1 | 0 | 1,606 | 1,345 | -261 | -16% | 4.8 | 40 | 12 | -28 | -70% | 3.9 | 1,646 | 1,357 | -289 | -18% | 5.3 |
| 9131 | W | 3589_3600 | Endeavour Ave / River Rd West App | 1 | 0 | 585 | 498 | -87 | -15% | 2.6 | 62 | 17 | -45 | -73% | 5.1 | 647 | 514 | -133 | -21% | 3.9 |
| 9132 | N | 3476_10530 | Forest Lake Rd / Avalon Dr North App | 1 | 0 | 743 | 745 | 2 | 0% | 0.1 | 25 | 50 | 25 | 100% | 2.9 | 768 | 796 | 28 | 4% | 0.7 |
| 9132 | S | 10530_3476 | Forest Lake Rd / Avalon Dr North App | 1 | 0 | 1,517 | 1,249 | -268 | -18% | 5.1 | 23 | 53 | 30 | 130% | 3.4 | 1,540 | 1,302 | -238 | -15% | 4.5 |
| 9133 | E | 3476_4904 | Forest Lake Rd / Avalon Dr East App | 1 | 0 | 937 | 1,647 | 710 | 76% | 14.0 | 30 | 27 | -3 | -10% | 0.4 | 967 | 1,674 | 707 | 73% | 13.8 |
| 9133 | W | 4904_3476 | Forest Lake Rd / Avalon Dr East App | 1 | 0 | 1,355 | 1,186 | -169 | -12% | 3.4 | 36 | 25 | -11 | -31% | 1.4 | 1,391 | 1,211 | -180 | -13% | 3.5 |
| 9134 | N | 3267_3476 | Forest Lake Rd / Avalon Dr South App | 1 | 0 | 1,142 | 969 | -173 | -15% | 3.8 | 30 | 66 | 36 | 120% | 3.7 | 1,172 | 1,035 | -137 | -12% | 2.9 |
| 9134 | S | 3476_3267 | Forest Lake Rd / Avalon Dr South App | 1 | 0 | 2,058 | 1,501 | -557 | -27% | 9.3 | 35 | 66 | 31 | 89% | 3.1 | 2,093 | 1,567 | -526 | -25% | 8.7 |
| 9135 | E | 7011_3476 | Forest Lake Rd / Avalon Dr West App | 1 | 0 | 1,094 | 1,189 | 95 | 9% | 2.0 | 40 | 11 | -29 | -73% | 4.1 | 1,134 | 1,200 | 66 | 6% | 1.4 |
| 9135 | W | 3476_7011 | Forest Lake Rd / Avalon Dr West App | 1 | 0 | 1,370 | 700 | -670 | -49% | 14.7 | 39 | 11 | -28 | -72% | 4.0 | 1,409 | 711 | -698 | -50% | 15.2 |
| 9136 | N | 8229_6715 | Grey St / Bridge St North App | 1 | 0 | 874 | 594 | -280 | -32% | 7.3 | 13 | 18 | 5 | 38% | 0.9 | 887 | 612 | -275 | -31% | 7.1 |
| 9136 | S | 6715_8229 | Grey St / Bridge St North App | 1 | 0 | 1,266 | 969 | -297 | -23% | 6.3 | 17 | 16 | -1 | -6% | 0.2 | 1,283 | 985 | -298 | -23% | 6.3 |
| 9138 | N | 8228_7494 | Grey St / Bridge St South App | 1 | 0 | 1,916 | 2,199 | 283 | 15% | 4.4 | 48 | 103 | 55 | 115% | 4.5 | 1,964 | 2,302 | 338 | 17% | 5.2 |
| 9138 | S | 7494_8228 | Grey St / Bridge St South App | 1 | 0 | 1,555 | 1,353 | -202 | -13% | 3.7 | 59 | 114 | 55 | 93% | 4.2 | 1,614 | 1,468 | -146 | -9% | 2.6 |
| 9139 | E | 6711_8230 | Grey St / Bridge St West App | 1 | 0 | 1,510 | 1,505 | -5 | 0% | 0.1 | 58 | 125 | 67 | 116% | 5.0 | 1,568 | 1,631 | 63 | 4% | 1.1 |
| 9139 | W | 8230_6711 | Grey St / Bridge St West App | 1 | 0 | 2,263 | 2,726 | 463 | 20% | 6.6 | 51 | 112 | 61 | 120% | 4.8 | 2,314 | 2,838 | 524 | 23% | 7.3 |
| 9140 | N | 8228_7494 | Grey St / Clyde St North App | 1 | 0 | 2,537 | 2,199 | -338 | -13% | 4.9 | 56 | 103 | 47 | 84% | 3.7 | 2,593 | 2,302 | -291 | -11% | 4.2 |
| 9140 | S | 7494_8228 | Grey St / Clyde St North App | 1 | 0 | 1,576 | 1,353 | -223 | -14% | 4.1 | 48 | 114 | 66 | 138% | 5.2 | 1,624 | 1,468 | -156 | -10% | 2.8 |
| 9141 | E | 7704_10596 | Grey St / Clyde St East App | 1 | 0 | 793 | 794 | 1 | 0% | 0.0 | 19 | 7 | -12 | -63% | 2.4 | 812 | 800 | -12 | -1% | 0.3 |
| 9141 | W | 10596_7704 | Grey St / Clyde St East App | 1 | 0 | 1,307 | 1,082 | -225 | -17% | 4.6 | 32 | 10 | -22 | -69% | 3.4 | 1,339 | 1,092 | -247 | -18% | 5.0 |
| 9142 | N | 6717_7704 | Grey St / Clyde St South App | 1 | 0 | 1,498 | 1,320 | -178 | -12% | 3.4 | 29 | 94 | 65 | 224% | 5.9 | 1,527 | 1,414 | -113 | -7% | 2.1 |
| 9142 | S | 7704_6717 | Grey St / Clyde St South App | 1 | 0 | 957 | 688 | -269 | -28% | 6.6 | 34 | 109 | 75 | 221% | 6.3 | 991 | 797 | -194 | -20% | 4.6 |
| 9143 | E | 7710_8227 | Grey St / Clyde St West App | 1 | 0 | 53 | 41 | -12 | -23% | 1.2 | 1 | 1 | 0 | 0% | 0.0 | 54 | 42 | -12 | -22% | 1.2 |
| 9143 | W | 8227_7710 | Grey St / Clyde St West App | 1 | 0 | 147 | 115 | -32 | -22% | 2.0 | 1 | 1 | 0 | 0% | 0.0 | 148 | 116 | -32 | -22% | 2.0 |
| 9144 | N | 11026_6855 | Grey St / Naylor St North App | 1 | 0 | 1,340 | 1,176 | -164 | -12% | 3.3 | 22 | 95 | 73 | 332% | 6.7 | 1,362 | 1,270 | -92 | -7% | 1.8 |
| 9144 | S | 6855_11026 | Grey St / Naylor St North App | 1 | 0 | 545 | 499 | -46 | -8% | 1.4 | 22 | 109 | 87 | 395% | 7.6 | 567 | 608 | 41 | 7% | 1.2 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9145 | E | 11028_8053 | Grey St / Naylor St East App | 1 | 0 | 432 | 170 | -262 | -61% | 10.7 | 14 | 28 | 14 | 100% | 2.2 | 446 | 199 | -247 | -55% | 9.7 |
| 9145 | W | 8053_11028 | Grey St / Naylor St East App | 1 | 0 | 594 | 409 | -185 | -31% | 5.8 | 13 | 93 | 80 | 615% | 7.8 | 607 | 502 | -105 | -17% | 3.2 |
| 9146 | N | 5083_11029 | Grey St / Naylor St South App | 1 | 0 | 882 | 754 | -128 | -15% | 3.2 | 15 | 4 | -11 | -73% | 2.5 | 897 | 757 | -140 | -16% | 3.4 |
| 9146 | S | 11029_5083 | Grey St / Naylor St South App | 1 | 0 | 371 | 409 | 38 | 10% | 1.4 | 13 | 82 | 69 | 531% | 7.1 | 384 | 491 | 107 | 28% | 3.6 |
| 9147 | E | 8054_11027 | Grey St / Naylor St West App | 1 | 0 | 183 | 178 | -5 | -3% | 0.3 | 0 | 2 | 2 | - | 1.4 | 183 | 180 | -3 | -2% | 0.2 |
| 9147 | W | 11027_8054 | Grey St / Naylor St West App | 1 | 0 | 61 | 85 | 24 | 39% | 2.0 | 1 | 2 | 1 | 100% | 0.6 | 62 | 87 | 25 | 40% | 2.0 |
| 9148 | N | 8232_3454 | Heaphy Tce / O'Neill St North App | 1 | 0 | 525 | 346 | -179 | -34% | 6.1 | 12 | 7 | -5 | -42% | 1.1 | 537 | 353 | -184 | -34% | 6.2 |
| 9148 | S | 3454_8232 | Heaphy Tce / O'Neill St North App | 1 | 0 | 726 | 557 | -169 | -23% | 4.7 | 18 | 10 | -8 | -44% | 1.5 | 744 | 566 | -178 | -24% | 4.9 |
| 9149 | E | 8231_6743 | Heaphy Tce / O'Neill St East App | 1 | 0 | 330 | 447 | 117 | 35% | 4.2 | 5 | 5 | 0 | 0% | 0.0 | 335 | 452 | 117 | 35% | 4.2 |
| 9149 | W | 6743_8231 | Heaphy Tce / O'Neill St East App | 1 | 0 | 1,016 | 1,108 | 92 | 9% | 2.0 | 10 | 4 | -6 | -60% | 1.6 | 1,026 | 1,112 | 86 | 8% | 1.9 |
| 9150 | N | 3755_2537 | Heaphy Tce / O'Neill St South App | 1 | 0 | 682 | 498 | -184 | -27% | 5.4 | 15 | 10 | -5 | -33% | 1.0 | 697 | 508 | -189 | -27% | 5.4 |
| 9150 | S | 2537_3755 | Heaphy Tce / O'Neill St South App | 1 | 0 | 1,635 | 1,615 | -20 | -1% | 0.4 | 24 | 13 | -11 | -46% | 1.8 | 1,659 | 1,628 | -31 | -2% | 0.5 |
| 9151 | E | 6741_2537 | Heaphy Tce / O'Neill St West App | 1 | 0 | 163 | 256 | 93 | 57% | 4.5 | 0 | 0 | 0 | - | 0.0 | 163 | 256 | 93 | 57% | 4.5 |
| 9151 | W | 2537_6741 | Heaphy Tce / O'Neill St West App | 1 | 0 | 97 | 10 | -87 | -90% | 8.4 | 2 | 0 | -2 | -100% | 1.4 | 99 | 11 | -88 | -89% | 8.4 |
| 9153 | E | 3707_3708 | Heaphy Terrace / Clarkin Rd East App | 1 | 0 | 619 | 309 | -310 | -50% | 10.2 | 20 | 2 | -18 | -90% | 3.8 | 639 | 312 | -327 | -51% | 10.6 |
| 9153 | W | 3708_3707 | Heaphy Terrace / Clarkin Rd East App | 1 | 0 | 813 | 398 | -415 | -51% | 11.9 | 10 | 3 | -7 | -70% | 1.9 | 823 | 402 | -421 | -51% | 12.0 |
| 9154 | N | 7738_3707 | Heaphy Terrace / Clarkin Rd South App | 1 | 0 | 420 | 358 | -62 | -15% | 2.2 | 15 | 4 | -11 | -73% | 2.5 | 435 | 362 | -73 | -17% | 2.6 |
| 9154 | S | 3707_7738 | Heaphy Terrace / Clarkin Rd South App | 1 | 0 | 1,074 | 649 | -425 | -40% | 10.2 | 21 | 6 | -15 | -71% | 2.9 | 1,095 | 655 | -440 | -40% | 10.5 |
| 9155 | E | 6906_3707 | Heaphy Terrace / Clarkin Rd West App | 1 | 0 | 1,120 | 730 | -390 | -35% | 9.1 | 28 | 6 | -22 | -79% | 3.8 | 1,148 | 737 | -411 | -36% | 9.5 |
| 9155 | W | 3707_6906 | Heaphy Terrace / Clarkin Rd West App | 1 | 0 | 660 | 528 | -132 | -20% | 3.8 | 12 | 5 | -7 | -58% | 1.7 | 672 | 533 | -139 | -21% | 4.0 |
| 9156 | N | 3012_4132 | Heaphy Terrace / Boundary Rd North App | 1 | 0 | 499 | 531 | 32 | 6% | 1.0 | 25 | 7 | -18 | -72% | 3.2 | 524 | 537 | 13 | 2% | 0.4 |
| 9156 | S | 4132_3012 | Heaphy Terrace / Boundary Rd North App | 1 | 0 | 1,501 | 1,169 | -332 | -22% | 6.4 | 30 | 9 | -21 | -70% | 3.4 | 1,531 | 1,178 | -353 | -23% | 6.8 |
| 9157 | E | 3012_3013 | Heaphy Terrace / Boundary Rd East App | 1 | 0 | 1,058 | 711 | -347 | -33% | 8.3 | 32 | 33 | 1 | 3% | 0.1 | 1,090 | 744 | -346 | -32% | 8.1 |
| 9157 | W | 3013_3012 | Heaphy Terrace / Boundary Rd East App | 1 | 0 | 1,233 | 1,322 | 89 | 7% | 1.8 | 26 | 35 | 9 | 35% | 1.2 | 1,259 | 1,357 | 98 | 8% | 1.9 |
| 9158 | N | 6737_3012 | Heaphy Terrace / Boundary Rd South App | 1 | 0 | 529 | 425 | -104 | -20% | 3.4 | 15 | 5 | -10 | -67% | 2.2 | 544 | 430 | -114 | -21% | 3.7 |
| 9158 | S | 3012_6737 | Heaphy Terrace / Boundary Rd South App | 1 | 0 | 855 | 488 | -367 | -43% | 10.0 | 12 | 7 | -5 | -42% | 1.1 | 867 | 496 | -371 | -43% | 10.0 |
| 9159 | E | 7928_3012 | Heaphy Terrace / Boundary Rd West App | 1 | 0 | 1,250 | 817 | -433 | -35% | 9.5 | 49 | 39 | -10 | -20% | 1.1 | 1,299 | 856 | -443 | -34% | 9.5 |
| 9159 | W | 3012_7928 | Heaphy Terrace / Boundary Rd West App | 1 | 0 | 2,101 | 2,003 | -98 | -5% | 1.5 | 51 | 41 | -10 | -20% | 1.0 | 2,152 | 2,044 | -108 | -5% | 1.7 |
| 9160 | N | 6691_3710 | Hukanui Rd / Clarkin Rd North App | 1 | 0 | 879 | 803 | -76 | -9% | 1.9 | 28 | 8 | -20 | -71% | 3.3 | 907 | 811 | -96 | -11% | 2.3 |
| 9160 | S | 3710_6691 | Hukanui Rd / Clarkin Rd North App | 1 | 0 | 1,366 | 1,000 | -366 | -27% | 7.5 | 38 | 7 | -31 | -82% | 4.6 | 1,404 | 1,007 | -397 | -28% | 8.1 |
| 9161 | E | 6691_6690 | Hukanui Rd / Clarkin Rd East App | 1 | 0 | 281 | 312 | 31 | 11% | 1.3 | 8 | 5 | -3 | -38% | 0.8 | 289 | 317 | 28 | 10% | 1.1 |
| 9161 | W | 6690_6691 | Hukanui Rd / Clarkin Rd East App | 1 | 0 | 517 | 574 | 57 | 11% | 1.7 | 2 | 4 | 2 | 100% | 0.8 | 519 | 579 | 60 | 12% | 1.8 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9162 | N | 6693_6691 | Hukanui Rd / Clarkin Rd South App | 1 | 0 | 807 | 1,016 | 209 | 26% | 4.9 | 23 | 12 | -11 | -48% | 1.9 | 830 | 1,029 | 199 | 24% | 4.6 |
| 9162 | S | 6691_6693 | Hukanui Rd / Clarkin Rd South App | 1 | 0 | 1,300 | 1,259 | -41 | -3% | 0.8 | 38 | 10 | -28 | -74% | 4.0 | 1,338 | 1,268 | -70 | -5% | 1.4 |
| 9163 | E | 6692_6691 | Hukanui Rd / Clarkin Rd West App | 1 | 0 | 683 | 355 | -328 | -48% | 10.2 | 20 | 5 | -15 | -75% | 3.0 | 703 | 360 | -343 | -49% | 10.5 |
| 9163 | W | 6691_6692 | Hukanui Rd / Clarkin Rd West App | 1 | 0 | 913 | 573 | -340 | -37% | 8.8 | 9 | 5 | -4 | -44% | 1.1 | 922 | 577 | -345 | -37% | 8.9 |
| 9164 | N | 3446_14150 | Hukanui Rd / Comries Rd North App | 1 | 0 | 742 | 931 | 189 | 25% | 4.6 | 24 | 3 | -21 | -88% | 4.0 | 766 | 934 | 168 | 22% | 4.1 |
| 9164 | S | 14150_3446 | Hukanui Rd / Comries Rd North App | 1 | 0 | 1,153 | 755 | -398 | -35% | 9.1 | 9 | 4 | -5 | -56% | 1.4 | 1,162 | 759 | -403 | -35% | 9.2 |
| 9166 | N | 2991_3446 | Hukanui Rd / Comries Rd South App | 1 | 0 | 859 | 967 | 108 | 13% | 2.5 | 26 | 7 | -19 | -73% | 3.3 | 885 | 975 | 90 | 10% | 2.1 |
| 9166 | S | 3446_2991 | Hukanui Rd / Comries Rd South App | 1 | 0 | 1,092 | 800 | -292 | -27% | 6.7 | 22 | 7 | -15 | -68% | 2.8 | 1,114 | 807 | -307 | -28% | 7.0 |
| 9167 | E | 2713_3446 | Hukanui Rd / Comries Rd West App | 1 | 0 | 231 | 277 | 46 | 20% | 2.0 | 25 | 3 | -22 | -88% | 4.2 | 256 | 280 | 24 | 9% | 1.0 |
| 9167 | W | 3446_2713 | Hukanui Rd / Comries Rd West App | 1 | 0 | 409 | 268 | -141 | -34% | 5.4 | 14 | 4 | -10 | -71% | 2.4 | 423 | 272 | -151 | -36% | 5.7 |
| 9168 | N | 10401_6872 | Hukanui Rd / Crosby Rd North App | 1 | 0 | 815 | 784 | -31 | -4% | 0.8 | 25 | 8 | -17 | -68% | 3.0 | 840 | 792 | -48 | -6% | 1.2 |
| 9168 | S | 6872_10401 | Hukanui Rd / Crosby Rd North App | 1 | 0 | 1,286 | 824 | -462 | -36% | 10.1 | 19 | 7 | -12 | -63% | 2.4 | 1,305 | 830 | -475 | -36% | 10.3 |
| 9169 | E | 10402_6871 | Hukanui Rd / Crosby Rd East App | 1 | 0 | 214 | 160 | -54 | -25% | 2.8 | 3 | 4 | 1 | 33% | 0.4 | 217 | 164 | -53 | -24% | 2.7 |
| 9169 | W | 6871_10402 | Hukanui Rd / Crosby Rd East App | 1 | 0 | 432 | 331 | -101 | -23% | 3.7 | 4 | 3 | -1 | -25% | 0.4 | 436 | 334 | -102 | -23% | 3.7 |
| 9170 | N | 7140_6870 | Hukanui Rd / Crosby Rd South App | 1 | 0 | 871 | 799 | -72 | -8% | 1.8 | 27 | 8 | -19 | -70% | 3.2 | 898 | 807 | -91 | -10% | 2.2 |
| 9170 | S | 6870_7140 | Hukanui Rd / Crosby Rd South App | 1 | 0 | 1,560 | 1,009 | -551 | -35% | 10.9 | 22 | 7 | -15 | -68% | 2.8 | 1,582 | 1,016 | -566 | -36% | 11.1 |
| 9172 | N | 14075_3377 | Killarney Rd / Greenwood St North App | 1 | 0 | 1,471 | 1,305 | -166 | -11% | 3.2 | 191 | 93 | -98 | -51% | 5.8 | 1,662 | 1,398 | -264 | -16% | 4.8 |
| 9172 | S | 3377_14075 | Killarney Rd / Greenwood St North App | 1 | 0 | 1,472 | 1,683 | 211 | 14% | 3.8 | 190 | 83 | -107 | -56% | 6.5 | 1,662 | 1,767 | 105 | 6% | 1.8 |
| 9173 | E | 5876_4949 | Killarney Rd / Greenwood St East App | 1 | 0 | 1,401 | 1,284 | -117 | -8% | 2.3 | 62 | 19 | -43 | -69% | 4.8 | 1,463 | 1,303 | -160 | -11% | 3.0 |
| 9173 | W | 4949_5876 | Killarney Rd / Greenwood St East App | 1 | 0 | 652 | 702 | 50 | 8% | 1.4 | 93 | 19 | -74 | -80% | 7.0 | 745 | 721 | -24 | -3% | 0.6 |
| 9174 | N | 4758_5960 | Killarney Rd / Greenwood St South App | 1 | 0 | 1,471 | 1,630 | 159 | 11% | 2.9 | 136 | 107 | -29 | -21% | 1.9 | 1,607 | 1,737 | 130 | 8% | 2.2 |
| 9174 | S | 5960_4758 | Killarney Rd / Greenwood St South App | 1 | 0 | 1,732 | 2,226 | 494 | 29% | 7.9 | 183 | 98 | -85 | -46% | 5.1 | 1,915 | 2,323 | 408 | 21% | 6.3 |
| 9175 | E | 7195_8835 | Killarney Rd / Greenwood St West App | 1 | 0 | 1,722 | 1,932 | 210 | 12% | 3.5 | 85 | 38 | -47 | -55% | 4.2 | 1,807 | 1,970 | 163 | 9% | 2.7 |
| 9175 | W | 8835_7195 | Killarney Rd / Greenwood St West App | 1 | 0 | 713 | 952 | 239 | 34% | 5.9 | 68 | 38 | -30 | -44% | 2.9 | 781 | 990 | 209 | 27% | 5.0 |
| 9176 | N | 6662_10493 | Lake Rd / Hall St North App | 1 | 0 | 340 | 202 | -138 | -41% | 5.9 | 9 | 6 | -3 | -33% | 0.8 | 349 | 208 | -141 | -40% | 6.0 |
| 9176 | S | 10493_6662 | Lake Rd / Hall St North App | 1 | 0 | 427 | 241 | -186 | -44% | 7.2 | 8 | 7 | -1 | -13% | 0.3 | 435 | 248 | -187 | -43% | 7.2 |
| 9177 | E | 6662_8216 | Lake Rd / Hall St East App | 1 | 0 | 1,119 | 912 | -207 | -18% | 4.6 | 40 | 28 | -12 | -30% | 1.5 | 1,159 | 940 | -219 | -19% | 4.8 |
| 9177 | W | 8216_6662 | Lake Rd / Hall St East App | 1 | 0 | 960 | 1,223 | 263 | 27% | 5.6 | 31 | 29 | -2 | -6% | 0.3 | 991 | 1,252 | 261 | 26% | 5.5 |
| 9178 | N | 6663_6662 | Lake Rd / Hall St South App | 1 | 0 | 563 | 451 | -112 | -20% | 3.5 | 25 | 16 | -9 | -36% | 1.4 | 588 | 467 | -121 | -21% | 3.7 |
| 9178 | S | 6662_6663 | Lake Rd / Hall St South App | 1 | 0 | 1,062 | 950 | -112 | -11% | 2.5 | 16 | 27 | 11 | 69% | 1.7 | 1,078 | 977 | -101 | -9% | 2.2 |
| 9179 | E | 6869_6662 | Lake Rd / Hall St West App | 1 | 0 | 1,549 | 1,649 | 100 | 6% | 1.8 | 46 | 51 | 5 | 11% | 0.5 | 1,595 | 1,700 | 105 | 7% | 1.8 |
| 9179 | W | 6662_6869 | Lake Rd / Hall St West App | 1 | 0 | 978 | 1,500 | 522 | 53% | 10.5 | 45 | 42 | -3 | -7% | 0.3 | 1,023 | 1,542 | 519 | 51% | 10.2 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9180 | N | 8211_4755 | Lincoln St / Massey St North App | 1 | 0 | 1,499 | 1,651 | 152 | 10% | 2.7 | 178 | 106 | -72 | -40% | 4.3 | 1,677 | 1,757 | 80 | 5% | 1.4 |
| 9180 | S | 4755_8211 | Lincoln St / Massey St North App | 1 | 0 | 1,724 | 2,142 | 418 | 24% | 6.7 | 180 | 103 | -77 | -43% | 4.6 | 1,904 | 2,245 | 341 | 18% | 5.3 |
| 9181 | E | 8889_6664 | Lincoln St / Massey St East App | 1 | 0 | 1,789 | 1,785 | -4 | 0% | 0.1 | 60 | 51 | -9 | -15% | 0.9 | 1,849 | 1,837 | -12 | -1% | 0.2 |
| 9181 | W | 6664_8889 | Lincoln St / Massey St East App | 1 | 0 | 1,161 | 1,529 | 368 | 32% | 7.1 | 53 | 45 | -8 | -15% | 0.8 | 1,214 | 1,574 | 360 | 30% | 6.8 |
| 9182 | N | 3377_14074 | Lincoln St / Massey St South App | 1 | 0 | 1,530 | 1,435 | -95 | -6% | 1.7 | 189 | 97 | -92 | -49% | 5.4 | 1,719 | 1,533 | -186 | -11% | 3.3 |
| 9182 | S | 14074_3377 | Lincoln St / Massey St South App | 1 | 0 | 2,225 | 1,943 | -282 | -13% | 4.4 | 186 | 88 | -98 | -53% | 5.9 | 2,411 | 2,031 | -380 | -16% | 5.7 |
| 9183 | E | 6853_3376 | Lincoln St / Massey St West App | 1 | 0 | 1,634 | 1,008 | -626 | -38% | 12.2 | 34 | 29 | -5 | -15% | 0.6 | 1,668 | 1,037 | -631 | -38% | 12.1 |
| 9183 | W | 3376_6853 | Lincoln St / Massey St West App | 1 | 0 | 536 | 571 | 35 | 7% | 1.1 | 32 | 29 | -3 | -9% | 0.4 | 568 | 600 | 32 | 6% | 0.9 |
| 9184 | N | 3512_3624 | Maahanga Dr / Te Kowhai East Rd North App | 1 | 0 | 925 | 467 | -458 | -50% | 12.3 | 47 | 14 | -33 | -70% | 4.2 | 972 | 481 | -491 | -51% | 12.9 |
| 9184 | S | 3624_3512 | Maahanga Dr / Te Kowhai East Rd North App | 1 | 0 | 249 | 116 | -133 | -53% | 7.0 | 50 | 14 | -36 | -72% | 4.5 | 299 | 130 | -169 | -57% | 8.2 |
| 9185 | E | 3512_3504 | Maahanga Dr / Te Kowhai East Rd East App | 1 | 0 | 667 | 745 | 78 | 12% | 2.1 | 130 | 36 | -94 | -72% | 7.3 | 797 | 782 | -15 | -2% | 0.4 |
| 9185 | W | 3504_3512 | Maahanga Dr / Te Kowhai East Rd East App | 1 | 0 | 1,029 | 741 | -288 | -28% | 6.8 | 109 | 32 | -77 | -71% | 6.5 | 1,138 | 774 | -364 | -32% | 8.3 |
| 9186 | N | 10047_3512 | Maahanga Dr / Te Kowhai East Rd South App | 1 | 0 | 91 | 100 | 9 | 10% | 0.7 | 30 | 0 | -30 | -100% | 5.5 | 121 | 100 | -21 | -17% | 1.4 |
| 9186 | S | 3512_10047 | Maahanga Dr / Te Kowhai East Rd South App | 1 | 0 | 97 | 180 | 83 | 86% | 5.0 | 30 | 0 | -30 | -100% | 5.5 | 127 | 180 | 53 | 42% | 3.0 |
| 9187 | E | 3287_3512 | Maahanga Dr / Te Kowhai East Rd West App | 1 | 0 | 779 | 785 | 6 | 1% | 0.2 | 103 | 32 | -71 | -69% | 6.1 | 882 | 817 | -65 | -7% | 1.6 |
| 9187 | W | 3512_3287 | Maahanga Dr / Te Kowhai East Rd West App | 1 | 0 | 459 | 350 | -109 | -24% | 3.8 | 85 | 28 | -57 | -67% | 5.4 | 544 | 379 | -165 | -30% | 5.4 |
| 9188 | N | 10899_7004 | Morrinsville Rd / Cambridge Rd North App | 1 | 0 | 1,189 | 1,089 | -100 | -8% | 2.1 | 34 | 63 | 29 | 85% | 2.9 | 1,223 | 1,152 | -71 | -6% | 1.5 |
| 9188 | S | 7004_10899 | Morrinsville Rd / Cambridge Rd North App | 1 | 0 | 1,436 | 1,591 | 155 | 11% | 2.8 | 30 | 53 | 23 | 77% | 2.5 | 1,466 | 1,645 | 179 | 12% | 3.2 |
| 9189 | E | 3076_3072 | Morrinsville Rd / Cambridge Rd East App | 1 | 0 | 2,120 | 2,190 | 70 | 3% | 1.1 | 153 | 367 | 214 | 140% | 9.4 | 2,273 | 2,557 | 284 | 12% | 4.1 |
| 9189 | W | 3072_3076 | Morrinsville Rd / Cambridge Rd East App | 1 | 0 | 2,569 | 2,761 | 192 | 7% | 2.6 | 143 | 309 | 166 | 116% | 7.8 | 2,712 | 3,070 | 358 | 13% | 4.7 |
| 9190 | N | 9902_3076 | Morrinsville Rd / Cambridge Rd South App | 1 | 0 | 75 | 48 | -27 | -36% | 2.4 | 2 | 1 | -1 | -50% | 0.6 | 77 | 49 | -28 | -36% | 2.5 |
| 9190 | S | 3076_9902 | Morrinsville Rd / Cambridge Rd South App | 1 | 0 | 225 | 115 | -110 | -49% | 6.0 | 2 | 0 | -2 | -100% | 1.4 | 227 | 115 | -112 | -49% | 6.1 |
| 9191 | E | 5706_10900 | Morrinsville Rd / Cambridge Rd West App | 1 | 0 | 2,800 | 2,901 | 101 | 4% | 1.3 | 164 | 403 | 239 | 146% | 10.0 | 2,964 | 3,304 | 340 | 11% | 4.3 |
| 9191 | W | 10900_5706 | Morrinsville Rd / Cambridge Rd West App | 1 | 0 | 3,346 | 3,908 | 562 | 17% | 6.6 | 150 | 335 | 185 | 123% | 8.4 | 3,496 | 4,243 | 747 | 21% | 8.5 |
| 9192 | N | 3243_7388 | Cambridge Rd / Hillcrest Rd North App | 1 | 0 | 355 | 279 | -76 | -21% | 3.0 | 1 | 2 | 1 | 100% | 0.6 | 356 | 281 | -75 | -21% | 3.0 |
| 9192 | S | 7388_3243 | Cambridge Rd / Hillcrest Rd North App | 1 | 0 | 267 | 188 | -79 | -30% | 3.7 | 1 | 3 | 2 | 200% | 1.0 | 268 | 191 | -77 | -29% | 3.6 |
| 9193 | E | 3243_3241 | Cambridge Rd / Hillcrest Rd East App | 1 | 0 | 1,578 | 1,264 | -314 | -20% | 5.9 | 103 | 136 | 33 | 32% | 2.1 | 1,681 | 1,400 | -281 | -17% | 5.1 |
| 9193 | W | 3241_3243 | Cambridge Rd / Hillcrest Rd East App | 1 | 0 | 1,373 | 1,370 | -3 | 0% | 0.1 | 63 | 178 | 115 | 183% | 7.4 | 1,436 | 1,548 | 112 | 8% | 2.1 |
| 9195 | E | 7381_3243 | Cambridge Rd / Hillcrest Rd West App | 1 | 0 | 1,613 | 1,404 | -209 | -13% | 3.8 | 102 | 134 | 32 | 31% | 2.1 | 1,715 | 1,538 | -177 | -10% | 3.1 |
| 9195 | W | 3243_7381 | Cambridge Rd / Hillcrest Rd West App | 1 | 0 | 1,320 | 1,419 | 99 | 8% | 1.9 | 62 | 177 | 115 | 185% | 7.4 | 1,382 | 1,595 | 213 | 15% | 3.9 |
| 9196 | N | 7894_7895 | Naylor St / Galloway St North App | 1 | 0 | 544 | 846 | 302 | 56% | 8.1 | 20 | 14 | -6 | -30% | 1.0 | 564 | 860 | 296 | 52% | 7.8 |
| 9196 | S | 7895_7894 | Naylor St / Galloway St North App | 1 | 0 | 484 | 553 | 69 | 14% | 2.1 | 18 | 14 | -4 | -22% | 0.7 | 502 | 566 | 64 | 13% | 2.0 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9197 | E | 7894_7752 | Naylor St / Galloway St East App | 1 | 0 | 843 | 640 | -203 | -24% | 5.3 | 23 | 46 | 23 | 100% | 2.8 | 866 | 686 | -180 | -21% | 4.6 |
| 9197 | W | 7752_7894 | Naylor St / Galloway St East App | 1 | 0 | 931 | 1,057 | 126 | 14% | 2.8 | 20 | 111 | 91 | 455% | 8.0 | 951 | 1,168 | 217 | 23% | 4.7 |
| 9198 | N | 7897_7894 | Naylor St / Galloway St South App | 1 | 0 | 688 | 697 | 9 | 1% | 0.2 | 19 | 4 | -15 | -79% | 3.1 | 707 | 701 | -6 | -1% | 0.2 |
| 9198 | S | 7894_7897 | Naylor St / Galloway St South App | 1 | 0 | 675 | 659 | -16 | -2% | 0.4 | 19 | 4 | -15 | -79% | 3.1 | 694 | 663 | -31 | -4% | 0.8 |
| 9199 | E | 7942_7894 | Naylor St / Galloway St West App | 1 | 0 | 567 | 173 | -394 | -69% | 14.5 | 18 | 32 | 14 | 78% | 2.0 | 585 | 204 | -381 | -65% | 13.6 |
| 9199 | W | 7894_7942 | Naylor St / Galloway St West App | 1 | 0 | 608 | 335 | -273 | -45% | 8.9 | 13 | 96 | 83 | 638% | 7.9 | 621 | 431 | -190 | -31% | 5.9 |
| 9200 | N | 13912_3679 | Normandy Ave / Lorne St North App | 1 | 0 | 3,090 | 2,970 | -120 | -4% | 1.5 | 170 | 129 | -41 | -24% | 2.4 | 3,260 | 3,100 | -160 | -5% | 2.0 |
| 9200 | S | 3679_13912 | Normandy Ave / Lorne St North App | 1 | 0 | 2,045 | 2,287 | 242 | 12% | 3.7 | 97 | 104 | 7 | 7% | 0.5 | 2,142 | 2,391 | 249 | 12% | 3.7 |
| 9202 | N | 8214_4754 | Normandy Ave / Lorne St South App | 1 | 0 | 2,603 | 2,432 | -171 | -7% | 2.4 | 52 | 44 | -8 | -15% | 0.8 | 2,655 | 2,477 | -178 | -7% | 2.5 |
| 9202 | S | 4754_8214 | Normandy Ave / Lorne St South App | 1 | 0 | 1,281 | 1,248 | -33 | -3% | 0.7 | 67 | 28 | -39 | -58% | 4.0 | 1,348 | 1,276 | -72 | -5% | 1.4 |
| 9203 | E | 4957_8213 | Normandy Ave / Lorne St West App | 1 | 0 | 931 | 1,001 | 70 | 8% | 1.6 | 151 | 89 | -62 | -41% | 4.0 | 1,082 | 1,090 | 8 | 1% | 0.2 |
| 9203 | W | 8213_4957 | Normandy Ave / Lorne St West App | 1 | 0 | 1,208 | 1,501 | 293 | 24% | 5.6 | 63 | 80 | 17 | 27% | 1.4 | 1,271 | 1,582 | 311 | 24% | 5.8 |
| 9204 | N | 7932_7931 | Cambridge Rd / Knighton Rd North App | 1 | 0 | 357 | 403 | 46 | 13% | 1.7 | 10 | 13 | 3 | 30% | 0.6 | 367 | 416 | 49 | 13% | 1.8 |
| 9204 | S | 7931_7932 | Cambridge Rd / Knighton Rd North App | 1 | 0 | 262 | 512 | 250 | 95% | 9.0 | 14 | 17 | 3 | 21% | 0.5 | 276 | 528 | 252 | 91% | 8.9 |
| 9205 | E | 7932_7381 | Cambridge Rd / Knighton Rd East App | 1 | 0 | 1,623 | 1,404 | -219 | -13% | 4.0 | 90 | 134 | 44 | 49% | 2.9 | 1,713 | 1,538 | -175 | -10% | 3.1 |
| 9205 | W | 7381_7932 | Cambridge Rd / Knighton Rd East App | 1 | 0 | 1,330 | 1,419 | 89 | 7% | 1.7 | 59 | 177 | 118 | 200% | 7.7 | 1,389 | 1,595 | 206 | 15% | 3.8 |
| 9207 | E | 8041_7932 | Cambridge Rd / Knighton Rd West App | 1 | 0 | 1,625 | 1,258 | -367 | -23% | 6.8 | 87 | 122 | 35 | 40% | 2.4 | 1,712 | 1,379 | -333 | -19% | 6.0 |
| 9207 | W | 7932_8041 | Cambridge Rd / Knighton Rd West App | 1 | 0 | 1,237 | 1,382 | 145 | 12% | 2.8 | 60 | 168 | 108 | 180% | 7.2 | 1,297 | 1,549 | 252 | 19% | 4.7 |
| 9208 | N | 3770_14254 | Ohaupo Rd / Normandy Ave North App | 1 | 0 | 2,315 | 2,141 | -174 | -8% | 2.6 | 105 | 127 | 22 | 21% | 1.4 | 2,420 | 2,269 | -151 | -6% | 2.2 |
| 9208 | S | 14254_3770 | Ohaupo Rd / Normandy Ave North App | 1 | 0 | 1,116 | 1,027 | -89 | -8% | 1.9 | 102 | 100 | -2 | -2% | 0.1 | 1,218 | 1,126 | -92 | -8% | 1.9 |
| 9209 | E | 3770_7007 | Ohaupo Rd / Normandy Ave East App | 1 | 0 | 1,552 | 1,189 | -363 | -23% | 6.9 | 30 | 37 | 7 | 23% | 0.9 | 1,582 | 1,226 | -356 | -23% | 6.7 |
| 9209 | W | 7007_3770 | Ohaupo Rd / Normandy Ave East App | 1 | 0 | 1,268 | 739 | -529 | -42% | 11.8 | 47 | 20 | -27 | -57% | 3.3 | 1,315 | 759 | -556 | -42% | 12.2 |
| 9210 | N | 3143_3770 | Ohaupo Rd / Normandy Ave South App | 1 | 0 | 3,188 | 3,155 | -33 | -1% | 0.4 | 102 | 162 | 60 | 59% | 3.7 | 3,290 | 3,317 | 27 | 1% | 0.3 |
| 9210 | S | 3770_3143 | Ohaupo Rd / Normandy Ave South App | 1 | 0 | 1,705 | 1,590 | -115 | -7% | 2.0 | 116 | 118 | 2 | 2% | 0.1 | 1,821 | 1,708 | -113 | -6% | 1.9 |
| 9212 | N | 8060_4916 | Norton Rd / Maeroa Rd North App | 1 | 0 | 454 | 194 | -260 | -57% | 10.2 | 12 | 1 | -11 | -92% | 3.1 | 466 | 195 | -271 | -58% | 10.5 |
| 9212 | S | 4916_8060 | Norton Rd / Maeroa Rd North App | 1 | 0 | 618 | 216 | -402 | -65% | 13.9 | 16 | 1 | -15 | -94% | 3.6 | 634 | 217 | -417 | -66% | 14.3 |
| 9213 | E | 8060_7231 | Norton Rd / Maeroa Rd East App | 1 | 0 | 2,228 | 1,482 | -746 | -33% | 12.2 | 58 | 54 | -4 | -7% | 0.4 | 2,286 | 1,535 | -751 | -33% | 12.1 |
| 9213 | W | 7231_8060 | Norton Rd / Maeroa Rd East App | 1 | 0 | 1,036 | 1,024 | -12 | -1% | 0.3 | 38 | 62 | 24 | 63% | 2.4 | 1,074 | 1,086 | 12 | 1% | 0.3 |
| 9215 | E | 7880_8060 | Norton Rd / Maeroa Rd West App | 1 | 0 | 1,892 | 1,435 | -457 | -24% | 7.9 | 50 | 54 | 4 | 8% | 0.4 | 1,942 | 1,489 | -453 | -23% | 7.7 |
| 9215 | W | 8060_7880 | Norton Rd / Maeroa Rd West App | 1 | 0 | 864 | 999 | 135 | 16% | 3.1 | 34 | 63 | 29 | 85% | 2.9 | 898 | 1,061 | 163 | 18% | 3.7 |
| 9216 | N | 8215_3378 | Norton Rd / Mill St North App | 1 | 0 | 1,338 | 1,403 | 65 | 5% | 1.2 | 53 | 26 | -27 | -51% | 3.0 | 1,391 | 1,429 | 38 | 3% | 0.7 |
| 9216 | S | 3378_8215 | Norton Rd / Mill St North App | 1 | 0 | 1,212 | 1,459 | 247 | 20% | 4.8 | 48 | 28 | -20 | -42% | 2.3 | 1,260 | 1,487 | 227 | 18% | 4.3 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9217 | E | 3379_3381 | Norton Rd / Mill St East App | 1 | 0 | 1,525 | 943 | -582 | -38% | 11.7 | 41 | 52 | 11 | 27% | 1.1 | 1,566 | 995 | -571 | -36% | 11.3 |
| 9217 | W | 3381_3379 | Norton Rd / Mill St East App | 1 | 0 | 656 | 856 | 200 | 30% | 5.1 | 39 | 62 | 23 | 59% | 2.3 | 695 | 919 | 224 | 32% | 5.6 |
| 9218 | N | 6662_8216 | Norton Rd / Mill St South App | 1 | 0 | 1,087 | 912 | -175 | -16% | 3.9 | 44 | 28 | -16 | -36% | 1.9 | 1,131 | 940 | -191 | -17% | 4.2 |
| 9218 | S | 8216_6662 | Norton Rd / Mill St South App | 1 | 0 | 973 | 1,223 | 250 | 26% | 5.3 | 46 | 29 | -17 | -37% | 2.0 | 1,019 | 1,252 | 233 | 23% | 4.9 |
| 9219 | E | 6750_8217 | Norton Rd / Mill St West App | 1 | 0 | 1,669 | 1,247 | -422 | -25% | 7.8 | 45 | 50 | 5 | 11% | 0.5 | 1,714 | 1,297 | -417 | -24% | 7.6 |
| 9219 | W | 8217_6750 | Norton Rd / Mill St West App | 1 | 0 | 788 | 907 | 119 | 15% | 2.9 | 36 | 60 | 24 | 67% | 2.4 | 824 | 967 | 143 | 17% | 3.4 |
| 9220 | N | 8247_7303 | Ohaupo Rd / Lorne St / Kahikatea Dr North App | 1 | 0 | 2,007 | 2,036 | 29 | 1% | 0.5 | 41 | 49 | 8 | 20% | 0.8 | 2,048 | 2,085 | 37 | 2% | 0.6 |
| 9220 | S | 7303_8247 | Ohaupo Rd / Lorne St / Kahikatea Dr North App | 1 | 0 | 960 | 852 | -108 | -11% | 2.5 | 49 | 38 | -11 | -22% | 1.2 | 1,009 | 889 | -120 | -12% | 2.8 |
| 9221 | E | 4393_4394 | Ohaupo Rd / Lorne St / Kahikatea Dr East App | 1 | 0 | 895 | 870 | -25 | -3% | 0.6 | 148 | 88 | -60 | -41% | 3.9 | 1,043 | 958 | -85 | -8% | 1.9 |
| 9221 | W | 4394_4393 | Ohaupo Rd / Lorne St / Kahikatea Dr East App | 1 | 0 | 927 | 1,468 | 541 | 58% | 11.1 | 66 | 80 | 14 | 21% | 1.2 | 993 | 1,548 | 555 | 56% | 11.0 |
| 9222 | N | 4761_5535 | Ohaupo Rd / Lorne St / Kahikatea Dr South App | 1 | 0 | 2,715 | 2,960 | 245 | 9% | 3.3 | 99 | 134 | 35 | 35% | 2.3 | 2,814 | 3,094 | 280 | 10% | 3.6 |
| 9222 | S | 5535_4761 | Ohaupo Rd / Lorne St / Kahikatea Dr South App | 1 | 0 | 1,149 | 1,363 | 214 | 19% | 4.3 | 104 | 106 | 2 | 2% | 0.1 | 1,253 | 1,469 | 216 | 17% | 4.1 |
| 9223 | E | 2531_8248 | Ohaupo Rd / Lorne St / Kahikatea Dr West App | 1 | 0 | 1,594 | 1,534 | -60 | -4% | 1.1 | 238 | 155 | -83 | -35% | 4.2 | 1,832 | 1,688 | -144 | -8% | 2.4 |
| 9223 | W | 8248_2531 | Ohaupo Rd / Lorne St / Kahikatea Dr West App | 1 | 0 | 2,145 | 2,545 | 400 | 19% | 5.8 | 159 | 163 | 4 | 3% | 0.2 | 2,304 | 2,707 | 403 | 17% | 5.7 |
| 9224 | N | 6677_3117 | River Rd / Clarkin Rd North App | 1 | 0 | 766 | 1,131 | 365 | 48% | 8.4 | 12 | 12 | 0 | 0% | 0.0 | 778 | 1,143 | 365 | 47% | 8.3 |
| 9224 | S | 3117_6677 | River Rd / Clarkin Rd North App | 1 | 0 | 1,878 | 1,731 | -147 | -8% | 2.4 | 20 | 6 | -14 | -70% | 2.7 | 1,898 | 1,737 | -161 | -8% | 2.7 |
| 9225 | E | 6677_3112 | River Rd / Clarkin Rd East App | 1 | 0 | 452 | 425 | -27 | -6% | 0.9 | 16 | 1 | -15 | -94% | 3.6 | 468 | 426 | -42 | -9% | 1.4 |
| 9225 | W | 3112_6677 | River Rd / Clarkin Rd East App | 1 | 0 | 411 | 332 | -79 | -19% | 2.9 | 10 | 1 | -9 | -90% | 2.7 | 421 | 333 | -88 | -21% | 3.2 |
| 9226 | N | 7105_6677 | River Rd / Clarkin Rd South App | 1 | 0 | 938 | 1,358 | 420 | 45% | 8.8 | 24 | 12 | -12 | -50% | 2.0 | 962 | 1,370 | 408 | 42% | 8.4 |
| 9226 | S | 6677_7105 | River Rd / Clarkin Rd South App | 1 | 0 | 2,009 | 1,866 | -143 | -7% | 2.3 | 26 | 5 | -21 | -81% | 3.8 | 2,035 | 1,871 | -164 | -8% | 2.6 |
| 9228 | N | 5215_3938 | Pukete Rd / Pukete Link Rd North App | 1 | 0 | 917 | 883 | -34 | -4% | 0.8 | 23 | 14 | -9 | -39% | 1.5 | 940 | 897 | -43 | -5% | 1.0 |
| 9228 | S | 3938_5215 | Pukete Rd / Pukete Link Rd North App | 1 | 0 | 1,158 | 946 | -212 | -18% | 4.6 | 30 | 13 | -17 | -57% | 2.6 | 1,188 | 959 | -229 | -19% | 4.9 |
| 9229 | E | 5162_3939 | Pukete Rd / Pukete Link Rd East App | 1 | 0 | 1,663 | 1,790 | 127 | 8% | 2.2 | 191 | 61 | -130 | -68% | 8.2 | 1,854 | 1,851 | -3 | 0% | 0.0 |
| 9229 | W | 3939_5162 | Pukete Rd / Pukete Link Rd East App | 1 | 0 | 4,037 | 4,879 | 842 | 21% | 8.9 | 93 | 63 | -30 | -32% | 2.4 | 4,130 | 4,942 | 812 | 20% | 8.5 |
| 9230 | N | 3919_5214 | Pukete Rd / Pukete Link Rd South App | 1 | 0 | 744 | 729 | -15 | -2% | 0.4 | 68 | 26 | -42 | -62% | 4.3 | 812 | 755 | -57 | -7% | 1.4 |
| 9230 | S | 5214_3919 | Pukete Rd / Pukete Link Rd South App | 1 | 0 | 2,054 | 1,929 | -125 | -6% | 2.0 | 63 | 19 | -44 | -70% | 4.9 | 2,117 | 1,949 | -168 | -8% | 2.6 |
| 9231 | E | 3648_5261 | Pukete Rd / Pukete Link Rd West App | 1 | 0 | 1,032 | 1,222 | 190 | 18% | 4.0 | 149 | 45 | -104 | -70% | 7.5 | 1,181 | 1,267 | 86 | 7% | 1.7 |
| 9231 | W | 5261_3648 | Pukete Rd / Pukete Link Rd West App | 1 | 0 | 2,337 | 3,175 | 838 | 36% | 11.3 | 63 | 52 | -11 | -17% | 1.0 | 2,400 | 3,227 | 827 | 34% | 11.0 |
| 9232 | N | 3605_7074 | River Rd / Fairfield Bridge North App | 1 | 0 | 1,147 | 1,642 | 495 | 43% | 9.4 | 22 | 14 | -8 | -36% | 1.3 | 1,169 | 1,656 | 487 | 42% | 9.2 |
| 9232 | S | 7074_3605 | River Rd / Fairfield Bridge North App | 1 | 0 | 2,275 | 2,139 | -136 | -6% | 2.0 | 22 | 8 | -14 | -64% | 2.6 | 2,297 | 2,147 | -150 | -7% | 2.3 |
| 9233 | E | 3605_6593 | River Rd / Fairfield Bridge East App | 1 | 0 | 6 | 0 | -6 | -100% | 2.4 | 0 | 0 | 0 | - | 0.0 | 6 | 0 | -6 | -100% | 2.4 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9233 | W | 6593_3605 | River Rd / Fairfield Bridge East App | 1 | 0 | 98 | 0 | -98 | -100% | 9.9 | 0 | 0 | 0 | - | 0.0 | 98 | 0 | -98 | -100% | 9.9 |
| 9234 | N | 7073_3605 | River Rd / Fairfield Bridge South App | 1 | 0 | 965 | 727 | -238 | -25% | 5.8 | 6 | 13 | 7 | 117% | 1.6 | 971 | 740 | -231 | -24% | 5.6 |
| 9234 | S | 3605_7073 | River Rd / Fairfield Bridge South App | 1 | 0 | 1,743 | 732 | -1,011 | -58% | 20.3 | 14 | 8 | -6 | -43% | 1.3 | 1,757 | 739 | -1,018 | -58% | 20.4 |
| 9235 | E | 3606_3605 | River Rd / Fairfield Bridge West App | 1 | 0 | 1,429 | 1,353 | -76 | -5% | 1.4 | 25 | 0 | -25 | -100% | 5.0 | 1,454 | 1,353 | -101 | -7% | 1.9 |
| 9235 | W | 3605_3606 | River Rd / Fairfield Bridge West App | 1 | 0 | 1,871 | 1,846 | -25 | -1% | 0.4 | 17 | 0 | -17 | -100% | 4.1 | 1,888 | 1,846 | -42 | -2% | 0.7 |
| 9236 | N | 4914_6740 | River Rd / O'Neill St North App | 1 | 0 | 967 | 833 | -134 | -14% | 3.2 | 11 | 36 | 25 | 227% | 3.6 | 978 | 869 | -109 | -11% | 2.5 |
| 9236 | S | 6740_4914 | River Rd / O'Neill St North App | 1 | 0 | 1,570 | 778 | -792 | -50% | 16.3 | 27 | 8 | -19 | -70% | 3.2 | 1,597 | 786 | -811 | -51% | 16.6 |
| 9237 | E | 4914_6741 | River Rd / O'Neill St East App | 1 | 0 | 137 | 249 | 112 | 82% | 5.7 | 3 | 0 | -3 | -100% | 1.7 | 140 | 249 | 109 | 78% | 5.5 |
| 9237 | W | 6741_4914 | River Rd / O'Neill St East App | 1 | 0 | 76 | 10 | -66 | -87% | 7.1 | 0 | 0 | 0 | - | 0.0 | 76 | 11 | -65 | -86% | 7.0 |
| 9238 | N | 3468_4914 | River Rd / O'Neill St South App | 1 | 0 | 982 | 1,050 | 68 | 7% | 1.5 | 12 | 36 | 24 | 200% | 3.5 | 994 | 1,086 | 92 | 9% | 2.0 |
| 9238 | S | 4914_3468 | River Rd / O'Neill St South App | 1 | 0 | 1,524 | 757 | -767 | -50% | 16.1 | 25 | 8 | -17 | -68% | 3.0 | 1,549 | 765 | -784 | -51% | 16.3 |
| 9240 | N | 3468_4914 | River Rd / Te Aroha St North App | 1 | 0 | 1,073 | 1,050 | -23 | -2% | 0.5 | 12 | 36 | 24 | 200% | 3.5 | 1,085 | 1,086 | 1 | 0% | 0.0 |
| 9240 | S | 4914_3468 | River Rd / Te Aroha St North App | 1 | 0 | 1,534 | 757 | -777 | -51% | 16.2 | 25 | 8 | -17 | -68% | 3.0 | 1,559 | 765 | -794 | -51% | 16.5 |
| 9241 | E | 3468_6982 | River Rd / Te Aroha St East App | 1 | 0 | 826 | 476 | -350 | -42% | 9.7 | 6 | 4 | -2 | -33% | 0.6 | 832 | 480 | -352 | -42% | 9.7 |
| 9241 | W | 6982_3468 | River Rd / Te Aroha St East App | 1 | 0 | 283 | 268 | -15 | -5% | 0.6 | 3 | 2 | -1 | -33% | 0.4 | 286 | 270 | -16 | -6% | 0.7 |
| 9242 | N | 6980_3468 | River Rd / Te Aroha St South App | 1 | 0 | 877 | 814 | -63 | -7% | 1.5 | 12 | 35 | 23 | 192% | 3.4 | 889 | 849 | -40 | -4% | 1.0 |
| 9242 | S | 3468_6980 | River Rd / Te Aroha St South App | 1 | 0 | 795 | 313 | -482 | -61% | 14.5 | 22 | 5 | -17 | -77% | 3.3 | 817 | 317 | -500 | -61% | 14.8 |
| 9244 | N | 4847_8214 | Normandy Ave / Bader St North App | 1 | 0 | 2,611 | 2,432 | -179 | -7% | 2.5 | 48 | 44 | -4 | -8% | 0.4 | 2,659 | 2,477 | -182 | -7% | 2.5 |
| 9244 | S | 8214_4847 | Normandy Ave / Bader St North App | 1 | 0 | 1,290 | 1,248 | -42 | -3% | 0.8 | 70 | 28 | -42 | -60% | 4.2 | 1,360 | 1,276 | -84 | -6% | 1.6 |
| 9245 | E | 2648_7309 | Normandy Ave / Bader St East App | 1 | 0 | 369 | 433 | 64 | 17% | 2.3 | 32 | 5 | -27 | -84% | 4.4 | 401 | 439 | 38 | 9% | 1.3 |
| 9245 | W | 7309_2648 | Normandy Ave / Bader St East App | 1 | 0 | 1,052 | 974 | -78 | -7% | 1.7 | 29 | 5 | -24 | -83% | 4.1 | 1,081 | 979 | -102 | -9% | 2.2 |
| 9246 | N | 2646_2647 | Normandy Ave / Bader St South App | 1 | 0 | 1,701 | 1,515 | -186 | -11% | 3.3 | 28 | 39 | 11 | 39% | 1.3 | 1,729 | 1,554 | -175 | -10% | 3.1 |
| 9246 | S | 2647_2646 | Normandy Ave / Bader St South App | 1 | 0 | 1,063 | 871 | -192 | -18% | 4.4 | 47 | 23 | -24 | -51% | 2.9 | 1,110 | 894 | -216 | -19% | 4.8 |
| 9248 | N | 8240_10556 | Ruakura Rd / Peachgrove Rd North App | 1 | 0 | 895 | 1,299 | 404 | 45% | 8.6 | 33 | 29 | -4 | -12% | 0.5 | 928 | 1,328 | 400 | 43% | 8.4 |
| 9248 | S | 10556_8240 | Ruakura Rd / Peachgrove Rd North App | 1 | 0 | 1,059 | 758 | -301 | -28% | 7.1 | 36 | 29 | -7 | -19% | 0.9 | 1,095 | 787 | -308 | -28% | 7.1 |
| 9249 | E | 8241_3369 | Ruakura Rd / Peachgrove Rd East App | 1 | 0 | 1,168 | 852 | -316 | -27% | 7.0 | 30 | 33 | 3 | 10% | 0.4 | 1,198 | 885 | -313 | -26% | 6.9 |
| 9249 | W | 3369_8241 | Ruakura Rd / Peachgrove Rd East App | 1 | 0 | 1,593 | 1,884 | 291 | 18% | 4.9 | 20 | 26 | 6 | 30% | 0.9 | 1,613 | 1,910 | 297 | 18% | 5.0 |
| 9250 | N | 7454_9930 | Ruakura Rd / Peachgrove Rd South App | 1 | 0 | 829 | 863 | 34 | 4% | 0.8 | 34 | 11 | -23 | -68% | 3.4 | 863 | 874 | 11 | 1% | 0.3 |
| 9250 | S | 9930_7454 | Ruakura Rd / Peachgrove Rd South App | 1 | 0 | 903 | 852 | -51 | -6% | 1.2 | 30 | 9 | -21 | -70% | 3.4 | 933 | 861 | -72 | -8% | 1.7 |
| 9251 | E | 7476_9931 | Ruakura Rd / Peachgrove Rd West App | 1 | 0 | 791 | 582 | -209 | -26% | 5.6 | 15 | 11 | -4 | -27% | 0.8 | 806 | 593 | -213 | -26% | 5.7 |
| 9251 | W | 9931_7476 | Ruakura Rd / Peachgrove Rd West App | 1 | 0 | 1,306 | 1,085 | -221 | -17% | 4.5 | 12 | 5 | -7 | -58% | 1.7 | 1,318 | 1,090 | -228 | -17% | 4.6 |
| 9253 | E | 3025_3171 | Ruakura Rd / Knighton Rd East App | 1 | 0 | 1,367 | 1,235 | -132 | -10% | 2.6 | 24 | 40 | 16 | 67% | 2.0 | 1,391 | 1,275 | -116 | -8% | 2.2 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9253 | W | 3171_3025 | Ruakura Rd / Knighton Rd East App | 1 | 0 | 1,789 | 1,396 | -393 | -22% | 7.0 | 31 | 52 | 21 | 68% | 2.3 | 1,820 | 1,447 | -373 | -20% | 6.5 |
| 9254 | N | 6575_3025 | Ruakura Rd / Knighton Rd South App | 1 | 0 | 437 | 343 | -94 | -22% | 3.4 | 12 | 10 | -2 | -17% | 0.4 | 449 | 353 | -96 | -21% | 3.4 |
| 9254 | S | 3025_6575 | Ruakura Rd / Knighton Rd South App | 1 | 0 | 548 | 320 | -228 | -42% | 7.7 | 12 | 15 | 3 | 25% | 0.6 | 560 | 336 | -224 | -40% | 7.5 |
| 9255 | E | 3024_3025 | Ruakura Rd / Knighton Rd West App | 1 | 0 | 1,394 | 1,211 | -183 | -13% | 3.6 | 17 | 32 | 15 | 88% | 2.1 | 1,411 | 1,243 | -168 | -12% | 3.3 |
| 9255 | W | 3025_3024 | Ruakura Rd / Knighton Rd West App | 1 | 0 | 1,705 | 1,395 | -310 | -18% | 5.6 | 24 | 37 | 13 | 54% | 1.7 | 1,729 | 1,432 | -297 | -17% | 5.3 |
| 9256 | N | 3752_3753 | Te Aroha St / Grey St North App | 1 | 0 | 1,270 | 1,196 | -74 | -6% | 1.5 | 14 | 8 | -6 | -43% | 1.3 | 1,284 | 1,204 | -80 | -6% | 1.6 |
| 9256 | S | 3753_3752 | Te Aroha St / Grey St North App | 1 | 0 | 1,031 | 1,005 | -26 | -3% | 0.6 | 13 | 11 | -2 | -15% | 0.4 | 1,044 | 1,016 | -28 | -3% | 0.6 |
| 9257 | E | 3752_7005 | Te Aroha St / Grey St East App | 1 | 0 | 782 | 887 | 105 | 13% | 2.6 | 11 | 11 | 0 | 0% | 0.0 | 793 | 899 | 106 | 13% | 2.6 |
| 9257 | W | 7005_3752 | Te Aroha St / Grey St East App | 1 | 0 | 1,197 | 1,327 | 130 | 11% | 2.6 | 15 | 4 | -11 | -73% | 2.5 | 1,212 | 1,331 | 119 | 10% | 2.4 |
| 9258 | N | 10646_3752 | Te Aroha St / Grey St South App | 1 | 0 | 799 | 617 | -182 | -23% | 4.8 | 10 | 17 | 7 | 70% | 1.3 | 809 | 634 | -175 | -22% | 4.6 |
| 9258 | S | 3752_10646 | Te Aroha St / Grey St South App | 1 | 0 | 1,449 | 1,099 | -350 | -24% | 6.9 | 17 | 15 | -2 | -12% | 0.4 | 1,466 | 1,113 | -353 | -24% | 7.0 |
| 9259 | E | 4700_3752 | Te Aroha St / Grey St West App | 1 | 0 | 805 | 515 | -290 | -36% | 8.0 | 6 | 4 | -2 | -33% | 0.6 | 811 | 519 | -292 | -36% | 8.0 |
| 9259 | W | 3752_4700 | Te Aroha St / Grey St West App | 1 | 0 | 331 | 282 | -49 | -15% | 2.0 | 2 | 2 | 0 | 0% | 0.0 | 333 | 284 | -49 | -15% | 2.0 |
| 9260 | N | 6673_6864 | Te Rapa Rd / Bryant Rd North App | 1 | 0 | 1,818 | 1,074 | -744 | -41% | 13.8 | 88 | 62 | -26 | -30% | 2.1 | 1,906 | 1,136 | -770 | -40% | 14.0 |
| 9260 | S | 6864_6673 | Te Rapa Rd / Bryant Rd North App | 1 | 0 | 1,806 | 1,332 | -474 | -26% | 8.5 | 93 | 70 | -23 | -25% | 1.8 | 1,899 | 1,402 | -497 | -26% | 8.7 |
| 9261 | E | 6673_3325 | Te Rapa Rd / Bryant Rd East App | 1 | 0 | 520 | 369 | -151 | -29% | 5.1 | 17 | 15 | -2 | -12% | 0.4 | 537 | 385 | -152 | -28% | 5.0 |
| 9261 | W | 3325_6673 | Te Rapa Rd / Bryant Rd East App | 1 | 0 | 585 | 418 | -167 | -29% | 5.3 | 20 | 15 | -5 | -25% | 0.8 | 605 | 433 | -172 | -28% | 5.3 |
| 9262 | N | 10672_6673 | Te Rapa Rd / Bryant Rd South App | 1 | 0 | 2,135 | 1,776 | -359 | -17% | 5.7 | 71 | 90 | 19 | 27% | 1.5 | 2,206 | 1,865 | -341 | -15% | 5.3 |
| 9262 | S | 6673_10672 | Te Rapa Rd / Bryant Rd South App | 1 | 0 | 1,916 | 1,664 | -252 | -13% | 4.2 | 104 | 97 | -7 | -7% | 0.5 | 2,020 | 1,762 | -258 | -13% | 4.2 |
| 9263 | E | 3264_6673 | Te Rapa Rd / Bryant Rd West App | 1 | 0 | 359 | 163 | -196 | -55% | 8.6 | 54 | 15 | -39 | -72% | 4.7 | 413 | 178 | -235 | -57% | 9.7 |
| 9263 | W | 6673_3264 | Te Rapa Rd / Bryant Rd West App | 1 | 0 | 631 | 581 | -50 | -8% | 1.4 | 29 | 15 | -14 | -48% | 2.1 | 660 | 596 | -64 | -10% | 1.8 |
| 9264 | N | 5806_3513 | Te Rapa Rd / Northgate Blvd North App | 1 | 0 | 1,780 | 1,728 | -52 | -3% | 0.9 | 165 | 97 | -68 | -41% | 4.2 | 1,945 | 1,825 | -120 | -6% | 2.0 |
| 9264 | S | 3513_5806 | Te Rapa Rd / Northgate Blvd North App | 1 | 0 | 1,443 | 1,130 | -313 | -22% | 6.2 | 168 | 104 | -64 | -38% | 3.9 | 1,611 | 1,234 | -377 | -23% | 7.1 |
| 9265 | E | 3352_9869 | Te Rapa Rd / Northgate Blvd East App | 1 | 0 | 450 | 414 | -36 | -8% | 1.2 | 41 | 10 | -31 | -76% | 4.3 | 491 | 425 | -66 | -13% | 2.2 |
| 9265 | W | 9869_3352 | Te Rapa Rd / Northgate Blvd East App | 1 | 0 | 162 | 98 | -64 | -40% | 4.0 | 26 | 9 | -17 | -65% | 2.9 | 188 | 106 | -82 | -44% | 4.8 |
| 9266 | N | 3514_5874 | Te Rapa Rd / Northgate Blvd South App | 1 | 0 | 2,233 | 2,635 | 402 | 18% | 5.8 | 170 | 97 | -73 | -43% | 4.5 | 2,403 | 2,732 | 329 | 14% | 4.6 |
| 9266 | S | 5874_3514 | Te Rapa Rd / Northgate Blvd South App | 1 | 0 | 1,379 | 1,231 | -148 | -11% | 2.9 | 166 | 103 | -63 | -38% | 3.8 | 1,545 | 1,334 | -211 | -14% | 3.9 |
| 9267 | E | 3288_5835 | Te Rapa Rd / Northgate Blvd West App | 1 | 0 | 201 | 324 | 123 | 61% | 5.4 | 19 | 1 | -18 | -95% | 4.0 | 220 | 325 | 105 | 48% | 4.5 |
| 9267 | W | 5835_3288 | Te Rapa Rd / Northgate Blvd West App | 1 | 0 | 430 | 813 | 383 | 89% | 10.9 | 11 | 1 | -10 | -91% | 2.9 | 441 | 814 | 373 | 85% | 10.5 |
| 9268 | N | 8222_6671 | Te Rapa Rd / Forest Lake Rd North App | 1 | 1 | 2,696 | 2,577 | -119 | -4% | 1.6 | 70 | 86 | 16 | 23% | 1.3 | 2,766 | 2,663 | -103 | -4% | 1.4 |
| 9268 | S | 6671_8222 | Te Rapa Rd / Forest Lake Rd North App | 1 | 1 | 1,972 | 1,777 | -195 | -10% | 3.2 | 77 | 97 | 20 | 26% | 1.5 | 2,049 | 1,875 | -174 | -8% | 2.8 |
| 9269 | E | 8224_7112 | Te Rapa Rd / Forest Lake Rd East App | 1 | 0 | 910 | 578 | -332 | -36% | 8.6 | 25 | 34 | 9 | 36% | 1.2 | 935 | 612 | -323 | -35% | 8.2 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9269 | W | 7112_8224 | Te Rapa Rd / Forest Lake Rd East App | 1 | 0 | 1,054 | 962 | -92 | -9% | 2.0 | 13 | 66 | 53 | 408% | 6.0 | 1,067 | 1,027 | -40 | -4% | 0.9 |
| 9270 | N | 6669_8225 | Te Rapa Rd / Forest Lake Rd South App | 1 | 0 | 1,386 | 1,202 | -184 | -13% | 3.6 | 49 | 19 | -30 | -61% | 3.6 | 1,435 | 1,221 | -214 | -15% | 4.2 |
| 9270 | S | 8225_6669 | Te Rapa Rd / Forest Lake Rd South App | 1 | 0 | 1,670 | 1,334 | -336 | -20% | 6.1 | 53 | 62 | 9 | 17% | 0.8 | 1,723 | 1,396 | -327 | -19% | 5.9 |
| 9271 | E | 6676_8223 | Te Rapa Rd / Forest Lake Rd West App | 1 | 0 | 1,404 | 843 | -561 | -40% | 11.8 | 24 | 3 | -21 | -88% | 4.0 | 1,428 | 846 | -582 | -41% | 12.2 |
| 9271 | W | 8223_6676 | Te Rapa Rd / Forest Lake Rd West App | 1 | 0 | 540 | 295 | -245 | -45% | 8.5 | 15 | 3 | -12 | -80% | 2.8 | 555 | 298 | -257 | -46% | 8.8 |
| 9272 | N | 3504_3508 | Te Rapa Rd / Te Kowhai Rd E North App | 1 | 0 | 799 | 1,299 | 500 | 63% | 10.9 | 115 | 109 | -6 | -5% | 0.4 | 914 | 1,408 | 494 | 54% | 10.3 |
| 9272 | S | 3508_3504 | Te Rapa Rd / Te Kowhai Rd E North App | 1 | 0 | 1,003 | 1,317 | 314 | 31% | 6.5 | 85 | 115 | 30 | 35% | 2.1 | 1,088 | 1,432 | 344 | 32% | 6.9 |
| 9273 | E | 3504_3510 | Te Rapa Rd / Te Kowhai Rd E East App | 1 | 0 | 948 | 868 | -80 | -8% | 1.9 | 92 | 23 | -69 | -75% | 6.4 | 1,040 | 891 | -149 | -14% | 3.4 |
| 9273 | W | 3510_3504 | Te Rapa Rd / Te Kowhai Rd E East App | 1 | 0 | 648 | 330 | -318 | -49% | 10.2 | 91 | 21 | -70 | -77% | 6.6 | 739 | 350 | -389 | -53% | 11.8 |
| 9274 | N | 3511_3504 | Te Rapa Rd / Te Kowhai Rd E South App | 1 | 0 | 1,716 | 1,649 | -67 | -4% | 1.2 | 148 | 95 | -53 | -36% | 3.4 | 1,864 | 1,745 | -119 | -6% | 2.0 |
| 9274 | S | 3504_3511 | Te Rapa Rd / Te Kowhai Rd E South App | 1 | 0 | 1,228 | 1,133 | -95 | -8% | 2.0 | 147 | 103 | -44 | -30% | 2.8 | 1,375 | 1,236 | -139 | -10% | 2.7 |
| 9275 | E | 3512_3504 | Te Rapa Rd / Te Kowhai Rd E West App | 1 | 0 | 579 | 745 | 166 | 29% | 4.6 | 120 | 36 | -84 | -70% | 6.7 | 699 | 782 | 83 | 12% | 2.2 |
| 9275 | W | 3504_3512 | Te Rapa Rd / Te Kowhai Rd E West App | 1 | 0 | 971 | 741 | -230 | -24% | 5.6 | 90 | 32 | -58 | -64% | 5.3 | 1,061 | 774 | -287 | -27% | 6.7 |
| 9276 | N | 4769_6675 | Victoria St / Fairfield Bridge North App | 1 | 0 | 1,204 | 1,180 | -24 | -2% | 0.5 | 12 | 69 | 57 | 475% | 6.3 | 1,216 | 1,249 | 33 | 3% | 0.7 |
| 9276 | S | 6675_4769 | Victoria St / Fairfield Bridge North App | 1 | 0 | 1,547 | 756 | -791 | -51% | 16.5 | 29 | 35 | 6 | 21% | 0.8 | 1,576 | 791 | -785 | -50% | 16.1 |
| 9277 | E | 4769_4907 | Victoria St / Fairfield Bridge East App | 1 | 0 | 1,435 | 1,353 | -82 | -6% | 1.6 | 28 | 0 | -28 | -100% | 5.3 | 1,463 | 1,353 | -110 | -8% | 2.1 |
| 9277 | W | 4907_4769 | Victoria St / Fairfield Bridge East App | 1 | 0 | 1,862 | 1,846 | -16 | -1% | 0.3 | 18 | 0 | -18 | -100% | 4.2 | 1,880 | 1,846 | -34 | -2% | 0.6 |
| 9278 | N | 4768_4769 | Victoria St / Fairfield Bridge South App | 1 | 0 | 574 | 1,385 | 811 | 141% | 18.3 | 20 | 69 | 49 | 245% | 5.2 | 594 | 1,454 | 860 | 145% | 19.0 |
| 9278 | S | 4769_4768 | Victoria St / Fairfield Bridge South App | 1 | 0 | 1,344 | 1,453 | 109 | 8% | 2.1 | 27 | 35 | 8 | 30% | 1.0 | 1,371 | 1,489 | 118 | 9% | 2.2 |
| 9281 | E | 6311_6276 | Waikato Expressway / Te Wetini Dr East App | 1 | 0 | 2,142 | 2,527 | 385 | 18% | 5.6 | 182 | 62 | -120 | -66% | 7.7 | 2,324 | 2,590 | 266 | 11% | 3.8 |
| 9281 | W | 6276_6311 | Waikato Expressway / Te Wetini Dr East App | 1 | 0 | 238 | 45 | -193 | -81% | 11.5 | 3 | 1 | -2 | -67% | 1.0 | 241 | 46 | -195 | -81% | 11.5 |
| 9282 | N | 5113_7498 | Waikato Expressway / Te Wetini Dr South App | 1 | 0 | 2,267 | 2,540 | 273 | 12% | 3.9 | 179 | 61 | -118 | -66% | 7.6 | 2,446 | 2,601 | 155 | 6% | 2.2 |
| 9283 | E | 6598_7206 | Waikato Expressway / Te Wetini Dr West App | 1 | 0 | 98 | 28 | -70 | -71% | 6.2 | 6 | 2 | -4 | -67% | 1.4 | 104 | 30 | -74 | -71% | 6.4 |
| 9283 | W | 7206_6598 | Waikato Expressway / Te Wetini Dr West App | 1 | 0 | 461 | 85 | -376 | -82% | 16.1 | 6 | 2 | -4 | -67% | 1.4 | 467 | 87 | -380 | -81% | 16.1 |
| 9284 | N | 10895_10042 | Waikato Expy / Wairere Dr North App | 1 | 0 | 746 | 975 | 229 | 31% | 5.5 | 53 | 33 | -20 | -38% | 2.2 | 799 | 1,008 | 209 | 26% | 4.9 |
| 9284 | S | 10042_10895 | Waikato Expy / Wairere Dr North App | 1 | 0 | 205 | 262 | 57 | 28% | 2.6 | 43 | 29 | -14 | -33% | 1.6 | 248 | 291 | 43 | 17% | 1.9 |
| 9285 | E | 7706_3483 | Waikato Expy / Wairere Dr East App | 1 | 0 | 1,411 | 1,711 | 300 | 21% | 5.4 | 141 | 31 | -110 | -78% | 8.4 | 1,552 | 1,742 | 190 | 12% | 3.3 |
| 9285 | W | 3483_7706 | Waikato Expy / Wairere Dr East App | 1 | 0 | 1,381 | 1,443 | 62 | 4% | 1.2 | 84 | 31 | -53 | -63% | 4.9 | 1,465 | 1,473 | 8 | 1% | 0.1 |
| 9286 | S | 7636_5113 | Waikato Expy / Wairere Dr South App | 1 | 0 | 1,333 | 1,501 | 168 | 13% | 3.2 | 112 | 58 | -54 | -48% | 4.1 | 1,445 | 1,558 | 113 | 8% | 2.1 |
| 9287 | E | 6311_6276 | Waikato Expy / Wairere Dr West App | 1 | 0 | 2,142 | 2,527 | 385 | 18% | 5.6 | 182 | 62 | -120 | -66% | 7.7 | 2,324 | 2,590 | 266 | 11% | 3.8 |
| 9287 | W | 6276_6311 | Waikato Expy / Wairere Dr West App | 1 | 0 | 238 | 45 | -193 | -81% | 11.5 | 3 | 1 | -2 | -67% | 1.0 | 241 | 46 | -195 | -81% | 11.5 |
| 9288 | N | 3558_3557 | Wairere Dr / Hukanui Rd North App | 1 | 0 | 698 | 901 | 203 | 29% | 5.1 | 41 | 7 | -34 | -83% | 4.9 | 739 | 908 | 169 | 23% | 4.2 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9288 | S | 3557_3558 | Wairere Dr / Hukanui Rd North App | 1 | 0 | 1,354 | 1,097 | -257 | -19% | 5.2 | 29 | 6 | -23 | -79% | 3.9 | 1,383 | 1,103 | -280 | -20% | 5.6 |
| 9289 | E | 3558_3560 | Wairere Dr / Hukanui Rd East App | 1 | 0 | 1,223 | 1,154 | -69 | -6% | 1.4 | 76 | 44 | -32 | -42% | 2.9 | 1,299 | 1,198 | -101 | -8% | 2.0 |
| 9289 | W | 3560_3558 | Wairere Dr / Hukanui Rd East App | 1 | 0 | 1,778 | 1,688 | -90 | -5% | 1.5 | 55 | 35 | -20 | -36% | 2.1 | 1,833 | 1,723 | -110 | -6% | 1.8 |
| 9290 | N | 3562_3558 | Wairere Dr / Hukanui Rd South App | 1 | 0 | 1,039 | 1,127 | 88 | 8% | 1.9 | 37 | 6 | -31 | -84% | 4.7 | 1,076 | 1,133 | 57 | 5% | 1.2 |
| 9290 | S | 3558_3562 | Wairere Dr / Hukanui Rd South App | 1 | 0 | 2,104 | 1,624 | -480 | -23% | 7.9 | 39 | 6 | -33 | -85% | 4.9 | 2,143 | 1,630 | -513 | -24% | 8.4 |
| 9291 | E | 3563_3558 | Wairere Dr / Hukanui Rd West App | 1 | 0 | 1,549 | 1,465 | -84 | -5% | 1.5 | 84 | 40 | -44 | -52% | 4.0 | 1,633 | 1,504 | -129 | -8% | 2.3 |
| 9291 | W | 3558_3563 | Wairere Dr / Hukanui Rd West App | 1 | 0 | 1,695 | 1,698 | 3 | 0% | 0.1 | 49 | 29 | -20 | -41% | 2.3 | 1,744 | 1,727 | -17 | -1% | 0.3 |
| 9292 | N | 8172_8157 | Wairere Dr / Fifth Ave North App | 1 | 0 | 1,704 | 1,785 | 81 | 5% | 1.4 | 54 | 90 | 36 | 67% | 3.0 | 1,758 | 1,876 | 118 | 7% | 2.0 |
| 9292 | S | 8157_8172 | Wairere Dr / Fifth Ave North App | 1 | 0 | 3,139 | 3,084 | -55 | -2% | 0.7 | 69 | 100 | 31 | 45% | 2.4 | 3,208 | 3,184 | -24 | -1% | 0.3 |
| 9294 | N | 8189_8172 | Wairere Dr / Fifth Ave South App | 1 | 0 | 1,861 | 1,701 | -160 | -9% | 2.7 | 51 | 76 | 25 | 49% | 2.2 | 1,912 | 1,777 | -135 | -7% | 2.2 |
| 9294 | S | 8172_8189 | Wairere Dr / Fifth Ave South App | 1 | 0 | 3,086 | 2,378 | -708 | -23% | 9.6 | 68 | 82 | 14 | 21% | 1.1 | 3,154 | 2,460 | -694 | -22% | 9.3 |
| 9295 | E | 4781_8172 | Wairere Dr / Fifth Ave West App | 1 | 0 | 930 | 520 | -410 | -44% | 10.8 | 22 | 23 | 1 | 5% | 0.1 | 952 | 542 | -410 | -43% | 10.6 |
| 9295 | W | 8172_4781 | Wairere Dr / Fifth Ave West App | 1 | 0 | 1,139 | 1,133 | -6 | -1% | 0.1 | 20 | 26 | 6 | 30% | 0.9 | 1,159 | 1,159 | 0 | 0% | 0.0 |
| 9296 | N | 8157_8201 | Wairere Dr / Powells Rd North App | 1 | 0 | 1,638 | 1,739 | 101 | 6% | 1.7 | 78 | 84 | 6 | 8% | 0.5 | 1,716 | 1,824 | 108 | 6% | 1.8 |
| 9296 | S | 8201_8157 | Wairere Dr / Powells Rd North App | 1 | 0 | 2,521 | 2,470 | -51 | -2% | 0.7 | 126 | 95 | -31 | -25% | 2.1 | 2,647 | 2,565 | -82 | -3% | 1.1 |
| 9297 | E | 8157_7024 | Wairere Dr / Powells Rd East App | 1 | 0 | 194 | 250 | 56 | 29% | 2.7 | 11 | 7 | -4 | -36% | 0.9 | 205 | 257 | 52 | 25% | 2.4 |
| 9297 | W | 7024_8157 | Wairere Dr / Powells Rd East App | 1 | 0 | 798 | 790 | -8 | -1% | 0.2 | 11 | 7 | -4 | -36% | 0.9 | 809 | 798 | -11 | -1% | 0.3 |
| 9298 | N | 8172_8157 | Wairere Dr / Powells Rd South App | 1 | 0 | 1,837 | 1,785 | -52 | -3% | 0.9 | 59 | 90 | 31 | 53% | 2.5 | 1,896 | 1,876 | -20 | -1% | 0.3 |
| 9298 | S | 8157_8172 | Wairere Dr / Powells Rd South App | 1 | 0 | 3,064 | 3,084 | 20 | 1% | 0.3 | 68 | 100 | 32 | 47% | 2.5 | 3,132 | 3,184 | 52 | 2% | 0.7 |
| 9299 | E | 5127_8157 | Wairere Dr / Powells Rd West App | 1 | 0 | 143 | 191 | 48 | 34% | 2.6 | 8 | 2 | -6 | -75% | 1.9 | 151 | 192 | 41 | 27% | 2.2 |
| 9299 | W | 8157_5127 | Wairere Dr / Powells Rd West App | 1 | 0 | 210 | 163 | -47 | -22% | 2.4 | 8 | 3 | -5 | -63% | 1.5 | 218 | 166 | -52 | -24% | 2.7 |
| 9300 | N | 3503_2767 | Wairere Dr / Resolution Dr North App | 1 | 0 | 653 | 945 | 292 | 45% | 7.3 | 51 | 30 | -21 | -41% | 2.3 | 704 | 976 | 272 | 39% | 6.6 |
| 9300 | S | 2767_3503 | Wairere Dr / Resolution Dr North App | 1 | 0 | 2,264 | 2,712 | 448 | 20% | 6.4 | 32 | 40 | 8 | 25% | 0.9 | 2,296 | 2,752 | 456 | 20% | 6.4 |
| 9301 | E | 3505_3543 | Wairere Dr / Resolution Dr East App | 1 | 0 | 1,679 | 1,465 | -214 | -13% | 3.8 | 116 | 40 | -76 | -66% | 6.1 | 1,795 | 1,504 | -291 | -16% | 5.1 |
| 9301 | W | 3543_3505 | Wairere Dr / Resolution Dr East App | 1 | 0 | 1,686 | 1,698 | 12 | 1% | 0.2 | 69 | 29 | -40 | -58% | 4.0 | 1,755 | 1,727 | -28 | -2% | 0.5 |
| 9303 | E | 8315_3502 | Wairere Dr / Resolution Dr West App | 1 | 0 | 1,584 | 1,658 | 74 | 5% | 1.3 | 141 | 57 | -84 | -60% | 6.0 | 1,725 | 1,715 | -10 | -1% | 0.2 |
| 9303 | W | 3502_8315 | Wairere Dr / Resolution Dr West App | 1 | 0 | 3,202 | 3,658 | 456 | 14% | 5.5 | 75 | 56 | -19 | -25% | 1.7 | 3,277 | 3,714 | 437 | 13% | 5.2 |
| 9304 | N | 8182_3019 | Wairere Dr / Ruakura Rd North App | 1 | 0 | 1,730 | 1,671 | -59 | -3% | 1.0 | 50 | 75 | 25 | 50% | 2.2 | 1,780 | 1,746 | -34 | -2% | 0.6 |
| 9304 | S | 3019_8182 | Wairere Dr / Ruakura Rd North App | 1 | 0 | 2,656 | 2,347 | -309 | -12% | 4.4 | 87 | 82 | -5 | -6% | 0.4 | 2,743 | 2,429 | -314 | -11% | 4.4 |
| 9305 | E | 8183_4307 | Wairere Dr / Ruakura Rd East App | 1 | 0 | 1,637 | 1,234 | -403 | -25% | 7.5 | 32 | 32 | 0 | 0% | 0.0 | 1,669 | 1,265 | -404 | -24% | 7.5 |
| 9305 | W | 4307_8183 | Wairere Dr / Ruakura Rd East App | 1 | 0 | 1,547 | 1,502 | -45 | -3% | 0.8 | 25 | 37 | 12 | 48% | 1.5 | 1,572 | 1,539 | -33 | -2% | 0.6 |
| 9306 | N | 9932_9933 | Wairere Dr / Ruakura Rd South App | 1 | 0 | 1,262 | 1,119 | -143 | -11% | 2.9 | 33 | 52 | 19 | 58% | 2.1 | 1,295 | 1,171 | -124 | -10% | 2.5 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9306 | S | 9933_9932 | Wairere Dr / Ruakura Rd South App | 1 | 0 | 1,583 | 1,028 | -555 | -35% | 10.9 | 77 | 72 | -5 | -6% | 0.4 | 1,660 | 1,099 | -561 | -34% | 10.7 |
| 9307 | E | 3023_8176 | Wairere Dr / Ruakura Rd West App | 1 | 0 | 1,081 | 839 | -242 | -22% | 5.5 | 30 | 34 | 4 | 13% | 0.5 | 1,111 | 873 | -238 | -21% | 5.3 |
| 9307 | W | 8176_3023 | Wairere Dr / Ruakura Rd West App | 1 | 0 | 1,596 | 1,875 | 279 | 17% | 4.7 | 16 | 26 | 10 | 63% | 1.5 | 1,612 | 1,901 | 289 | 18% | 4.9 |
| 9308 | N | 8295_3527 | Wairere Dr / River Rd North App | 1 | 0 | 728 | 797 | 69 | 9% | 1.8 | 49 | 20 | -29 | -59% | 3.5 | 777 | 816 | 39 | 5% | 1.0 |
| 9308 | S | 3527_8295 | Wairere Dr / River Rd North App | 1 | 0 | 1,878 | 1,925 | 47 | 3% | 0.8 | 47 | 15 | -32 | -68% | 4.1 | 1,925 | 1,941 | 16 | 1% | 0.3 |
| 9309 | E | 8315_3502 | Wairere Dr / River Rd East App | 1 | 0 | 1,525 | 1,658 | 133 | 9% | 2.4 | 121 | 57 | -64 | -53% | 4.8 | 1,646 | 1,715 | 69 | 4% | 1.2 |
| 9309 | W | 3502_8315 | Wairere Dr / River Rd East App | 1 | 0 | 3,224 | 3,658 | 434 | 13% | 5.2 | 64 | 56 | -8 | -13% | 0.7 | 3,288 | 3,714 | 426 | 13% | 5.1 |
| 9310 | N | 3651_8292 | Wairere Dr / River Rd South App | 1 | 0 | 1,078 | 1,169 | 91 | 8% | 1.9 | 17 | 16 | -1 | -6% | 0.2 | 1,095 | 1,185 | 90 | 8% | 1.9 |
| 9310 | S | 8292_3651 | Wairere Dr / River Rd South App | 1 | 0 | 1,328 | 1,209 | -119 | -9% | 2.4 | 23 | 8 | -15 | -65% | 2.7 | 1,351 | 1,217 | -134 | -10% | 2.6 |
| 9311 | E | 3652_8293 | Wairere Dr / River Rd West App | 1 | 0 | 1,762 | 1,790 | 28 | 2% | 0.5 | 165 | 61 | -104 | -63% | 6.9 | 1,927 | 1,851 | -76 | -4% | 1.2 |
| 9311 | W | 8293_3652 | Wairere Dr / River Rd West App | 1 | 0 | 4,361 | 4,879 | 518 | 12% | 5.4 | 100 | 63 | -37 | -37% | 2.9 | 4,461 | 4,942 | 481 | 11% | 5.0 |
| 9312 | N | 5265_3488 | Wairere Dr / Te Rapa Rd North App | 1 | 0 | 2,229 | 2,980 | 751 | 34% | 10.4 | 181 | 97 | -84 | -46% | 5.0 | 2,410 | 3,077 | 667 | 28% | 9.0 |
| 9312 | S | 3488_5265 | Wairere Dr / Te Rapa Rd North App | 1 | 0 | 1,247 | 1,231 | -16 | -1% | 0.3 | 129 | 103 | -26 | -20% | 1.7 | 1,376 | 1,334 | -42 | -3% | 0.8 |
| 9313 | E | 5472_3487 | Wairere Dr / Te Rapa Rd East App | 1 | 0 | 893 | 1,290 | 397 | 44% | 8.5 | 106 | 44 | -62 | -58% | 5.1 | 999 | 1,334 | 335 | 34% | 6.9 |
| 9313 | W | 3487_5472 | Wairere Dr / Te Rapa Rd East App | 1 | 0 | 2,227 | 3,191 | 964 | 43% | 13.1 | 61 | 53 | -8 | -13% | 0.7 | 2,288 | 3,244 | 956 | 42% | 12.9 |
| 9314 | N | 3486_5486 | Wairere Dr / Te Rapa Rd South App | 1 | 0 | 1,330 | 765 | -565 | -42% | 12.3 | 221 | 70 | -151 | -68% | 8.9 | 1,551 | 834 | -717 | -46% | 14.7 |
| 9314 | S | 5486_3486 | Wairere Dr / Te Rapa Rd South App | 1 | 0 | 1,607 | 1,185 | -422 | -26% | 8.0 | 139 | 84 | -55 | -40% | 3.7 | 1,746 | 1,270 | -476 | -27% | 8.7 |
| 9315 | E | 3483_5479 | Wairere Dr / Te Rapa Rd West App | 1 | 0 | 1,385 | 1,711 | 326 | 24% | 5.9 | 124 | 31 | -93 | -75% | 7.5 | 1,509 | 1,742 | 233 | 15% | 4.1 |
| 9315 | W | 5479_3483 | Wairere Dr / Te Rapa Rd West App | 1 | 0 | 1,460 | 1,443 | -17 | -1% | 0.3 | 109 | 31 | -78 | -72% | 6.6 | 1,569 | 1,473 | -96 | -6% | 1.7 |
| 9316 | N | 6681_3045 | Cameron Rd / Knighton Rd North App | 1 | 0 | 671 | 225 | -446 | -66% | 14.9 | 27 | 10 | -17 | -63% | 2.8 | 698 | 236 | -462 | -66% | 15.1 |
| 9316 | S | 3045_6681 | Cameron Rd / Knighton Rd North App | 1 | 0 | 573 | 235 | -338 | -59% | 11.9 | 28 | 15 | -13 | -46% | 2.0 | 601 | 250 | -351 | -58% | 12.0 |
| 9317 | E | 6681_6682 | Cameron Rd / Knighton Rd East App | 1 | 0 | 391 | 782 | 391 | 100% | 11.4 | 22 | 16 | -6 | -27% | 1.0 | 413 | 797 | 384 | 93% | 11.0 |
| 9317 | W | 6682_6681 | Cameron Rd / Knighton Rd East App | 1 | 0 | 603 | 770 | 167 | 28% | 4.5 | 23 | 12 | -11 | -48% | 1.9 | 626 | 782 | 156 | 25% | 4.2 |
| 9318 | N | 4095_6681 | Cameron Rd / Knighton Rd South App | 1 | 0 | 618 | 606 | -12 | -2% | 0.3 | 46 | 7 | -39 | -85% | 5.4 | 664 | 612 | -52 | -8% | 1.5 |
| 9318 | S | 6681_4095 | Cameron Rd / Knighton Rd South App | 1 | 0 | 928 | 812 | -116 | -13% | 2.8 | 45 | 9 | -36 | -80% | 4.9 | 973 | 820 | -153 | -16% | 3.6 |
| 9319 | E | 7567_6681 | Cameron Rd / Knighton Rd West App | 1 | 0 | 311 | 360 | 49 | 16% | 1.9 | 14 | 4 | -10 | -71% | 2.4 | 325 | 364 | 39 | 12% | 1.5 |
| 9319 | W | 6681_7567 | Cameron Rd / Knighton Rd West App | 1 | 0 | 115 | 152 | 37 | 32% | 2.3 | 17 | 4 | -13 | -76% | 2.8 | 132 | 156 | 24 | 18% | 1.4 |
| 9320 | N | 6297_6296 | Airport Rd / Raynes Rd North App | 0 | 0 | 638 | 534 | -104 | -16% | 3.0 | 55 | 87 | 32 | 58% | 2.7 | 693 | 622 | -71 | -10% | 2.0 |
| 9320 | S | 6296_6297 | Airport Rd / Raynes Rd North App | 0 | 0 | 762 | 1,036 | 274 | 36% | 6.5 | 52 | 83 | 31 | 60% | 2.7 | 814 | 1,120 | 306 | 38% | 7.0 |
| 9322 | N | 6298_6297 | Airport Rd / Raynes Rd South App | 0 | 0 | 500 | 534 | 34 | 7% | 1.1 | 42 | 87 | 45 | 107% | 4.0 | 542 | 622 | 80 | 15% | 2.3 |
| 9322 | S | 6297_6298 | Airport Rd / Raynes Rd South App | 0 | 0 | 546 | 751 | 205 | 38% | 5.7 | 38 | 69 | 31 | 82% | 3.0 | 584 | 821 | 237 | 41% | 6.3 |
| 9323 | E | 6295_6297 | Airport Rd / Raynes Rd West App | 0 | 0 | 253 | 60 | -193 | -76% | 10.9 | 15 | 2 | -13 | -87% | 3.2 | 268 | 62 | -206 | -77% | 11.3 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9323 | W | 6297_6295 | Airport Rd / Raynes Rd West App | 0 | 0 | 331 | 345 | 14 | 4% | 0.5 | 16 | 16 | 0 | 0% | 0.0 | 347 | 361 | 14 | 4% | 0.5 |
| 9324 | N | 2576_13695 | Borman Rd / Resolution Dr North App | 1 | 0 | 5 | 0 | -5 | -100% | 2.2 | 0 | 0 | 0 | - | 0.0 | 5 | 0 | -5 | -100% | 2.2 |
| 9324 | S | 13695_2576 | Borman Rd / Resolution Dr North App | 1 | 0 | 4 | 0 | -4 | -100% | 2.0 | 1 | 0 | -1 | -100% | 1.0 | 5 | 0 | -5 | -100% | 2.2 |
| 9325 | E | 2575_2569 | Borman Rd / Resolution Dr East App | 1 | 0 | 587 | 80 | -507 | -86% | 19.6 | 21 | 0 | -21 | -100% | 4.6 | 608 | 81 | -527 | -87% | 20.1 |
| 9325 | W | 2569_2575 | Borman Rd / Resolution Dr East App | 1 | 0 | 437 | 44 | -393 | -90% | 17.9 | 9 | 0 | -9 | -100% | 3.0 | 446 | 44 | -402 | -90% | 18.2 |
| 9326 | N | 3866_2575 | Borman Rd / Resolution Dr South App | 1 | 0 | 595 | 352 | -243 | -41% | 7.9 | 48 | 11 | -37 | -77% | 4.8 | 643 | 363 | -280 | -44% | 8.8 |
| 9326 | S | 2575_3866 | Borman Rd / Resolution Dr South App | 1 | 0 | 680 | 703 | 23 | 3% | 0.6 | 29 | 14 | -15 | -52% | 2.3 | 709 | 717 | 8 | 1% | 0.2 |
| 9327 | E | 9791_2575 | Borman Rd / Resolution Dr West App | 1 | 0 | 547 | 768 | 221 | 40% | 6.1 | 26 | 14 | -12 | -46% | 1.9 | 573 | 782 | 209 | 36% | 5.7 |
| 9327 | W | 2575_9791 | Borman Rd / Resolution Dr West App | 1 | 0 | 311 | 381 | 70 | 23% | 2.7 | 34 | 11 | -23 | -68% | 3.4 | 345 | 392 | 47 | 14% | 1.7 |
| 9328 | N | 2943_14145 | Collins Rd / Tuhikaramea Rd North App | 0 | 0 | 755 | 758 | 3 | 0% | 0.1 | 27 | 131 | 104 | 385% | 8.3 | 782 | 889 | 107 | 14% | 2.6 |
| 9328 | S | 14145_2943 | Collins Rd / Tuhikaramea Rd North App | 0 | 0 | 407 | 337 | -70 | -17% | 2.6 | 38 | 124 | 86 | 226% | 6.8 | 445 | 460 | 15 | 3% | 0.5 |
| 9329 | E | 2943_2929 | Collins Rd / Tuhikaramea Rd East App | 0 | 0 | 463 | 400 | -63 | -14% | 2.1 | 18 | 17 | -1 | -6% | 0.2 | 481 | 417 | -64 | -13% | 2.1 |
| 9329 | W | 2929_2943 | Collins Rd / Tuhikaramea Rd East App | 0 | 0 | 198 | 207 | 9 | 5% | 0.4 | 4 | 15 | 11 | 275% | 2.5 | 202 | 221 | 19 | 9% | 0.9 |
| 9330 | N | 4511_13992 | Collins Rd / Tuhikaramea Rd South App | 0 | 0 | 715 | 802 | 87 | 12% | 2.2 | 27 | 136 | 109 | 404% | 8.5 | 742 | 939 | 197 | 27% | 4.8 |
| 9330 | S | 13992_4511 | Collins Rd / Tuhikaramea Rd South App | 0 | 0 | 260 | 311 | 51 | 20% | 2.1 | 27 | 127 | 100 | 370% | 8.1 | 287 | 438 | 151 | 53% | 5.6 |
| 9331 | E | 2972_2943 | Collins Rd / Tuhikaramea Rd West App | 0 | 0 | 289 | 363 | 74 | 26% | 2.9 | 12 | 12 | 0 | 0% | 0.0 | 301 | 374 | 73 | 24% | 2.8 |
| 9331 | W | 2943_2972 | Collins Rd / Tuhikaramea Rd West App | 0 | 0 | 131 | 240 | 109 | 83% | 5.7 | 9 | 11 | 2 | 22% | 0.4 | 140 | 251 | 111 | 79% | 5.6 |
| 9332 | N | 4111_10568 | Morrinsville Rd / Silverdale Rd North App | 1 | 0 | 729 | 582 | -147 | -20% | 4.1 | 14 | 40 | 26 | 186% | 3.5 | 743 | 622 | -121 | -16% | 3.3 |
| 9332 | S | 10568_4111 | Morrinsville Rd / Silverdale Rd North App | 1 | 0 | 324 | 334 | 10 | 3% | 0.4 | 16 | 9 | -7 | -44% | 1.4 | 340 | 343 | 3 | 1% | 0.1 |
| 9333 | E | 4111_10565 | Morrinsville Rd / Silverdale Rd East App | 1 | 0 | 527 | 505 | -22 | -4% | 0.7 | 27 | 64 | 37 | 137% | 3.9 | 554 | 568 | 14 | 3% | 0.4 |
| 9333 | W | 10565_4111 | Morrinsville Rd / Silverdale Rd East App | 1 | 0 | 683 | 940 | 257 | 38% | 6.4 | 33 | 85 | 52 | 158% | 4.8 | 716 | 1,025 | 309 | 43% | 7.4 |
| 9335 | E | 4114_4111 | Morrinsville Rd / Silverdale Rd West App | 1 | 0 | 1,040 | 835 | -205 | -20% | 4.7 | 35 | 60 | 25 | 71% | 2.6 | 1,075 | 895 | -180 | -17% | 4.1 |
| 9335 | W | 4111_4114 | Morrinsville Rd / Silverdale Rd West App | 1 | 0 | 791 | 1,022 | 231 | 29% | 5.4 | 43 | 50 | 7 | 16% | 0.7 | 834 | 1,072 | 238 | 29% | 5.5 |
| 9336 | N | 3838_3866 | Discovery Dr / Resolution Dr North App | 1 | 0 | 600 | 352 | -248 | -41% | 8.0 | 41 | 11 | -30 | -73% | 4.2 | 641 | 363 | -278 | -43% | 8.8 |
| 9336 | S | 3866_3838 | Discovery Dr / Resolution Dr North App | 1 | 0 | 701 | 703 | 2 | 0% | 0.1 | 26 | 14 | -12 | -46% | 1.9 | 727 | 717 | -10 | -1% | 0.3 |
| 9337 | E | 3838_3576 | Discovery Dr / Resolution Dr East App | 1 | 0 | 122 | 385 | 263 | 216% | 11.7 | 5 | 3 | -2 | -40% | 0.7 | 127 | 387 | 260 | 205% | 11.5 |
| 9337 | W | 3576_3838 | Discovery Dr / Resolution Dr East App | 1 | 0 | 660 | 735 | 75 | 11% | 2.0 | 7 | 2 | -5 | -71% | 1.7 | 667 | 737 | 70 | 10% | 1.9 |
| 9338 | N | 8188_3838 | Discovery Dr / Resolution Dr South App | 1 | 0 | 783 | 772 | -11 | -1% | 0.3 | 51 | 10 | -41 | -80% | 5.2 | 834 | 781 | -53 | -6% | 1.3 |
| 9338 | S | 3838_8188 | Discovery Dr / Resolution Dr South App | 1 | 0 | 1,335 | 1,531 | 196 | 15% | 3.7 | 41 | 15 | -26 | -63% | 3.5 | 1,376 | 1,546 | 170 | 12% | 3.1 |
| 9339 | E | 3836_3838 | Discovery Dr / Resolution Dr West App | 1 | 0 | 546 | 411 | -135 | -25% | 4.4 | 27 | 9 | -18 | -67% | 3.0 | 573 | 421 | -152 | -27% | 4.8 |
| 9339 | W | 3838_3836 | Discovery Dr / Resolution Dr West App | 1 | 0 | 633 | 353 | -280 | -44% | 8.9 | 24 | 7 | -17 | -71% | 3.1 | 657 | 360 | -297 | -45% | 9.3 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9340 | N | 2667_2665 | Ohaupo Rd / Collins Rd North App | 1 | 0 | 2,975 | 2,877 | -98 | -3% | 1.3 | 69 | 152 | 83 | 120% | 5.6 | 3,044 | 3,028 | -16 | -1% | 0.2 |
| 9340 | S | 2665_2667 | Ohaupo Rd / Collins Rd North App | 1 | 0 | 1,450 | 1,458 | 8 | 1% | 0.1 | 96 | 112 | 16 | 17% | 1.1 | 1,546 | 1,571 | 25 | 2% | 0.4 |
| 9342 | N | 11496_2667 | Ohaupo Rd / Collins Rd South App | 1 | 0 | 2,578 | 3,002 | 424 | 16% | 5.7 | 60 | 156 | 96 | 160% | 6.5 | 2,638 | 3,158 | 520 | 20% | 6.8 |
| 9342 | S | 2667_11496 | Ohaupo Rd / Collins Rd South App | 1 | 0 | 1,326 | 1,447 | 121 | 9% | 2.3 | 97 | 115 | 18 | 19% | 1.2 | 1,423 | 1,562 | 139 | 10% | 2.5 |
| 9343 | E | 3142_2667 | Ohaupo Rd / Collins Rd West App | 1 | 0 | 866 | 332 | -534 | -62% | 15.4 | 23 | 4 | -19 | -83% | 3.7 | 889 | 336 | -553 | -62% | 15.8 |
| 9343 | W | 2667_3142 | Ohaupo Rd / Collins Rd West App | 1 | 0 | 593 | 469 | -124 | -21% | 3.8 | 13 | 6 | -7 | -54% | 1.6 | 606 | 474 | -132 | -22% | 4.0 |
| 9344 | N | 2581_2631 | Ohaupo Rd / Raynes Rd North App | 1 | 0 | 1,643 | 1,623 | -20 | -1% | 0.3 | 50 | 171 | 121 | 242% | 8.1 | 1,693 | 1,794 | 101 | 6% | 1.7 |
| 9344 | S | 2631_2581 | Ohaupo Rd / Raynes Rd North App | 1 | 0 | 900 | 922 | 22 | 2% | 0.5 | 77 | 129 | 52 | 68% | 3.6 | 977 | 1,051 | 74 | 8% | 1.6 |
| 9345 | E | 2581_2921 | Ohaupo Rd / Raynes Rd East App | 1 | 0 | 228 | 296 | 68 | 30% | 3.0 | 9 | 16 | 7 | 78% | 1.4 | 237 | 312 | 75 | 32% | 3.2 |
| 9345 | W | 2921_2581 | Ohaupo Rd / Raynes Rd East App | 1 | 0 | 253 | 386 | 133 | 53% | 5.3 | 10 | 17 | 7 | 70% | 1.3 | 263 | 403 | 140 | 53% | 5.4 |
| 9346 | N | 2922_2581 | Ohaupo Rd / Raynes Rd South App | 1 | 0 | 1,467 | 1,373 | -94 | -6% | 1.8 | 40 | 162 | 122 | 305% | 8.6 | 1,507 | 1,534 | 27 | 2% | 0.5 |
| 9346 | S | 2581_2922 | Ohaupo Rd / Raynes Rd South App | 1 | 0 | 749 | 761 | 12 | 2% | 0.3 | 68 | 121 | 53 | 78% | 3.9 | 817 | 882 | 65 | 8% | 1.6 |
| 9348 | N | 4923_4614 | Ohaupo Rd / Dixon Rd North App | 1 | 0 | 1,639 | 1,536 | -103 | -6% | 1.8 | 49 | 158 | 109 | 222% | 7.6 | 1,688 | 1,694 | 6 | 0% | 0.1 |
| 9348 | S | 4614_4923 | Ohaupo Rd / Dixon Rd North App | 1 | 0 | 974 | 813 | -161 | -17% | 3.8 | 72 | 117 | 45 | 63% | 3.3 | 1,046 | 930 | -116 | -11% | 2.6 |
| 9349 | E | 4923_13719 | Ohaupo Rd / Dixon Rd East App | 1 | 0 | 186 | 193 | 7 | 4% | 0.4 | 9 | 13 | 4 | 44% | 0.9 | 195 | 206 | 11 | 6% | 0.5 |
| 9349 | W | 13719_4923 | Ohaupo Rd / Dixon Rd East App | 1 | 0 | 145 | 213 | 68 | 47% | 3.6 | 9 | 12 | 3 | 33% | 0.7 | 154 | 225 | 71 | 46% | 3.6 |
| 9350 | N | 3157_4923 | Ohaupo Rd / Dixon Rd South App | 1 | 0 | 1,664 | 1,639 | -25 | -2% | 0.4 | 49 | 169 | 120 | 245% | 8.1 | 1,713 | 1,808 | 95 | 6% | 1.6 |
| 9350 | S | 4923_3157 | Ohaupo Rd / Dixon Rd South App | 1 | 0 | 958 | 936 | -22 | -2% | 0.5 | 72 | 128 | 56 | 78% | 4.0 | 1,030 | 1,064 | 34 | 3% | 0.7 |
| 9352 | N | 3496_3612 | River Rd / Discovery Dr North App | 1 | 0 | 453 | 184 | -269 | -59% | 10.7 | 57 | 7 | -50 | -88% | 6.3 | 510 | 191 | -319 | -63% | 12.0 |
| 9352 | S | 3612_3496 | River Rd / Discovery Dr North App | 1 | 0 | 908 | 464 | -444 | -49% | 12.0 | 39 | 2 | -37 | -95% | 5.8 | 947 | 466 | -481 | -51% | 12.8 |
| 9353 | E | 3496_3322 | River Rd / Discovery Dr East App | 1 | 0 | 54 | 54 | 0 | 0% | 0.0 | 1 | 1 | 0 | 0% | 0.0 | 55 | 55 | 0 | 0% | 0.0 |
| 9353 | W | 3322_3496 | River Rd / Discovery Dr East App | 1 | 0 | 79 | 35 | -44 | -56% | 4.1 | 1 | 1 | 0 | 0% | 0.0 | 80 | 36 | -44 | -55% | 4.1 |
| 9354 | N | 5082_3496 | River Rd / Discovery Dr South App | 1 | 0 | 625 | 471 | -154 | -25% | 4.7 | 55 | 16 | -39 | -71% | 4.6 | 680 | 487 | -193 | -28% | 5.6 |
| 9354 | S | 3496_5082 | River Rd / Discovery Dr South App | 1 | 0 | 1,568 | 1,272 | -296 | -19% | 5.6 | 34 | 12 | -22 | -65% | 3.2 | 1,602 | 1,283 | -319 | -20% | 5.9 |
| 9355 | E | 6640_3496 | River Rd / Discovery Dr West App | 1 | 0 | 1,085 | 863 | -222 | -20% | 5.0 | 37 | 10 | -27 | -73% | 3.9 | 1,122 | 873 | -249 | -22% | 5.6 |
| 9355 | W | 3496_6640 | River Rd / Discovery Dr West App | 1 | 0 | 622 | 324 | -298 | -48% | 9.7 | 40 | 10 | -30 | -75% | 4.2 | 662 | 334 | -328 | -50% | 10.4 |
| 9356 | N | 2793_2516 | Ruakura Rd / Morrinsville Rd North App | 1 | 0 | 621 | 450 | -171 | -28% | 5.2 | 10 | 19 | 9 | 90% | 1.7 | 631 | 468 | -163 | -26% | 4.9 |
| 9356 | S | 2516_2793 | Ruakura Rd / Morrinsville Rd North App | 1 | 0 | 223 | 301 | 78 | 35% | 3.4 | 9 | 37 | 28 | 311% | 4.1 | 232 | 338 | 106 | 46% | 4.4 |
| 9357 | E | 2793_13986 | Ruakura Rd / Morrinsville Rd East App | 1 | 0 | 455 | 513 | 58 | 13% | 1.9 | 30 | 92 | 62 | 207% | 5.6 | 485 | 605 | 120 | 25% | 3.6 |
| 9357 | W | 13986_2793 | Ruakura Rd / Morrinsville Rd East App | 1 | 0 | 1,030 | 1,097 | 67 | 7% | 1.5 | 29 | 95 | 66 | 228% | 5.9 | 1,059 | 1,192 | 133 | 13% | 2.8 |
| 9358 | N | 5716_2793 | Ruakura Rd / Morrinsville Rd South App | 1 | 0 | 21 | 0 | -21 | -100% | 4.6 | 0 | 0 | 0 | - | 0.0 | 21 | 0 | -21 | -100% | 4.6 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9358 | S | 2793_5716 | Ruakura Rd / Morrinsville Rd South App | 1 | 0 | 5 | 0 | -5 | -100% | 2.2 | 0 | 0 | 0 | - | 0.0 | 5 | 0 | -5 | -100% | 2.2 |
| 9359 | E | 10565_2793 | Ruakura Rd / Morrinsville Rd West App | 1 | 0 | 473 | 505 | 32 | 7% | 1.0 | 29 | 64 | 35 | 121% | 3.6 | 502 | 568 | 66 | 13% | 2.0 |
| 9359 | W | 2793_10565 | Ruakura Rd / Morrinsville Rd West App | 1 | 0 | 666 | 940 | 274 | 41% | 6.8 | 27 | 85 | 58 | 215% | 5.5 | 693 | 1,025 | 332 | 48% | 8.0 |
| 9360 | N | 14086_10336 | Thomas Rd / Gordonton Rd North App | 1 | 0 | 460 | 514 | 54 | 12% | 1.7 | 33 | 66 | 33 | 100% | 3.3 | 493 | 580 | 87 | 18% | 2.7 |
| 9360 | S | 10336_14086 | Thomas Rd / Gordonton Rd North App | 1 | 0 | 893 | 914 | 21 | 2% | 0.5 | 18 | 71 | 53 | 294% | 5.6 | 911 | 984 | 73 | 8% | 1.7 |
| 9362 | N | 2556_14085 | Thomas Rd / Gordonton Rd South App | 1 | 0 | 861 | 976 | 115 | 13% | 2.7 | 41 | 55 | 14 | 34% | 1.4 | 902 | 1,031 | 129 | 14% | 2.9 |
| 9362 | S | 14085_2556 | Thomas Rd / Gordonton Rd South App | 1 | 0 | 1,572 | 1,488 | -84 | -5% | 1.5 | 20 | 58 | 38 | 190% | 4.3 | 1,592 | 1,546 | -46 | -3% | 0.8 |
| 9363 | E | 3632_14084 | Thomas Rd / Gordonton Rd West App | 1 | 0 | 851 | 902 | 51 | 6% | 1.2 | 13 | 39 | 26 | 200% | 3.6 | 864 | 941 | 77 | 9% | 1.8 |
| 9363 | W | 14084_3632 | Thomas Rd / Gordonton Rd West App | 1 | 0 | 573 | 790 | 217 | 38% | 5.9 | 19 | 41 | 22 | 116% | 2.8 | 592 | 831 | 239 | 40% | 6.3 |
| 9364 | N | 3843_8188 | Thomas Rd / Resolution Dr North App | 1 | 0 | 723 | 772 | 49 | 7% | 1.3 | 48 | 10 | -38 | -79% | 5.0 | 771 | 781 | 10 | 1% | 0.3 |
| 9364 | S | 8188_3843 | Thomas Rd / Resolution Dr North App | 1 | 0 | 997 | 1,531 | 534 | 54% | 10.6 | 5 | 15 | 10 | 200% | 2.2 | 1,002 | 1,546 | 544 | 54% | 10.8 |
| 9365 | E | 3843_3840 | Thomas Rd / Resolution Dr East App | 1 | 0 | 579 | 714 | 135 | 23% | 3.8 | 33 | 25 | -8 | -24% | 1.1 | 612 | 739 | 127 | 21% | 3.5 |
| 9365 | W | 3840_3843 | Thomas Rd / Resolution Dr East App | 1 | 0 | 813 | 1,028 | 215 | 26% | 5.0 | 16 | 15 | -1 | -6% | 0.2 | 829 | 1,043 | 214 | 26% | 4.9 |
| 9366 | N | 2770_3843 | Thomas Rd / Resolution Dr South App | 1 | 0 | 837 | 1,014 | 177 | 21% | 4.1 | 60 | 31 | -29 | -48% | 3.0 | 897 | 1,045 | 148 | 16% | 3.4 |
| 9366 | S | 3843_2770 | Thomas Rd / Resolution Dr South App | 1 | 0 | 1,345 | 2,088 | 743 | 55% | 12.7 | 0 | 26 | 26 | - | 5.1 | 1,345 | 2,114 | 769 | 57% | 13.1 |
| 9368 | N | 3763_2672 | Thomas Rd / Horsham Downs Rd North App | 1 | 0 | 521 | 575 | 54 | 10% | 1.6 | 12 | 5 | -7 | -58% | 1.7 | 533 | 580 | 47 | 9% | 1.4 |
| 9368 | S | 2672_3763 | Thomas Rd / Horsham Downs Rd North App | 1 | 0 | 680 | 428 | -252 | -37% | 7.6 | 20 | 5 | -15 | -75% | 3.0 | 700 | 434 | -266 | -38% | 7.9 |
| 9369 | E | 3763_3765 | Thomas Rd / Horsham Downs Rd East App | 1 | 0 | 549 | 658 | 109 | 20% | 3.1 | 21 | 31 | 10 | 48% | 1.4 | 570 | 689 | 119 | 21% | 3.4 |
| 9369 | W | 3765_3763 | Thomas Rd / Horsham Downs Rd East App | 1 | 0 | 1,009 | 1,300 | 291 | 29% | 6.1 | 13 | 33 | 20 | 154% | 2.9 | 1,022 | 1,333 | 311 | 30% | 6.4 |
| 9370 | N | 3762_3763 | Thomas Rd / Horsham Downs Rd South App | 1 | 0 | 562 | 569 | 7 | 1% | 0.2 | 20 | 4 | -16 | -80% | 3.3 | 582 | 574 | -8 | -1% | 0.2 |
| 9370 | S | 3763_3762 | Thomas Rd / Horsham Downs Rd South App | 1 | 0 | 1,151 | 815 | -336 | -29% | 7.6 | 17 | 4 | -13 | -76% | 2.8 | 1,168 | 819 | -349 | -30% | 7.8 |
| 9371 | E | 3792_3763 | Thomas Rd / Horsham Downs Rd West App | 1 | 0 | 699 | 705 | 6 | 1% | 0.2 | 24 | 26 | 2 | 8% | 0.3 | 723 | 732 | 9 | 1% | 0.2 |
| 9371 | W | 3763_3792 | Thomas Rd / Horsham Downs Rd West App | 1 | 0 | 729 | 956 | 227 | 31% | 5.5 | 27 | 29 | 2 | 7% | 0.3 | 756 | 984 | 228 | 30% | 5.5 |
| 9372 | N | 6727_7101 | Waikato Expy NB Ramps / Koura Dr NB On Ramp | 1 | 0 | 121 | 134 | 13 | 11% | 0.8 | 37 | 7 | -30 | -81% | 4.5 | 158 | 142 | -16 | -10% | 0.9 |
| 9373 | E | 6727_6837 | Waikato Expy NB Ramps / Koura Dr East App | 1 | 0 | 605 | 571 | -34 | -6% | 1.0 | 21 | 12 | -9 | -43% | 1.6 | 626 | 583 | -43 | -7% | 1.2 |
| 9373 | W | 6837_6727 | Waikato Expy NB Ramps / Koura Dr East App | 1 | 0 | 182 | 224 | 42 | 23% | 2.1 | 44 | 16 | -28 | -64% | 3.6 | 226 | 241 | 15 | 7% | 0.7 |
| 9374 | N | 6866_6727 | Waikato Expy NB Ramps / Koura NB Off Ramp | 1 | 0 | 66 | 137 | 71 | 108% | 5.0 | 7 | 6 | -1 | -14% | 0.3 | 73 | 143 | 70 | 96% | 4.8 |
| 9375 | E | 2717_6727 | Waikato Expy NB Ramps / Koura Dr West App | 1 | 0 | 649 | 638 | -11 | -2% | 0.3 | 36 | 17 | -19 | -53% | 2.6 | 685 | 655 | -30 | -4% | 0.8 |
| 9375 | W | 6727_2717 | Waikato Expy NB Ramps / Koura Dr West App | 1 | 0 | 171 | 294 | 123 | 72% | 5.7 | 29 | 20 | -9 | -31% | 1.3 | 200 | 314 | 114 | 57% | 5.0 |
| 9376 | S | 7101_6837 | Waikato Expy SB Ramps / Koura Dr SB Off Ramp | 1 | 0 | 95 | 110 | 15 | 16% | 1.0 | 28 | 6 | -22 | -79% | 3.8 | 123 | 117 | -6 | -5% | 0.4 |
| 9377 | E | 6837_4713 | Waikato Expy SB Ramps / Koura Dr East App | 1 | 0 | 515 | 408 | -107 | -21% | 3.5 | 30 | 12 | -18 | -60% | 2.8 | 545 | 421 | -124 | -23% | 4.0 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9377 | W | 4713_6837 | Waikato Expy SB Ramps / Koura Dr East App | 1 | 0 | 170 | 144 | -26 | -15% | 1.5 | 36 | 12 | -24 | -67% | 3.5 | 206 | 155 | -51 | -25% | 2.7 |
| 9378 | S | 6837_6866 | Waikato Expy SB Ramps / Koura Dr SB On Ramp | 1 | 0 | 172 | 192 | 20 | 12% | 1.0 | 12 | 2 | -10 | -83% | 2.7 | 184 | 194 | 10 | 5% | 0.5 |
| 9379 | E | 6727_6837 | Waikato Expy SB Ramps / Koura Dr West App | 1 | 0 | 604 | 571 | -33 | -5% | 1.0 | 23 | 12 | -11 | -48% | 1.9 | 627 | 583 | -44 | -7% | 1.3 |
| 9379 | W | 6837_6727 | Waikato Expy SB Ramps / Koura Dr West App | 1 | 0 | 182 | 224 | 42 | 23% | 2.1 | 45 | 16 | -29 | -64% | 3.7 | 227 | 241 | 14 | 6% | 0.6 |
| 9380 | N | 5599_5600 | Airport Rd / Tamahere Dr / Devine Rd North App | 0 | 0 | 465 | 462 | -3 | -1% | 0.1 | 31 | 67 | 36 | 116% | 3.6 | 496 | 529 | 33 | 7% | 1.0 |
| 9380 | S | 5600_5599 | Airport Rd / Tamahere Dr / Devine Rd North App | 0 | 0 | 1,200 | 1,090 | -110 | -9% | 2.3 | 53 | 84 | 31 | 58% | 2.6 | 1,253 | 1,174 | -79 | -6% | 1.6 |
| 9381 | E | 5599_5624 | Airport Rd / Tamahere Dr / Devine Rd East App | 0 | 0 | 79 | 2 | -77 | -97% | 8.6 | 5 | 7 | 2 | 40% | 0.6 | 84 | 10 | -74 | -88% | 7.6 |
| 9381 | W | 5624_5599 | Airport Rd / Tamahere Dr / Devine Rd East App | 0 | 0 | 431 | 373 | -58 | -13% | 2.0 | 39 | 32 | -7 | -18% | 0.8 | 470 | 405 | -65 | -14% | 2.2 |
| 9382 | N | 10908_5599 | Airport Rd / Tamahere Dr / Devine Rd South App | 0 | 0 | 726 | 882 | 156 | 21% | 3.9 | 50 | 71 | 21 | 42% | 1.9 | 776 | 953 | 177 | 23% | 4.3 |
| 9382 | S | 5599_10908 | Airport Rd / Tamahere Dr / Devine Rd South App | 0 | 0 | 826 | 924 | 98 | 12% | 2.3 | 64 | 80 | 16 | 25% | 1.3 | 890 | 1,003 | 113 | 13% | 2.6 |
| 9383 | W | 5599_5790 | Airport Rd / Tamahere Dr / Devine Rd West App | 0 | 0 | 987 | 957 | -30 | -3% | 0.7 | 42 | 33 | -9 | -21% | 1.0 | 1,029 | 990 | -39 | -4% | 0.9 |
| 9384 | N | 5600_5616 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd North App | 0 | 0 | 494 | 454 | -40 | -8% | 1.3 | 41 | 73 | 32 | 78% | 3.0 | 535 | 528 | -7 | -1% | 0.2 |
| 9384 | S | 5616_5600 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd North App | 0 | 0 | 702 | 655 | -47 | -7% | 1.3 | 31 | 40 | 9 | 29% | 1.1 | 733 | 695 | -38 | -5% | 1.0 |
| 9385 | E | 5600_2861 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd East App | 0 | 0 | 210 | 220 | 10 | 5% | 0.5 | 13 | 25 | 12 | 92% | 1.9 | 223 | 244 | 21 | 9% | 1.0 |
| 9386 | N | 5599_5600 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd South App | 0 | 0 | 452 | 462 | 10 | 2% | 0.3 | 32 | 67 | 35 | 109% | 3.5 | 484 | 529 | 45 | 9% | 1.4 |
| 9386 | S | 5600_5599 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd South App | 0 | 0 | 1,194 | 1,090 | -104 | -9% | 2.2 | 51 | 84 | 33 | 65% | 2.8 | 1,245 | 1,174 | -71 | -6% | 1.4 |
| 9387 | E | 2858_5600 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd West App | 0 | 0 | 744 | 647 | -97 | -13% | 2.6 | 42 | 75 | 33 | 79% | 3.1 | 786 | 722 | -64 | -8% | 1.6 |
| 9388 | N | 6342_9632 | Waikato Expy / Te Rapa Rd South Facing Ramps | 0 | 0 | 220 | 303 | 83 | 38% | 3.6 | 57 | 134 | 77 | 135% | 5.6 | 277 | 437 | 160 | 58% | 6.0 |
| 9388 | S | 9632_6486 | Waikato Expy / Te Rapa Rd South Facing Ramps | 0 | 0 | 414 | 620 | 206 | 50% | 6.4 | 48 | 121 | 73 | 152% | 5.6 | 462 | 741 | 279 | 60% | 8.0 |
| 9389 | E | 6486_2680 | Waikato Expy / Te Rapa Rd East App | 0 | 0 | 1,231 | 1,683 | 452 | 37% | 8.4 | 93 | 143 | 50 | 54% | 3.3 | 1,324 | 1,825 | 501 | 38% | 8.9 |
| 9389 | W | 2680_6486 | Waikato Expy / Te Rapa Rd East App | 0 | 0 | 470 | 508 | 38 | 8% | 1.2 | 110 | 142 | 32 | 29% | 2.0 | 580 | 650 | 70 | 12% | 2.0 |
| 9390 | N | 6341_6342 | Waikato Expy / Te Rapa Rd North Facing Ramps | 0 | 0 | 279 | 476 | 197 | 71% | 7.2 | 40 | 25 | -15 | -38% | 1.9 | 319 | 502 | 183 | 57% | 6.4 |
| 9390 | S | 6486_6341 | Waikato Expy / Te Rapa Rd North Facing Ramps | 0 | 0 | 647 | 802 | 155 | 24% | 4.1 | 38 | 26 | -12 | -32% | 1.5 | 685 | 828 | 143 | 21% | 3.7 |
| 9391 | E | 10680_6342 | Waikato Expy / Te Rapa Rd West App | 0 | 0 | 1,450 | 1,887 | 437 | 30% | 7.6 | 78 | 55 | -23 | -29% | 2.0 | 1,528 | 1,942 | 414 | 27% | 7.0 |
| 9391 | W | 6342_10680 | Waikato Expy / Te Rapa Rd West App | 0 | 0 | 515 | 703 | 188 | 37% | 5.4 | 88 | 41 | -47 | -53% | 4.1 | 603 | 744 | 141 | 23% | 3.8 |
| 9392 | N | 7165_4194 | Whatawhata Rd / Newcastle Rd North App | 1 | 0 | 506 | 778 | 272 | 54% | 7.6 | 19 | 17 | -2 | -11% | 0.3 | 525 | 796 | 271 | 52% | 7.5 |
| 9392 | S | 4194_7165 | Whatawhata Rd / Newcastle Rd North App | 1 | 0 | 531 | 672 | 141 | 27% | 4.1 | 20 | 13 | -7 | -35% | 1.2 | 551 | 685 | 134 | 24% | 3.8 |
| 9393 | E | 7165_3412 | Whatawhata Rd / Newcastle Rd East App | 1 | 0 | 1,467 | 1,283 | -184 | -13% | 3.5 | 35 | 29 | -6 | -17% | 0.8 | 1,502 | 1,312 | -190 | -13% | 3.6 |
| 9393 | W | 3412_7165 | Whatawhata Rd / Newcastle Rd East App | 1 | 0 | 447 | 661 | 214 | 48% | 6.4 | 36 | 33 | -3 | -8% | 0.4 | 483 | 694 | 211 | 44% | 6.2 |
| 9395 | E | 4980_7165 | Whatawhata Rd / Newcastle Rd West App | 1 | 0 | 1,280 | 1,220 | -60 | -5% | 1.2 | 23 | 29 | 6 | 26% | 0.8 | 1,303 | 1,249 | -54 | -4% | 1.1 |
| 9395 | W | 7165_4980 | Whatawhata Rd / Newcastle Rd West App | 1 | 0 | 285 | 492 | 207 | 73% | 7.4 | 25 | 29 | 4 | 16% | 0.5 | 310 | 520 | 210 | 68% | 7.3 |
| 9396 | N | 3786_10920 | Ohaupo Rd / Airport Rd North App | 0 | 0 | 0 | 0 | 0 | - | 0.0 | 0 | 0 | 0 | - | 0.0 | 0 | 0 | 0 | - | 0.0 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9396 | S | 10920_3786 | Ohaupo Rd / Airport Rd North App | 0 | 0 | 0 | 0 | 0 | - | 0.0 | 0 | 0 | 0 | - | 0.0 | 0 | 0 | 0 | - | 0.0 |
| 9397 | E | 3786_2635 | Ohaupo Rd / Airport Rd East App | 0 | 0 | 459 | 595 | 136 | 30% | 4.2 | 46 | 103 | 57 | 124% | 4.7 | 505 | 697 | 192 | 38% | 5.5 |
| 9397 | W | 2635_3786 | Ohaupo Rd / Airport Rd East App | 0 | 0 | 611 | 709 | 98 | 16% | 2.7 | 29 | 87 | 58 | 200% | 5.4 | 640 | 796 | 156 | 0% | 4.1 |
| 9398 | N | 6356_3786 | Ohaupo Rd / Airport Rd South App | 0 | 0 | 1,439 | 1,411 | -28 | -2% | 0.5 | 51 | 202 | 151 | 296% | 9.5 | 1,490 | 1,613 | 123 | 8% | 2.2 |
| 9398 | S | 3786_6356 | Ohaupo Rd / Airport Rd South App | 0 | 0 | 764 | 776 | 12 | 2% | 0.3 | 70 | 145 | 75 | 107% | 5.1 | 834 | 921 | 87 | 10% | 2.1 |
| 9399 | E | 6358_3786 | Ohaupo Rd / Airport Rd West App | 0 | 0 | 544 | 534 | -10 | -2% | 0.3 | 75 | 127 | 52 | 69% | 3.7 | 619 | 661 | 42 | 7% | 1.2 |
| 9399 | W | 3786_6358 | Ohaupo Rd / Airport Rd West App | 0 | 0 | 1,371 | 1,284 | -87 | -6% | 1.7 | 39 | 167 | 128 | 328% | 8.9 | 1,410 | 1,452 | 42 | 3% | 0.8 |
| 9400 | N | 4518_5044 | Wariere Dr / Huntington Dr West North App | 1 | 0 | 68 | 72 | 4 | 6% | 0.3 | 6 | 1 | -5 | -83% | 1.9 | 74 | 73 | -1 | -1% | 0.1 |
| 9400 | S | 5044_4518 | Wariere Dr / Huntington Dr West North App | 1 | 0 | 253 | 178 | -75 | -30% | 3.6 | 1 | 1 | 0 | 0% | 0.0 | 254 | 179 | -75 | -30% | 3.6 |
| 9401 | E | 4518_4519 | Wariere Dr / Huntington Dr West East App | 1 | 0 | 1,520 | 1,141 | -379 | -25% | 7.3 | 94 | 44 | -50 | -53% | 4.3 | 1,614 | 1,184 | -430 | -27% | 8.1 |
| 9401 | W | 4519_4518 | Wariere Dr / Huntington Dr West East App | 1 | 0 | 1,495 | 1,569 | 74 | 5% | 1.3 | 49 | 35 | -14 | -29% | 1.5 | 1,544 | 1,604 | 60 | 4% | 1.1 |
| 9403 | E | 3560_4518 | Wariere Dr / Huntington Dr West West App | 1 | 0 | 1,519 | 1,154 | -365 | -24% | 7.1 | 100 | 44 | -56 | -56% | 4.7 | 1,619 | 1,198 | -421 | -26% | 7.9 |
| 9403 | W | 4518_3560 | Wariere Dr / Huntington Dr West West App | 1 | 0 | 1,679 | 1,688 | 9 | 1% | 0.2 | 50 | 35 | -15 | -30% | 1.6 | 1,729 | 1,723 | -6 | 0% | 0.1 |
| 9404 | N | 2768_4067 | Wariere Dr / Huntington Dr East North App | 1 | 0 | 72 | 148 | 76 | 106% | 5.1 | 1 | 2 | 1 | 100% | 0.6 | 73 | 150 | 77 | 105% | 5.2 |
| 9404 | S | 4067_2768 | Wariere Dr / Huntington Dr East North App | 1 | 0 | 385 | 382 | -3 | -1% | 0.1 | 1 | 2 | 1 | 100% | 0.6 | 386 | 384 | -2 | -1% | 0.1 |
| 9405 | E | 2768_4277 | Wariere Dr / Huntington Dr East East App | 1 | 0 | 1,764 | 1,179 | -585 | -33% | 10.8 | 95 | 44 | -51 | -54% | 4.3 | 1,859 | 1,223 | -636 | -34% | 11.5 |
| 9405 | W | 4277_2768 | Wariere Dr / Huntington Dr East East App | 1 | 0 | 1,418 | 1,373 | -45 | -3% | 0.9 | 50 | 35 | -15 | -30% | 1.6 | 1,468 | 1,408 | -60 | -4% | 1.1 |
| 9407 | E | 3665_2768 | Wariere Dr / Huntington Dr East West App | 1 | 0 | 1,536 | 1,141 | -395 | -26% | 7.6 | 94 | 44 | -50 | -53% | 4.3 | 1,630 | 1,184 | -446 | -27% | 8.4 |
| 9407 | W | 2768_3665 | Wariere Dr / Huntington Dr East West App | 1 | 0 | 1,503 | 1,569 | 66 | 4% | 1.2 | 49 | 35 | -14 | -29% | 1.5 | 1,552 | 1,604 | 52 | 3% | 0.9 |
| 9408 | N | 5200_11091 | Killarney Rd / Queens Ave North App | 1 | 0 | 984 | 927 | -57 | -6% | 1.3 | 52 | 6 | -46 | -88% | 6.0 | 1,036 | 933 | -103 | -10% | 2.3 |
| 9408 | S | 11091_5200 | Killarney Rd / Queens Ave North App | 1 | 0 | 548 | 222 | -326 | -59% | 11.7 | 30 | 3 | -27 | -90% | 4.7 | 578 | 225 | -353 | -61% | 12.5 |
| 9409 | E | 5200_3311 | Killarney Rd / Queens Ave East App | 1 | 0 | 462 | 408 | -54 | -12% | 1.8 | 9 | 16 | 7 | 78% | 1.4 | 471 | 424 | -47 | -10% | 1.6 |
| 9409 | W | 3311_5200 | Killarney Rd / Queens Ave East App | 1 | 0 | 531 | 855 | 324 | 61% | 8.7 | 20 | 19 | -1 | -5% | 0.2 | 551 | 874 | 323 | 59% | 8.6 |
| 9410 | N | 8047_5200 | Killarney Rd / Queens Ave South App | 1 | 0 | 25 | 0 | -25 | -100% | 5.0 | 2 | 0 | -2 | -100% | 1.4 | 27 | 0 | -27 | -100% | 5.2 |
| 9410 | S | 5200_8047 | Killarney Rd / Queens Ave South App | 1 | 0 | 24 | 0 | -24 | -100% | 4.9 | 5 | 0 | -5 | -100% | 2.2 | 29 | 0 | -29 | -100% | 5.4 |
| 9411 | E | 11030_5200 | Killarney Rd / Queens Ave West App | 1 | 0 | 1,358 | 1,257 | -101 | -0.1 | 2.0 | 62 | 21 | -41 | -66% | 4.5 | 1,420 | 1,278 | -142 | -10% | 2.7 |
| TOTAL | | | | | | 988,720 | 968,994 | -19,726 | -2% | | 51,090 | 50,525 | -565 | -1% | | 1,039,810 | 1,019,522 | -20,288 | -2% | |

Inter Peak

| Count Ref | Direction | Nodes | Location | HTN? | Scrn Flag | Light | | | | | Medium + Heavy | | | | | Total | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Observed | Modelled | Diff | % Diff | GEH | Observed | Modelled | Diff | % Diff | GEH | Observed | Modelled | Diff | % Diff | GEH |
| 101 | N | 4603_5824 | Great South Rd (Ellery-Galileo) | 0 | 1 | 441 | 420 | -21 | -5% | 0.7 | 53 | 37 | -16 | -30% | 1.7 | 494 | 457 | -37 | -8% | 1.2 |
| 101 | S | 5824_4603 | Great South Rd (Ellery-Galileo) | 0 | 1 | 493 | 438 | -55 | -11% | 1.8 | 51 | 36 | -15 | -29% | 1.6 | 544 | 474 | -70 | -13% | 2.2 |
| 102 | N | 9556_9551 | Waikato Expressway, Waikato River Crossing at Horotiu | 0 | 1 | 837 | 707 | -130 | -16% | 3.3 | 181 | 234 | 53 | 30% | 2.6 | 1,018 | 941 | -77 | -8% | 1.7 |
| 102 | S | 9551_9556 | Waikato Expressway, Waikato River Crossing at Horotiu | 0 | 1 | 913 | 719 | -194 | -21% | 4.8 | 134 | 208 | 74 | 55% | 4.0 | 1,047 | 926 | -121 | -12% | 2.7 |
| 103 | N | 3652_8293 | Wairere Drive, Waikato River Crossing | 1 | 1 | 2,400 | 2,775 | 375 | 16% | **5.2** | 147 | 122 | -25 | -17% | 1.5 | 2,547 | 2,897 | 350 | 14% | 4.7 |
| 103 | S | 8293_3652 | Wairere Drive, Waikato River Crossing | 1 | 1 | 2,514 | 2,726 | 212 | 8% | 2.9 | 130 | 126 | -4 | -3% | 0.2 | 2,644 | 2,852 | 208 | 8% | 2.8 |
| 104 | N | 4907_3606 | Fairfield Rd Bridge WBD | 1 | 1 | 1,268 | 1,661 | 393 | 31% | **7.3** | 22 | 0 | -22 | -100% | 4.7 | 1,290 | 1,661 | 371 | 29% | **6.8** |
| 104 | S | 3606_4907 | Fairfield Rd Bridge WBD | 1 | 1 | 1,268 | 1,158 | -110 | -9% | 2.2 | 25 | 0 | -25 | -100% | 5.0 | 1,293 | 1,158 | -135 | -10% | 2.7 |
| 105 | N | 3953_6739 | Boundary Road, Waikato River Crossing | 1 | 1 | 1,559 | 1,100 | -459 | -29% | **8.9** | 42 | 98 | 56 | 133% | 4.7 | 1,601 | 1,198 | -403 | -25% | **7.6** |
| 105 | S | 6739_3953 | Boundary Road, Waikato River Crossing | 1 | 1 | 1,359 | 1,447 | 88 | 6% | 1.7 | 49 | 128 | 79 | 161% | **5.9** | 1,408 | 1,575 | 167 | 12% | 3.1 |
| 106 | N | 3453_9823 | Claudelands Rd Bridge RSI 16 WBD | 1 | 1 | 683 | 909 | 226 | 33% | **5.7** | 17 | 0 | -17 | -100% | 4.1 | 700 | 909 | 209 | 30% | **5.2** |
| 106 | S | 9823_3453 | Claudelands Rd Bridge RSI 16 WBD | 1 | 1 | 918 | 986 | 68 | 7% | 1.6 | 22 | 0 | -22 | -100% | 4.7 | 940 | 986 | 46 | 5% | 1.0 |
| 107 | N | 8233_9824 | Bridge St Anglesea to Victoria 109 | 1 | 1 | 1,713 | 1,936 | 223 | 13% | 3.7 | 42 | 110 | 68 | 162% | **5.5** | 1,755 | 2,047 | 292 | 17% | 4.7 |
| 107 | S | 9824_8233 | Bridge St Anglesea to Victoria 109 | 1 | 1 | 1,666 | 1,684 | 18 | 1% | 0.3 | 40 | 82 | 42 | 103% | 3.8 | 1,706 | 1,766 | 60 | 4% | 1.0 |
| 108 | N | 3509_3670 | Cobham Dr Bridge RSI 18 SBD | 1 | 1 | 1,986 | 2,237 | 251 | 13% | 3.9 | 105 | 155 | 50 | 48% | 3.1 | 2,090 | 2,392 | 302 | 14% | 4.5 |
| 108 | S | 3670_3509 | Cobham Dr Bridge RSI 18 SBD | 1 | 1 | 1,978 | 2,260 | 282 | 14% | 4.3 | 104 | 151 | 47 | 45% | 2.9 | 2,082 | 2,411 | 329 | 16% | 4.9 |
| 109 | N | 10685_6307 | Airport Rd - 02100004 Sth of Lochiel Rd | 0 | 1 | 341 | 478 | 137 | 40% | 4.8 | 44 | 66 | 22 | 49% | 2.1 | 385 | 544 | 159 | 41% | **5.2** |
| 109 | S | 6307_10685 | Airport Rd - 02100004 Sth of Lochiel Rd | 0 | 1 | 303 | 502 | 199 | 66% | **7.0** | 57 | 69 | 12 | 20% | 1.0 | 360 | 572 | 212 | 59% | **6.9** |
| 110 | N | 6550_6432 | Victoria St, Waikato River Crossing | 0 | 1 | 1,102 | 959 | -143 | -13% | 3.1 | 69 | 5 | -64 | -93% | **7.4** | 1,170 | 964 | -206 | -18% | 4.5 |
| 110 | S | 6432_6550 | Victoria St, Waikato River Crossing | 0 | 1 | 979 | 856 | -123 | -13% | 2.9 | 31 | 5 | -26 | -84% | 4.3 | 1,010 | 861 | -149 | -15% | 3.5 |
| 111 | N | 6132_6237 | Shakepeare Bridge (Cambridge) | 0 | 1 | 515 | 319 | -196 | -38% | **6.8** | 55 | 17 | -38 | -69% | 4.5 | 569 | 336 | -233 | -41% | **7.8** |
| 111 | S | 10228_6171 | Shakepeare Bridge (Cambridge) | 0 | 1 | 799 | 569 | -230 | -29% | **6.2** | 108 | 115 | 7 | 6% | 0.5 | 908 | 684 | -224 | -25% | **5.6** |
| 112 | E | 2607_9841 | Maungatautari Road - North of Hydro Road | 0 | 1 | 161 | 168 | 7 | 4% | 0.4 | 19 | 14 | -5 | -25% | 0.8 | 180 | 182 | 2 | 1% | 0.1 |
| 112 | W | 2608_4884 | Maungatautari Road - North of Hydro Road | 0 | 1 | 135 | 150 | 16 | 12% | 0.9 | 16 | 14 | -2 | -12% | 0.3 | 150 | 164 | 14 | 9% | 0.8 |
| 113 | N | 8992_8424 | Whakamaru Road, at Dam | 0 | 1 | 97 | 108 | 11 | 11% | 0.8 | 39 | 27 | -12 | -30% | 1.4 | 136 | 134 | -2 | -1% | 0.1 |
| 113 | S | 8424_8992 | Whakamaru Road, at Dam | 0 | 1 | 124 | 104 | -20 | -16% | 1.3 | 31 | 27 | -4 | -13% | 0.6 | 156 | 130 | -26 | -16% | 1.5 |
| 114 | N | 8958_8706 | SH1 south of Oruanui Road | 0 | 1 | 334 | 345 | 11 | 3% | 0.4 | 78 | 77 | -1 | -2% | 0.1 | 413 | 422 | 9 | 2% | 0.3 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 114 | S | 8706_8958 | SH1 south of Oruanui Road | 0 | 1 | 363 | 169 | -194 | -53% | 8.4 | 43 | 91 | 48 | 113% | 4.2 | 406 | 259 | -147 | -36% | 5.7 |
| 115 | N | 4408_8402 | 01N00702 Control Gates Bridge (Taupo) | 0 | 1 | 1,574 | 1,772 | 198 | 13% | 3.4 | 152 | 88 | -64 | -42% | 4.1 | 1,726 | 1,860 | 134 | 8% | 2.2 |
| 115 | S | 8402_4408 | 01N00702 Control Gates Bridge (Taupo) | 0 | 1 | 1,508 | 1,563 | 55 | 4% | 1.0 | 143 | 92 | -51 | -35% | 3.3 | 1,651 | 1,655 | 4 | 0% | 0.1 |
| 201 | N | 10244_13984 | SH3, south of Allen Road (NZTA: 105m before Tokanui Rd) | 0 | 1 | 532 | 494 | -38 | -7% | 1.2 | 28 | 98 | 70 | 250% | 6.2 | 560 | 591 | 31 | 6% | 0.9 |
| 201 | S | 13984_10244 | SH3, south of Allen Road (NZTA: 105m before Tokanui Rd) | 0 | 1 | 558 | 494 | -64 | -11% | 2.0 | 29 | 96 | 67 | 227% | 6.0 | 587 | 590 | 3 | 1% | 0.1 |
| 202 | N | 8438_10243 | Pokuru Road | 0 | 1 | 102 | 153 | 51 | 50% | 3.2 | 10 | 6 | -4 | -38% | 0.9 | 112 | 159 | 47 | 42% | 2.9 |
| 202 | S | 10243_8438 | Pokuru Road | 0 | 1 | 49 | 154 | 105 | 216% | 7.4 | 7 | 6 | -1 | -12% | 0.2 | 56 | 159 | 104 | 186% | 7.1 |
| 203 | N | 9936_8270 | 03900052 - SH39 sth of Hanning Piongia | 0 | 1 | 190 | 260 | 70 | 37% | 3.3 | 51 | 53 | 2 | 4% | 0.2 | 241 | 313 | 72 | 30% | 3.1 |
| 203 | S | 8270_9936 | 03900052 - SH39 sth of Hanning Piongia | 0 | 1 | 208 | 186 | -22 | -11% | 1.1 | 64 | 49 | -15 | -24% | 1.4 | 272 | 235 | -37 | -14% | 1.7 |
| 204 | E | 8267_13880 | 02300037 - SH23 90m East of Wrights Road | 0 | 1 | 199 | 241 | 42 | 21% | 2.0 | 27 | 46 | 19 | 72% | 2.3 | 226 | 288 | 62 | 27% | 2.7 |
| 204 | W | 13880_8267 | 02300037 - SH23 90m East of Wrights Road | 0 | 1 | 226 | 211 | -15 | -7% | 0.7 | 24 | 46 | 22 | 89% | 2.6 | 251 | 256 | 5 | 2% | 0.2 |
| 205 | E | 9593_10779 | Waingaro Road, South of Rotowaro Road | 0 | 1 | 50 | 64 | 14 | 27% | 1.3 | 6 | 16 | 10 | 181% | 2.2 | 56 | 80 | 24 | 43% | 2.0 |
| 205 | W | 10779_9593 | Waingaro Road, South of Rotowaro Road | 0 | 1 | 46 | 60 | 14 | 32% | 1.4 | 4 | 16 | 12 | 332% | 2.8 | 49 | 75 | 26 | 52% | 2.3 |
| 206 | N | 2854_11640 | Hakarimata Rd, North of Ngaruawahia | 0 | 1 | 94 | 128 | 34 | 36% | 2.3 | 27 | 6 | -21 | -78% | 3.7 | 121 | 134 | 13 | 11% | 0.8 |
| 206 | S | 11640_2854 | Hakarimata Rd, North of Ngaruawahia | 0 | 1 | 101 | 173 | 72 | 71% | 4.4 | 18 | 6 | -12 | -66% | 2.4 | 119 | 179 | 61 | 51% | 3.5 |
| 207 | N | 10323_9789 | SH1 sth of Tregoweth Huntly | 0 | 1 | 1,394 | 1,251 | -143 | -10% | 2.8 | 211 | 316 | 105 | 50% | 4.6 | 1,604 | 1,567 | -37 | -2% | 0.7 |
| 207 | S | 9789_10323 | SH1 sth of Tregoweth Huntly | 0 | 1 | 1,553 | 1,359 | -194 | -13% | 3.6 | 206 | 289 | 83 | 40% | 3.7 | 1,760 | 1,649 | -111 | -6% | 1.9 |
| 208 | N | 10781_9968 | Orini Rd | 0 | 1 | 47 | 65 | 18 | 38% | 1.7 | 8 | 15 | 7 | 97% | 1.6 | 55 | 80 | 25 | 47% | 2.2 |
| 208 | S | 9968_10781 | Orini Rd | 0 | 1 | 63 | 64 | 1 | 1% | 0.1 | 9 | 14 | 5 | 63% | 1.1 | 72 | 78 | 6 | 8% | 0.5 |
| 209 | N | 9913_13896 | Whitikahu Rd | 0 | 1 | 111 | 125 | 14 | 12% | 0.9 | 29 | 23 | -6 | -20% | 0.8 | 140 | 148 | 8 | 6% | 0.5 |
| 209 | S | 13896_9913 | Whitikahu Rd | 0 | 1 | 129 | 140 | 11 | 8% | 0.7 | 36 | 23 | -13 | -36% | 1.7 | 165 | 163 | -2 | -1% | 0.1 |
| 210 | E | 10707_9924 | Piako Road | 0 | 1 | 311 | 401 | 90 | 29% | 3.4 | 64 | 72 | 8 | 12% | 0.7 | 375 | 472 | 97 | 26% | 3.3 |
| 210 | W | 9924_10707 | Piako Road | 0 | 1 | 304 | 445 | 142 | 47% | 5.2 | 50 | 75 | 26 | 52% | 2.3 | 353 | 520 | 167 | 47% | 5.7 |
| 211 | E | 5650_5514 | Scotsman Valley Rd | 0 | 1 | 47 | 32 | -15 | -32% | 1.7 | 8 | 16 | 8 | 95% | 1.6 | 55 | 48 | -7 | -13% | 0.7 |
| 211 | W | 5514_5650 | Scotsman Valley Rd | 0 | 1 | 45 | 22 | -23 | -51% | 2.8 | 9 | 15 | 6 | 70% | 1.3 | 53 | 37 | -16 | -31% | 1.7 |
| 212 | N | 10788_6597 | 01N00580 | 0 | 1 | 1,136 | 858 | -278 | -24% | 6.2 | 168 | 169 | 1 | 1% | 0.0 | 1,304 | 1,027 | -277 | -21% | 5.7 |
| 212 | S | 6597_10788 | 01N00580 | 0 | 1 | 1,135 | 696 | -439 | -39% | 10.3 | 158 | 173 | 15 | 10% | 0.8 | 1,293 | 869 | -424 | -33% | 9.1 |
| 214 | N | 10775_10249 | Arapuni Road, south of Kimberley Road | 0 | 1 | 135 | 96 | -39 | -29% | 2.6 | 29 | 27 | -2 | -6% | 0.2 | 164 | 122 | -42 | -26% | 2.5 |
| 214 | S | 10249_10775 | Arapuni Road, south of Kimberley Road | 0 | 1 | 111 | 84 | -27 | -24% | 1.9 | 26 | 27 | 1 | 3% | 0.1 | 137 | 110 | -27 | -20% | 1.7 |
| 301 | N | 10206_9110 | SH5 - sth of Maraeroa Rd Rotorua | 0 | 1 | 389 | 261 | -128 | -33% | 5.0 | 62 | 51 | -11 | -18% | 1.0 | 451 | 311 | -140 | -31% | 5.1 |
| 301 | S | 9110_10206 | SH5 - sth of Maraeroa Rd Rotorua | 0 | 1 | 380 | 172 | -208 | -55% | 8.8 | 59 | 48 | -11 | -19% | 1.1 | 439 | 220 | -219 | -50% | 8.5 |
| 302 | N | 4051_8384 | 03000141 - 155m before Gun Club Road | 0 | 1 | 214 | 256 | 42 | 20% | 1.9 | 11 | 48 | 37 | 326% | 4.8 | 225 | 304 | 79 | 35% | 3.4 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 302 | S | 8384_4051 | 03000141 - 155m before Gun Club Road | 0 | 1 | 198 | 275 | 77 | 39% | 3.6 | 10 | 48 | 38 | 361% | 4.9 | 208 | 323 | 115 | 55% | 5.0 |
| 303 | N | 8989_8810 | 00500082 520m sth of ERP 7713.70 Waiotapu | 0 | 1 | 345 | 291 | -54 | -16% | 2.1 | 60 | 60 | 0 | -1% | 0.0 | 405 | 351 | -54 | -13% | 2.0 |
| 303 | S | 8810_8989 | 00500082 520m sth of ERP 7713.70 Waiotapu | 0 | 1 | 368 | 281 | -87 | -24% | 3.4 | 67 | 71 | 4 | 5% | 0.3 | 436 | 352 | -84 | -19% | 3.0 |
| 304 | N | 8792_8552 | 00500125 98m before SH1 (Wairakei) | 0 | 1 | 312 | 272 | -40 | -13% | 1.6 | 30 | 46 | 16 | 52% | 1.8 | 342 | 318 | -24 | -7% | 0.9 |
| 304 | S | 8552_8792 | 00500125 98m before SH1 (Wairakei) | 0 | 1 | 334 | 282 | -52 | -16% | 2.1 | 32 | 26 | -6 | -17% | 0.7 | 366 | 308 | -58 | -16% | 2.2 |
| 305 | N | 4246_8549 | 00500138 278m past crown road (Taupo) | 0 | 1 | 265 | 249 | -16 | -6% | 0.7 | 49 | 63 | 14 | 29% | 1.3 | 314 | 312 | -2 | -1% | 0.1 |
| 305 | S | 8549_4246 | 00500138 278m past crown road (Taupo) | 0 | 1 | 160 | 148 | -12 | -8% | 0.7 | 111 | 125 | 14 | 13% | 0.9 | 271 | 274 | 3 | 1% | 0.1 |
| 306 | N | 8518_8274 | SH1 sth of Taupahi Turangi | 0 | 1 | 202 | 202 | 0 | 0% | 0.0 | 61 | 65 | 4 | 6% | 0.3 | 263 | 268 | 5 | 2% | 0.2 |
| 306 | S | 8274_8518 | SH1 sth of Taupahi Turangi | 0 | 1 | 212 | 222 | 10 | 5% | 0.5 | 59 | 49 | -10 | -17% | 1.0 | 271 | 271 | 0 | 0% | 0.0 |
| 307 | N | 8522_8273 | 04700046 242m before SH41 | 0 | 1 | 64 | 70 | 6 | 9% | 0.5 | 8 | 12 | 4 | 43% | 0.8 | 72 | 82 | 10 | 13% | 0.8 |
| 307 | S | 8273_8522 | 04700046 242m before SH41 | 0 | 1 | 77 | 68 | -9 | -11% | 0.7 | 15 | 12 | -3 | -19% | 0.5 | 92 | 80 | -12 | -13% | 0.9 |
| 308 | E | 8779_8959 | 04100029 50m East of Moerangi Road | 0 | 1 | 22 | 22 | 0 | 2% | 0.1 | 11 | 11 | 0 | 2% | 0.0 | 32 | 33 | 1 | 2% | 0.1 |
| 308 | W | 8959_8779 | 04100029 50m East of Moerangi Road | 0 | 1 | 26 | 26 | 0 | -1% | 0.0 | 5 | 5 | 0 | 9% | 0.1 | 31 | 31 | 0 | 1% | 0.0 |
| 309 | E | 9550_9831 | 03000035 918m past Manaiti Street (Bennydal | 0 | 1 | 37 | 39 | 2 | 5% | 0.2 | 21 | 18 | -3 | -14% | 0.5 | 58 | 57 | -1 | -2% | 0.1 |
| 309 | W | 9831_9550 | 03000035 918m past Manaiti Street (Bennydal | 0 | 1 | 38 | 29 | -9 | -24% | 1.1 | 15 | 19 | 4 | 30% | 0.8 | 53 | 48 | -5 | -9% | 0.5 |
| 310 | N | 3497_10125 | 00300066 800m past SH 37 (Waitomo Road) | 0 | 1 | 477 | 563 | 86 | 18% | 2.7 | 100 | 96 | -4 | -4% | 0.3 | 577 | 659 | 82 | 14% | 2.3 |
| 310 | S | 10125_3497 | 00300066 800m past SH 37 (Waitomo Road) | 0 | 1 | 387 | 442 | 55 | 14% | 1.9 | 80 | 91 | 11 | 14% | 0.8 | 467 | 533 | 66 | 14% | 2.1 |
| 311 | E | 3506_8271 | 03100022 500m west of Ngutunui Road | 0 | 1 | 38 | 41 | 3 | 8% | 0.3 | 12 | 7 | -5 | -43% | 1.2 | 50 | 48 | -2 | -5% | 0.2 |
| 311 | W | 8271_3506 | 03100022 500m west of Ngutunui Road | 0 | 1 | 39 | 48 | 9 | 22% | 0.9 | 7 | 7 | 0 | 3% | 0.1 | 46 | 55 | 9 | 19% | 0.9 |
| 316 | E | 9671_13854 | Tahuna Road, east of Waiterimu Rd | 0 | 1 | 109 | 69 | -40 | -37% | 3.0 | 23 | 11 | -12 | -52% | 2.0 | 132 | 80 | -52 | -39% | 3.6 |
| 316 | W | 13854_9671 | Tahuna Road, east of Waiterimu Rd | 0 | 1 | 112 | 59 | -53 | -47% | 4.0 | 28 | 12 | -16 | -57% | 2.5 | 140 | 70 | -70 | -50% | 4.8 |
| 317 | N | 9950_8301 | Taniwha Road, north of Waiterimu Rd | 0 | 1 | 16 | 17 | 1 | 4% | 0.1 | 4 | 8 | 4 | 122% | 1.3 | 20 | 26 | 6 | 30% | 0.9 |
| 317 | S | 8301_9950 | Taniwha Road, north of Waiterimu Rd | 0 | 1 | 20 | 19 | -1 | -5% | 0.1 | 3 | 8 | 5 | 158% | 1.5 | 23 | 27 | 4 | 17% | 0.6 |
| 318 | N | 8308_9964 | 02700011 SH27 Kaihere - Telemetry Site 33 | 0 | 1 | 283 | 159 | -124 | -44% | **5.9** | 71 | 58 | -13 | -18% | 1.1 | 354 | 217 | -137 | -39% | **5.7** |
| 318 | S | 9964_8308 | 02700011 SH27 Kaihere - Telemetry Site 33 | 0 | 1 | 306 | 219 | -87 | -28% | 3.8 | 67 | 54 | -13 | -19% | 1.2 | 373 | 273 | -100 | -27% | 3.9 |
| 319 | N | 10167_8179 | 02600055 515m nth of Patuwhao Stream Bridge | 0 | 1 | 145 | 105 | -40 | -28% | 2.5 | 20 | 12 | -8 | -41% | 1.5 | 165 | 117 | -48 | -29% | 2.9 |
| 319 | S | 8179_10167 | 02600055 515m nth of Patuwhao Stream Bridge | 0 | 1 | 137 | 115 | -22 | -16% | 1.4 | 22 | 14 | -8 | -37% | 1.4 | 160 | 129 | -31 | -19% | 1.8 |
| 320 | N | 9145_14134 | 02900034 Kaimai - Telemetry Site 12 - 1 | 0 | 1 | 569 | 484 | -85 | -15% | 2.6 | 159 | 118 | -41 | -26% | 2.5 | 728 | 602 | -126 | -17% | 3.5 |
| 320 | S | 14134_9145 | 02900034 Kaimai - Telemetry Site 12 - 1 | 0 | 1 | 607 | 519 | -88 | -14% | 2.6 | 146 | 122 | -24 | -17% | 1.5 | 753 | 640 | -113 | -15% | 3.0 |
| 601 | E | 8328_9387 | 00200141 near Tga RSI Site 23 | 0 | 1 | 1,376 | 1,268 | -108 | -8% | 2.1 | 135 | 141 | 6 | 4% | 0.4 | 1,511 | 1,409 | -102 | -7% | 1.9 |
| 601 | W | 9387_8328 | 00200141 near Tga RSI Site 23 | 0 | 1 | 1,320 | 1,329 | 9 | 1% | 0.2 | 133 | 143 | 10 | 8% | 0.6 | 1,453 | 1,472 | 19 | 1% | 0.4 |
| 603 | N | 9138_10815 | 03600012 760m sth of Williams Rd | 0 | 1 | 180 | 329 | 149 | 82% | **6.6** | 42 | 5 | -37 | -88% | **5.4** | 222 | 334 | 112 | 50% | 4.7 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 603 | S | 10815_9138 | 03600012 760m sth of Williams Rd | 0 | 1 | 193 | 199 | 6 | 3% | 0.3 | 25 | 5 | -20 | -80% | 3.6 | 217 | 204 | -13 | -6% | 0.7 |
| 604 | E | 10798_10800 | Te Puke Highway, west of Tauranga Eastern Link | 0 | 1 | 621 | 739 | 118 | 19% | 3.2 | 98 | 56 | -42 | -43% | 3.4 | 718 | 795 | 77 | 11% | 2.0 |
| 604 | W | 10800_10798 | Te Puke Highway, west of Tauranga Eastern Link | 0 | 1 | 642 | 750 | 108 | 17% | 2.9 | 92 | 56 | -36 | -39% | 2.9 | 734 | 806 | 72 | 10% | 1.8 |
| 901 | N | 7164_5645 | Ruffell Rd West of Te Rapa Rd | 1 | 1 | 217 | 216 | -1 | 0% | 0.0 | 22 | 19 | -3 | -13% | 0.4 | 239 | 234 | -5 | -2% | 0.2 |
| 901 | S | 5645_7164 | Ruffell Rd West of Te Rapa Rd | 1 | 1 | 232 | 294 | 62 | 27% | 2.7 | 29 | 19 | -10 | -34% | 1.4 | 261 | 313 | 52 | 20% | 2.2 |
| 902 | E | 3287_3512 | Te Kowhai Rd East of Tasman Rd | 1 | 1 | 552 | 350 | -202 | -37% | 6.7 | 98 | 77 | -21 | -21% | 1.6 | 650 | 427 | -223 | -34% | 6.8 |
| 902 | W | 3512_3287 | Te Kowhai Rd East of Tasman Rd | 1 | 1 | 487 | 537 | 50 | 10% | 1.6 | 90 | 91 | 1 | 1% | 0.1 | 577 | 629 | 52 | 9% | 1.5 |
| 903 | W | 3483_7706 | Wairere Drive, West of Te Rapa Road | 1 | 1 | 1,316 | 1,097 | -219 | -17% | 4.4 | 63 | 68 | 5 | 8% | 0.4 | 1,379 | 1,165 | -214 | -15% | 4.2 |
| 903 | E | 7706_3483 | Wairere Drive, West of Te Rapa Road | 1 | 1 | 1,318 | 1,291 | -27 | -2% | 0.5 | 78 | 74 | -4 | -5% | 0.3 | 1,397 | 1,365 | -32 | -2% | 0.6 |
| 904 | W | 4904_3476 | Forest lake Rd Railway Underpass | 1 | 1 | 919 | 1,123 | 204 | 22% | 4.5 | 44 | 61 | 17 | 39% | 1.7 | 963 | 1,184 | 221 | 23% | 4.8 |
| 904 | E | 3476_4904 | Forest lake Rd Railway Underpass | 1 | 1 | 913 | 1,084 | 171 | 19% | 3.8 | 54 | 57 | 3 | 5% | 0.3 | 967 | 1,141 | 174 | 18% | 3.8 |
| 905 | E | 3456_4721 | Norton Rd at Railway | 1 | 1 | 1,151 | 860 | -291 | -25% | 6.5 | 100 | 49 | -51 | -51% | 4.2 | 1,252 | 909 | -343 | -27% | 7.4 |
| 905 | W | 4721_3456 | Norton Rd at Railway | 1 | 1 | 978 | 981 | 3 | 0% | 0.1 | 60 | 86 | 26 | 42% | 2.1 | 1,039 | 1,067 | 28 | 3% | 0.6 |
| 906 | N | 8889_6664 | Hall St overpass | 1 | 1 | 1,383 | 1,271 | -112 | -8% | 2.2 | 67 | 88 | 21 | 32% | 1.7 | 1,450 | 1,359 | -91 | -6% | 1.7 |
| 906 | S | 6664_8889 | Hall St overpass | 1 | 1 | 1,602 | 1,382 | -220 | -14% | 4.0 | 95 | 70 | -25 | -26% | 2.0 | 1,697 | 1,452 | -245 | -14% | 4.4 |
| 907 | E | 5199_14256 | Killarney Rd Railway Crossing | 1 | 1 | 1,124 | 787 | -337 | -30% | 7.7 | 63 | 37 | -26 | -41% | 2.6 | 1,187 | 824 | -363 | -31% | 8.1 |
| 907 | W | 14256_5199 | Killarney Rd Railway Crossing | 1 | 1 | 1,080 | 795 | -285 | -26% | 6.6 | 48 | 34 | -14 | -30% | 1.6 | 1,129 | 829 | -300 | -27% | 6.8 |
| 908 | E | 3175_4709 | 01N00552 120m east of Railway Crossing | 1 | 1 | 1,965 | 1,685 | -280 | -14% | 4.6 | 103 | 210 | 107 | 103% | 6.0 | 2,068 | 1,894 | -174 | -8% | 2.8 |
| 908 | W | 4709_3175 | 01N00552 120m east of Railway Crossing | 1 | 1 | 1,949 | 1,679 | -270 | -14% | 4.5 | 103 | 212 | 109 | 107% | 6.2 | 2,052 | 1,891 | -161 | -8% | 2.6 |
| 909 | E | 3168_4788 | Collins Rd Railway Crossing | 1 | 1 | 186 | 303 | 117 | 63% | 5.3 | 23 | 13 | -10 | -44% | 1.7 | 209 | 316 | 107 | 51% | 4.7 |
| 909 | W | 4788_3168 | Collins Rd Railway Crossing | 1 | 1 | 170 | 280 | 110 | 64% | 5.2 | 17 | 12 | -5 | -28% | 0.9 | 187 | 292 | 105 | 56% | 4.8 |
| 1101 | E | 10696_10598 | Puketaha Rd, east of Gordonton Rd | 1 | 1 | 189 | 315 | 126 | 66% | 5.6 | 16 | 35 | 19 | 122% | 2.7 | 205 | 350 | 145 | 71% | 6.2 |
| 1101 | W | 10598_10696 | Puketaha Rd, east of Gordonton Rd | 1 | 1 | 192 | 345 | 153 | 80% | 6.6 | 15 | 37 | 22 | 140% | 3.0 | 207 | 382 | 175 | 85% | 7.2 |
| 1102 | E | 8157_7024 | Powells Rd east of Wairere Dr | 1 | 1 | 308 | 413 | 105 | 34% | 3.9 | 8 | 9 | 1 | 13% | 0.2 | 316 | 421 | 105 | 33% | 3.9 |
| 1102 | W | 7024_8157 | Powells Rd east of Wairere Dr | 1 | 1 | 292 | 486 | 194 | 66% | 7.0 | 8 | 10 | 2 | 25% | 0.5 | 300 | 496 | 196 | 65% | 6.9 |
| 1103 | E | 6874_3920 | Ruakura Rd East of Silverdale | 1 | 1 | 220 | 356 | 136 | 62% | 5.6 | 42 | 43 | 1 | 2% | 0.1 | 263 | 399 | 137 | 52% | 5.3 |
| 1103 | W | 3920_6874 | Ruakura Rd East of Silverdale | 1 | 1 | 219 | 356 | 137 | 62% | 5.7 | 27 | 32 | 5 | 19% | 0.7 | 246 | 388 | 142 | 58% | 5.6 |
| 1104 | E | 4111_10565 | 02600002 875m West of Lissette Road | 1 | 1 | 504 | 537 | 33 | 7% | 1.0 | 47 | 65 | 18 | 37% | 1.7 | 551 | 602 | 51 | 9% | 1.5 |
| 1104 | W | 10565_4111 | 02600002 875m West of Lissette Road | 1 | 1 | 481 | 549 | 68 | 14% | 2.1 | 44 | 82 | 38 | 88% | 3.4 | 524 | 631 | 107 | 20% | 3.1 |
| 1201 | N | 3514_5874 | Te Rapa Road, south of Eagle Way | 1 | 1 | 2,192 | 1,858 | -334 | -15% | 5.2 | 252 | 170 | -82 | -32% | 4.0 | 2,444 | 2,028 | -416 | -17% | 6.2 |
| 1201 | S | 5874_3514 | Te Rapa Road, south of Eagle Way | 1 | 1 | 2,076 | 2,023 | -53 | -3% | 0.8 | 288 | 177 | -111 | -38% | 5.1 | 2,364 | 2,201 | -163 | -7% | 2.4 |
| 1202 | N | 3938_7174 | Pukete Rd, north of Wairere Dr | 1 | 1 | 570 | 637 | 67 | 12% | 1.9 | 11 | 38 | 27 | 244% | 3.8 | 581 | 675 | 94 | 16% | 2.7 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1202 | S | 7174_3938 | Pukete Rd, north of Wairere Dr | 1 | 1 | 553 | 566 | 13 | 2% | 0.4 | 19 | 28 | 9 | 48% | 1.3 | 572 | 594 | 22 | 4% | 0.7 |
| 1203 | N | 3477_5195 | Totara Dr, north of Wairere Dr | 1 | 1 | 200 | 245 | 45 | 22% | 2.1 | 18 | 7 | -11 | -62% | 2.2 | 219 | 252 | 33 | 15% | 1.5 |
| 1203 | S | 5195_3477 | Totara Dr, north of Wairere Dr | 1 | 1 | 135 | 241 | 106 | 79% | 5.5 | 13 | 6 | -7 | -55% | 1.7 | 148 | 247 | 99 | 67% | 5.0 |
| 1204 | N | 4745_4746 | Delamare Rd, north of Wairere Dr | 1 | 1 | 49 | 17 | -32 | -65% | 3.9 | 1 | 0 | -1 | -100% | 0.9 | 50 | 18 | -32 | -64% | 3.9 |
| 1204 | S | 4746_4745 | Delamare Rd, north of Wairere Dr | 1 | 1 | 35 | 17 | -18 | -52% | 2.5 | 1 | 0 | -1 | -100% | 1.1 | 37 | 17 | -20 | -53% | 2.7 |
| 1205 | N | 8295_3527 | River Road, north of Wairere Dr | 1 | 1 | 988 | 1,178 | 190 | 19% | 4.1 | 43 | 43 | 0 | 1% | 0.0 | 1,031 | 1,222 | 191 | 19% | 4.0 |
| 1205 | S | 3527_8295 | River Road, north of Wairere Dr | 1 | 1 | 909 | 1,016 | 108 | 12% | 2.5 | 43 | 36 | -7 | -15% | 0.7 | 951 | 1,052 | 101 | 11% | 2.3 |
| 1206 | N | 2770_3843 | Resolution Dr, north of Wairere Dr | 1 | 1 | 992 | 1,337 | 345 | 35% | 7.1 | 65 | 35 | -30 | -46% | 3.0 | 1,057 | 1,372 | 315 | 30% | 6.4 |
| 1206 | S | 3843_2770 | Resolution Dr, north of Wairere Dr | 1 | 1 | 808 | 1,121 | 313 | 39% | 7.1 | 44 | 23 | -21 | -47% | 2.5 | 851 | 1,144 | 293 | 34% | 6.6 |
| 1207 | N | 3558_3557 | Hukanui Rd, north of Wairere Dr | 1 | 1 | 705 | 928 | 223 | 32% | 5.5 | 46 | 13 | -33 | -72% | 4.3 | 752 | 940 | 188 | 25% | 4.6 |
| 1207 | S | 3557_3558 | Hukanui Rd, north of Wairere Dr | 1 | 1 | 750 | 750 | 0 | 0% | 0.0 | 40 | 10 | -30 | -75% | 4.3 | 790 | 760 | -30 | -4% | 0.8 |
| 1208 | N | 3932_4978 | Gordonton Rd, north of Wairere Dr | 1 | 1 | 869 | 1,198 | 329 | 38% | 7.2 | 57 | 76 | 19 | 34% | 1.7 | 926 | 1,273 | 347 | 37% | 7.4 |
| 1208 | S | 4978_3932 | Gordonton Rd, north of Wairere Dr | 1 | 1 | 844 | 1,093 | 249 | 29% | 5.7 | 81 | 78 | -3 | -4% | 0.3 | 926 | 1,171 | 245 | 27% | 5.4 |
| 1301 | E | 3694_3334 | Tuhikaramea Road, south of Kahikatea Dr | 1 | 1 | 411 | 529 | 118 | 29% | 3.8 | 71 | 81 | 11 | 15% | 0.9 | 482 | 610 | 128 | 27% | 3.9 |
| 1301 | W | 3334_3694 | Tuhikaramea Road, south of Kahikatea Dr | 1 | 1 | 425 | 543 | 118 | 28% | 3.8 | 60 | 76 | 16 | 26% | 1.3 | 486 | 620 | 135 | 28% | 4.0 |
| 1302 | N | 3770_14254 | SH3 Ohaupo Rd, south of Thermal Explorer Highway | 1 | 1 | 1,360 | 1,270 | -90 | -7% | 1.8 | 200 | 121 | -79 | -39% | 4.4 | 1,560 | 1,390 | -170 | -11% | 3.1 |
| 1302 | S | 14254_3770 | SH3 Ohaupo Rd, south of Thermal Explorer Highway | 1 | 1 | 1,150 | 1,145 | -5 | 0% | 0.1 | 248 | 113 | -135 | -54% | 7.1 | 1,398 | 1,258 | -140 | -10% | 2.7 |
| 1303 | N | 13912_3679 | Normandy Ave north of SH1 (should be south of SH1) | 1 | 1 | 1,920 | 2,232 | 312 | 16% | 4.8 | 132 | 121 | -11 | -9% | 0.7 | 2,052 | 2,353 | 301 | 15% | 4.5 |
| 1303 | S | 3679_13912 | Normandy Ave north of SH1 (should be south of SH1) | 1 | 1 | 1,979 | 2,213 | 234 | 12% | 3.6 | 126 | 112 | -14 | -11% | 0.9 | 2,105 | 2,325 | 220 | 10% | 3.3 |
| 1304 | N | 3587_4157 | 01N10558, 01N20558 135m north of Riverlea R | 1 | 1 | 2,145 | 1,960 | -185 | -9% | 2.9 | 204 | 187 | -17 | -9% | 0.9 | 2,349 | 2,147 | -202 | -9% | 3.0 |
| 1304 | S | 4157_3587 | 01N10558, 01N20558 135m north of Riverlea R | 1 | 1 | 2,047 | 2,035 | -12 | -1% | 0.2 | 203 | 203 | 0 | 0% | 0.0 | 2,250 | 2,237 | -13 | -1% | 0.2 |
| 1305 | N | 2899_4113 | Matangi Rd at Bridge | 1 | 1 | 252 | 279 | 27 | 11% | 1.2 | 9 | 18 | 9 | 98% | 1.7 | 261 | 298 | 37 | 14% | 1.6 |
| 1305 | S | 4113_2899 | Matangi Rd at Bridge | 1 | 1 | 255 | 304 | 49 | 19% | 2.1 | 9 | 18 | 10 | 112% | 1.8 | 264 | 321 | 57 | 22% | 2.4 |
| 1601 | N | 12430_12431 | BOMBAY | 0 | 1 | 2,442 | 2,708 | 266 | 11% | 3.7 | 467 | 470 | 3 | 1% | 0.1 | 2,910 | 3,178 | 268 | 9% | 3.4 |
| 1601 | S | 12522_12387 | BOMBAY | 0 | 1 | 2,794 | 2,987 | 193 | 7% | 2.5 | 444 | 425 | -19 | -4% | 0.7 | 3,239 | 3,412 | 173 | 5% | 2.1 |
| 1602 | E | 11582_14131 | 00200002 Maungatawhiri - Telemetry Site 74 | 0 | 1 | 1,004 | 740 | -264 | -26% | 6.3 | 153 | 126 | -27 | -17% | 1.6 | 1,157 | 866 | -291 | -25% | 6.5 |
| 1602 | W | 14131_11582 | 00200002 Maungatawhiri - Telemetry Site 74 | 0 | 1 | 979 | 716 | -263 | -27% | 6.4 | 176 | 136 | -40 | -23% | 2.2 | 1,155 | 851 | -304 | -26% | 6.8 |
| 1701 | N | 8666_8698 | 00200106 500m East of Athenree Road (Tauranga Side) | 0 | 1 | 608 | 424 | -184 | -30% | 5.7 | 83 | 76 | -7 | -9% | 0.6 | 692 | 500 | -192 | -28% | 5.6 |
| 1701 | S | 8698_8666 | 00200106 500m East of Athenree Road (Tauranga Side) | 0 | 1 | 592 | 476 | -116 | -20% | 3.6 | 62 | 74 | 12 | 20% | 1.1 | 654 | 550 | -104 | -16% | 3.0 |
| 1801 | N | 9685_9629 | SH1, north of Huntly at Rangiriri | 0 | 1 | 1,234 | 1,112 | -122 | -10% | 2.5 | 194 | 281 | 87 | 45% | 4.0 | 1,428 | 1,393 | -35 | -2% | 0.7 |
| 1801 | S | 9691_9689 | SH1, north of Huntly at Rangiriri | 0 | 1 | 1,275 | 1,204 | -71 | -6% | 1.4 | 186 | 252 | 66 | 35% | 3.1 | 1,461 | 1,456 | -5 | 0% | 0.1 |
| 1901 | N | 8854_8642 | 02500177 Swampy Stream Bridge | 0 | 1 | 239 | 70 | -169 | -71% | 9.6 | 41 | 15 | -26 | -64% | 3.5 | 280 | 85 | -195 | -70% | 10.2 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1901 | S | 8642_8854 | 02500177 Swampy Stream Bridge | 0 | 1 | 218 | 152 | -66 | -30% | 3.4 | 35 | 15 | -20 | -58% | 2.9 | 253 | 167 | -86 | -34% | 4.2 |
| 1902 | N | 8832_9232 | 02500036 Speed Restriction Sign (WhakateteBay Sth End) | 0 | 1 | 247 | 189 | -58 | -23% | 2.8 | 18 | 14 | -4 | -23% | 0.7 | 265 | 203 | -62 | -23% | 2.9 |
| 1902 | S | 9232_8832 | 02500036 Speed Restriction Sign (WhakateteBay Sth End) | 0 | 1 | 242 | 249 | 7 | 3% | 0.3 | 20 | 15 | -5 | -23% | 0.8 | 262 | 263 | 1 | 0% | 0.0 |
| 2001 | N | 4773_14094 | Gillard Rd South Fletcher Road | 0 | 1 | 21 | 56 | 35 | 164% | 4.0 | 4 | 7 | 3 | 89% | 1.0 | 25 | 63 | 38 | 153% | 4.1 |
| 2001 | S | 14094_4773 | Gillard Rd South Fletcher Road | 0 | 1 | 26 | 67 | 41 | 154% | 4.2 | 5 | 7 | 2 | 52% | 0.7 | 31 | 74 | 43 | 139% | 4.2 |
| 2002 | N | 2917_3157 | 00300003 - 285m sth of Dixons Road | 1 | 1 | 949 | 1,017 | 68 | 7% | 1.5 | 70 | 118 | 48 | 68% | 3.5 | 1,020 | 1,135 | 115 | 11% | 2.5 |
| 2002 | S | 3157_2917 | 00300003 - 285m sth of Dixons Road | 1 | 1 | 861 | 927 | 66 | 8% | 1.6 | 56 | 109 | 53 | 95% | 4.1 | 917 | 1,037 | 121 | 13% | 2.7 |
| 2003 | N | 3079_2645 | Peacockes Rd North Stubbs Rd | 1 | 1 | 26 | 66 | 40 | 155% | 4.2 | 3 | 3 | 0 | 11% | 0.1 | 29 | 70 | 41 | 145% | 4.2 |
| 2003 | S | 2645_3079 | Peacockes Rd North Stubbs Rd | 1 | 1 | 31 | 90 | 59 | 189% | **5.4** | 1 | 3 | 2 | 114% | 0.8 | 33 | 93 | 61 | 186% | **5.4** |
| 2004 | N | 4134_4926 | Newell Rd | 1 | 1 | 150 | 170 | 20 | 14% | 1.1 | 3 | 36 | 33 | 1186% | **5.3** | 153 | 206 | 54 | 35% | 2.8 |
| 2004 | S | 4926_4134 | Newell Rd | 1 | 1 | 165 | 186 | 21 | 13% | 1.1 | 5 | 8 | 4 | 78% | 1.0 | 170 | 194 | 24 | 14% | 1.3 |
| 2005 | N | 2786_3907 | 01N00559 - 355m past Cherry Lane (TamahereMotels) | 0 | 1 | 1,696 | 1,669 | -27 | -2% | 0.5 | 328 | 135 | -193 | -59% | **9.0** | 2,024 | 1,804 | -220 | -11% | 3.6 |
| 2005 | S | 3907_2786 | 01N00559 - 355m past Cherry Lane (TamahereMotels) | 0 | 1 | 1,469 | 1,713 | 244 | 17% | 4.3 | 323 | 179 | -144 | -45% | **6.4** | 1,791 | 1,892 | 101 | 6% | 1.7 |
| 3101 | N | 9874_13978 | Puketutu Rd (Btn Matai & Bucklands) | 0 | 1 | 36 | 26 | -10 | -27% | 1.2 | 8 | 19 | 11 | 126% | 2.0 | 44 | 46 | 2 | 5% | 0.2 |
| 3101 | S | 13978_9874 | Puketutu Rd (Btn Matai & Bucklands) | 0 | 1 | 24 | 27 | 3 | 13% | 0.4 | 7 | 19 | 12 | 179% | 2.4 | 31 | 45 | 14 | 46% | 1.6 |
| 3102 | N | 10144_13974 | Hopkins Rd - Hinuera Rd to SH29 | 0 | 1 | 223 | 176 | -47 | -21% | 2.3 | 53 | 24 | -29 | -55% | 3.3 | 276 | 200 | -76 | -28% | 3.5 |
| 3102 | S | 13974_10144 | Hopkins Rd - Hinuera Rd to SH29 | 0 | 1 | 231 | 199 | -32 | -14% | 1.6 | 67 | 24 | -43 | -64% | 4.5 | 298 | 223 | -75 | -25% | 3.3 |
| 3103 | N | 8479_13975 | 600m Nth of SH 29 Junction | 0 | 1 | 268 | 175 | -93 | -35% | 4.4 | 86 | 29 | -57 | -66% | **5.3** | 353 | 204 | -149 | -42% | **6.3** |
| 3103 | S | 13975_8479 | 600m Nth of SH 29 Junction | 0 | 1 | 292 | 155 | -137 | -47% | **6.5** | 59 | 30 | -29 | -49% | 3.0 | 351 | 185 | -166 | -47% | **7.2** |
| 3104 | N | 9544_8485 | Te Poi Rd (Btn SH29 & Temm) | 0 | 1 | 166 | 115 | -51 | -31% | 3.0 | 33 | 24 | -9 | -28% | 1.2 | 199 | 138 | -61 | -31% | 3.3 |
| 3104 | S | 8485_9544 | Te Poi Rd (Btn SH29 & Temm) | 0 | 1 | 131 | 122 | -9 | -7% | 0.6 | 22 | 23 | 1 | 6% | 0.2 | 153 | 144 | -9 | -6% | 0.5 |
| 3105 | N | 9713_9877 | 140m before State Highway 29 | 0 | 1 | 285 | 252 | -33 | -11% | 1.4 | 42 | 54 | 12 | 29% | 1.2 | 327 | 307 | -20 | -6% | 0.8 |
| 3105 | S | 9877_9713 | 140m before State Highway 29 | 0 | 1 | 304 | 251 | -53 | -17% | 2.3 | 47 | 53 | 6 | 12% | 0.6 | 351 | 304 | -47 | -13% | 1.9 |
| 3201 | E | 10184_10096 | Mangatangi Rd (Btn Mangatawhiri & Montana) | 0 | 1 | 99 | 152 | 53 | 53% | 3.3 | 13 | 19 | 6 | 42% | 1.0 | 113 | 172 | 59 | 53% | 3.5 |
| 3201 | W | 10096_10184 | Mangatangi Rd (Btn Mangatawhiri & Montana) | 0 | 1 | 99 | 141 | 42 | 42% | 2.7 | 12 | 19 | 7 | 53% | 1.2 | 111 | 160 | 49 | 44% | 3.0 |
| 3202 | E | 9559_9719 | 00200033 - By RS peg 32/1 | 0 | 1 | 688 | 537 | -151 | -22% | 4.3 | 113 | 120 | 7 | 6% | 0.5 | 801 | 657 | -144 | -18% | 3.8 |
| 3202 | W | 9719_9559 | 00200033 - By RS peg 32/1 | 0 | 1 | 673 | 572 | -101 | -15% | 2.9 | 145 | 130 | -15 | -10% | 0.9 | 817 | 701 | -116 | -14% | 3.0 |
| 3203 | E | 9960_10705 | Tahuna-Ohinewai Rd (Btn Mohring & Distr. BDY) | 0 | 1 | 79 | 51 | -28 | -35% | 2.5 | 22 | 12 | -10 | -46% | 1.7 | 101 | 62 | -39 | -39% | 3.1 |
| 3203 | W | 10705_9960 | Tahuna-Ohinewai Rd (Btn Mohring & Distr. BDY) | 0 | 1 | 88 | 53 | -35 | -40% | 3.0 | 16 | 11 | -5 | -30% | 0.9 | 104 | 64 | -40 | -38% | 3.1 |
| 3204 | E | 10708_9916 | Tauhei Rd (Btn Cameron & Matuku) | 0 | 1 | 88 | 88 | 0 | 0% | 0.0 | 22 | 22 | 0 | 0% | 0.0 | 110 | 110 | 0 | 0% | 0.0 |
| 3204 | W | 9916_10708 | Tauhei Rd (Btn Cameron & Matuku) | 0 | 1 | 88 | 112 | 24 | 28% | 1.7 | 29 | 22 | -7 | -24% | 1.0 | 117 | 133 | 16 | 14% | 1.0 |
| 3205 | E | 9924_9863 | 02600023 - 150m East of Piako Rd | 0 | 1 | 643 | 733 | 90 | 14% | 2.4 | 51 | 128 | 77 | 150% | **5.7** | 694 | 861 | 167 | 24% | 4.2 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3205 | W | 9863_9924 | 02600023 - 150m East of Piako Rd | 0 | 1 | 669 | 792 | 123 | 18% | 3.2 | 58 | 130 | 72 | 125% | 5.3 | 727 | 922 | 195 | 27% | 4.8 |
| 3206 | E | 9923_10784 | Kuranui Rd - Dodd Rd to Dingle Rd | 0 | 1 | 70 | 72 | 2 | 3% | 0.1 | 13 | 14 | 1 | 6% | 0.1 | 84 | 86 | 3 | 3% | 0.2 |
| 3206 | W | 10784_9923 | Kuranui Rd - Dodd Rd to Dingle Rd | 0 | 1 | 75 | 71 | -4 | -6% | 0.4 | 13 | 14 | 1 | 4% | 0.1 | 89 | 85 | -4 | -4% | 0.3 |
| 3207 | E | 10785_9589 | Tahuroa Rd - Morrinsville to Tauwhare | 0 | 1 | 20 | 22 | 2 | 11% | 0.3 | 4 | 2 | -2 | -47% | 0.7 | 24 | 25 | 1 | 6% | 0.2 |
| 3207 | W | 9589_10785 | Tahuroa Rd - Morrinsville to Tauwhare | 0 | 1 | 22 | 23 | 1 | 5% | 0.1 | 2 | 2 | 0 | 0% | 0.0 | 24 | 25 | 1 | 4% | 0.1 |
| 3208 | E | 10786_9879 | Bell Rd (Btn Chepmell & Starky) | 0 | 1 | 44 | 32 | -12 | -27% | 1.3 | 6 | 18 | 12 | 200% | 2.4 | 50 | 49 | -1 | -1% | 0.1 |
| 3208 | W | 9879_10786 | Bell Rd (Btn Chepmell & Starky) | 0 | 1 | 44 | 47 | 3 | 8% | 0.4 | 4 | 19 | 15 | 400% | 3.2 | 47 | 66 | 19 | 39% | 1.7 |
| 3301 | N | 4189_3274 | Newcastle Rd (Btn Dunvegan & The Dales) | 1 | 1 | 326 | 575 | 249 | 77% | 8.3 | 22 | 16 | -6 | -26% | 0.9 | 347 | 591 | 244 | 70% | 8.0 |
| 3301 | S | 3274_4189 | Newcastle Rd (Btn Dunvegan & The Dales) | 1 | 1 | 360 | 524 | 164 | 45% | 5.5 | 15 | 13 | -2 | -13% | 0.4 | 375 | 538 | 163 | 43% | 5.4 |
| 3302 | N | 3466_6647 | Dinsdale Rd O S 43 | 1 | 1 | 265 | 193 | -72 | -27% | 3.4 | 10 | 6 | -4 | -40% | 1.0 | 275 | 199 | -76 | -28% | 3.5 |
| 3302 | S | 6647_3466 | Dinsdale Rd O S 43 | 1 | 1 | 236 | 155 | -81 | -34% | 4.1 | 5 | 8 | 3 | 74% | 1.0 | 241 | 163 | -78 | -32% | 3.9 |
| 3303 | N | 3404_10651 | Rifle Range Rd (Btn Johnson & Aberdeen) | 1 | 1 | 592 | 686 | 94 | 16% | 2.6 | 34 | 61 | 27 | 79% | 2.8 | 626 | 747 | 121 | 19% | 3.3 |
| 3303 | S | 10651_3404 | Rifle Range Rd (Btn Johnson & Aberdeen) | 1 | 1 | 564 | 472 | -92 | -16% | 2.9 | 22 | 55 | 33 | 152% | 3.8 | 586 | 527 | -59 | -10% | 1.8 |
| 3304 | N | 7777_6636 | Weka St (Btn Kaka & Kareru) | 1 | 1 | 112 | 108 | -4 | -4% | 0.3 | 6 | 1 | -5 | -82% | 1.8 | 118 | 110 | -8 | -6% | 0.5 |
| 3304 | S | 6636_7777 | Weka St (Btn Kaka & Kareru) | 1 | 1 | 99 | 46 | -53 | -54% | 4.4 | 5 | 1 | -4 | -81% | 1.7 | 104 | 48 | -56 | -54% | 4.6 |
| 3305 | N | 6650_4892 | Kereru St (Btn Pukeko & Makomako) | 1 | 1 | 44 | 21 | -23 | -52% | 2.8 | 8 | 0 | -8 | -100% | 2.8 | 51 | 22 | -29 | -57% | 3.4 |
| 3305 | S | 4892_6650 | Kereru St (Btn Pukeko & Makomako) | 1 | 1 | 18 | 106 | 88 | 482% | 7.9 | 3 | 0 | -3 | -100% | 1.7 | 21 | 106 | 85 | 405% | 7.5 |
| 3306 | N | 8211_4755 | Lincoln Rd btwn SH23 & West St | 1 | 1 | 1,750 | 1,127 | -623 | -36% | 11.6 | 229 | 211 | -18 | -8% | 0.9 | 1,979 | 1,338 | -641 | -32% | 11.1 |
| 3306 | S | 4755_8211 | Lincoln Rd btwn SH23 & West St | 1 | 1 | 1,850 | 1,318 | -532 | -29% | 9.5 | 209 | 230 | 21 | 10% | 1.0 | 2,059 | 1,548 | -511 | -25% | 8.5 |
| 3307 | N | 6665_5198 | Kent St - Massey Hall to Empire St | 1 | 1 | 271 | 84 | -187 | -69% | 9.9 | 12 | 5 | -7 | -58% | 1.7 | 283 | 89 | -194 | -69% | 10.1 |
| 3307 | S | 5198_6665 | Kent St - Massey Hall to Empire St | 1 | 1 | 320 | 70 | -250 | -78% | 12.6 | 14 | 5 | -9 | -64% | 2.1 | 334 | 75 | -259 | -78% | 12.8 |
| 3308 | N | 6662_10493 | Lake Rd - Hall St to Empire St | 1 | 1 | 292 | 160 | -132 | -45% | 6.2 | 11 | 9 | -2 | -18% | 0.4 | 303 | 168 | -135 | -45% | 6.2 |
| 3308 | S | 10493_6662 | Lake Rd - Hall St to Empire St | 1 | 1 | 277 | 209 | -68 | -25% | 3.1 | 13 | 9 | -4 | -31% | 0.9 | 290 | 219 | -71 | -24% | 3.1 |
| 3309 | N | 6750_7901 | Norton Rd (Btn Torrington & Hall) | 1 | 1 | 879 | 896 | 17 | 2% | 0.4 | 44 | 78 | 34 | 76% | 3.0 | 924 | 973 | 49 | 5% | 1.1 |
| 3309 | S | 7901_6750 | Norton Rd (Btn Torrington & Hall) | 1 | 1 | 1,023 | 684 | -339 | -33% | 8.2 | 43 | 37 | -6 | -14% | 0.7 | 1,066 | 721 | -345 | -32% | 8.2 |
| 3310 | N | 3378_2533 | Seddon Rd - Mill to Goldsmith | 1 | 1 | 139 | 315 | 176 | 127% | 8.3 | 22 | 8 | -14 | -64% | 2.6 | 161 | 324 | 163 | 101% | 7.4 |
| 3310 | S | 2533_3378 | Seddon Rd - Mill to Goldsmith | 1 | 1 | 160 | 212 | 52 | 32% | 2.7 | 6 | 5 | -1 | -11% | 0.2 | 166 | 217 | 51 | 31% | 2.6 |
| 3311 | N | 8219_10511 | Abbotsford St - Mill to Willoughby E-W | 1 | 1 | 284 | 65 | -219 | -77% | 11.7 | 5 | 0 | -5 | -100% | 2.2 | 289 | 65 | -224 | -78% | 11.9 |
| 3311 | S | 10511_8219 | Abbotsford St - Mill to Willoughby E-W | 1 | 1 | 27 | 0 | -27 | -100% | 5.2 | 1 | 0 | -1 | -100% | 1.0 | 28 | 0 | -28 | -100% | 5.3 |
| 3312 | N | 3469_6728 | Willoughby St (Btn Abbotsford & Mill) | 1 | 1 | 271 | 456 | 185 | 69% | 6.9 | 6 | 42 | 36 | 650% | 5.3 | 276 | 498 | 222 | 80% | 8.0 |
| 3312 | S | 6728_3469 | Willoughby St (Btn Abbotsford & Mill) | 1 | 1 | 303 | 107 | -196 | -65% | 9.7 | 6 | 6 | 0 | -3% | 0.1 | 309 | 113 | -196 | -63% | 9.6 |
| 3313 | N | 3129_10509 | Ulster St - Mill to Abbotsford | 1 | 1 | 1,384 | 872 | -512 | -37% | 10.8 | 46 | 3 | -43 | -93% | 6.1 | 1,430 | 876 | -554 | -39% | 11.5 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3313 | S | 10509_3129 | Ulster St - Mill to Abbotsford | 1 | 1 | 1,481 | 1,487 | 6 | 0% | 0.1 | 33 | 43 | 10 | 30% | 1.1 | 1,514 | 1,530 | 16 | 1% | 0.3 |
| 3314 | N | 4951_4952 | Victoria St - Mill St to Mill Lane | 1 | 1 | 787 | 793 | 6 | 1% | 0.2 | 17 | 87 | 70 | 412% | **6.9** | 804 | 880 | 76 | 9% | 1.9 |
| 3314 | S | 4952_4951 | Victoria St - Mill St to Mill Lane | 1 | 1 | 889 | 532 | -357 | -40% | 9.5 | 22 | 93 | 71 | 323% | **6.6** | 911 | 625 | -286 | -31% | **7.3** |
| 3315 | N | 7073_3605 | River Rd - Riverview to Ingleton | 1 | 1 | 693 | 564 | -129 | -19% | 3.6 | 20 | 18 | -2 | -10% | 0.3 | 713 | 582 | -131 | -18% | 3.6 |
| 3315 | S | 3605_7073 | River Rd - Riverview to Ingleton | 1 | 1 | 726 | 784 | 58 | 8% | 1.5 | 9 | 16 | 7 | 78% | 1.4 | 735 | 800 | 65 | 9% | 1.7 |
| 3316 | N | 3121_4976 | Casey Ave (Btn Ranfurly & Moule) | 1 | 1 | 61 | 67 | 6 | 11% | 0.6 | 4 | 4 | 0 | -9% | 0.1 | 65 | 71 | 6 | 9% | 0.5 |
| 3316 | S | 4976_3121 | Casey Ave (Btn Ranfurly & Moule) | 1 | 1 | 22 | 56 | 34 | 152% | 3.8 | 4 | 1 | -3 | -72% | 1.2 | 26 | 57 | 31 | 121% | 3.4 |
| 3317 | N | 3012_4132 | Heaphy Tce (Btn Claude & Boundary) | 1 | 1 | 931 | 598 | -333 | -36% | 8.5 | 29 | 15 | -14 | -48% | 2.1 | 960 | 613 | -347 | -36% | 8.7 |
| 3317 | S | 4132_3012 | Heaphy Tce (Btn Claude & Boundary) | 1 | 1 | 805 | 707 | -98 | -12% | 2.5 | 43 | 16 | -27 | -63% | 3.5 | 848 | 724 | -124 | -15% | 3.1 |
| 3318 | N | 4998_4151 | Peachgrove Rd (Btn Holland & Insoll) | 1 | 1 | 889 | 876 | -13 | -1% | 0.3 | 21 | 14 | -7 | -33% | 1.2 | 910 | 891 | -19 | -2% | 0.5 |
| 3318 | S | 4151_4998 | Peachgrove Rd (Btn Holland & Insoll) | 1 | 1 | 949 | 835 | -114 | -12% | 2.7 | 28 | 14 | -14 | -49% | 2.1 | 977 | 849 | -128 | -13% | 3.0 |
| 3319 | N | 7125_6773 | Tramway Rd (Btn Snells & Carr) | 1 | 1 | 140 | 244 | 104 | 75% | **5.3** | 4 | 3 | -1 | -32% | 0.5 | 144 | 247 | 103 | 71% | **5.2** |
| 3319 | S | 6773_7125 | Tramway Rd (Btn Snells & Carr) | 1 | 1 | 110 | 219 | 109 | 99% | **6.0** | 5 | 3 | -2 | -35% | 0.6 | 114 | 222 | 108 | 94% | **5.9** |
| 3321 | N | 8157_8201 | Wairere Dr Rng Rd Sth (Btn Carrs & Powell) | 1 | 1 | 1,208 | 1,464 | 256 | 21% | 5.0 | 68 | 78 | 10 | 15% | 0.8 | 1,276 | 1,542 | 266 | 21% | **5.0** |
| 3321 | S | 8201_8157 | Wairere Dr Rng Rd Sth (Btn Carrs & Powell) | 1 | 1 | 1,169 | 1,389 | 220 | 19% | 4.3 | 59 | 86 | 27 | 46% | 2.2 | 1,228 | 1,475 | 247 | 20% | 4.8 |
| 3401 | E | 8183_4307 | Ruakura Rd - Wairere to Substation Rd | 1 | 1 | 887 | 875 | -12 | -1% | 0.3 | 19 | 59 | 40 | 211% | 4.5 | 906 | 934 | 28 | 3% | 0.7 |
| 3401 | W | 4307_8183 | Ruakura Rd - Wairere to Substation Rd | 1 | 1 | 955 | 952 | -3 | 0% | 0.1 | 25 | 63 | 38 | 152% | 4.1 | 980 | 1,014 | 34 | 3% | 0.8 |
| 3402 | E | 9976_4095 | Clyde St - Wairere to York | 1 | 1 | 690 | 711 | 21 | 3% | 0.6 | 30 | 17 | -13 | -43% | 1.9 | 720 | 728 | 8 | 1% | 0.2 |
| 3402 | W | 4095_9976 | Clyde St - Wairere to York | 1 | 1 | 809 | 640 | -169 | -21% | 4.4 | 27 | 21 | -6 | -22% | 0.9 | 836 | 661 | -175 | -21% | 4.5 |
| 3403 | E | 9983_4899 | Cambridge Rd (Btn Wairere & Prescott) | 1 | 1 | 1,008 | 957 | -51 | -5% | 1.2 | 117 | 74 | -43 | -37% | 3.1 | 1,125 | 1,031 | -94 | -8% | 2.0 |
| 3403 | W | 4899_9983 | Cambridge Rd (Btn Wairere & Prescott) | 1 | 1 | 919 | 1,145 | 226 | 25% | 5.0 | 96 | 102 | 6 | 6% | 0.4 | 1,015 | 1,247 | 232 | 23% | 4.9 |
| 3404 | E | 5706_10900 | 01N10557 - 50m East of Cambridge Rd Rbt | 1 | 1 | 2,651 | 2,817 | 166 | 6% | 2.2 | 201 | 256 | 55 | 27% | 2.5 | 2,853 | 3,072 | 220 | 8% | 2.9 |
| 3405 | W | 10900_5706 | 01N10557 - 50m East of Cambridge Rd Rbt | 1 | 1 | 2,701 | 2,626 | -75 | -3% | 1.0 | 260 | 239 | -21 | -8% | 0.9 | 2,961 | 2,865 | -96 | -3% | 1.3 |
| 3406 | E | 7865_7692 | Howell Ave (Btn Chesterman & Hudson) | 1 | 1 | 56 | 108 | 52 | 92% | 4.0 | 4 | 3 | -1 | -25% | 0.4 | 60 | 111 | 51 | 84% | 3.9 |
| 3406 | W | 7692_7865 | Howell Ave (Btn Chesterman & Hudson) | 1 | 1 | 48 | 94 | 46 | 95% | 3.8 | 4 | 4 | 0 | -5% | 0.1 | 52 | 97 | 45 | 85% | 3.6 |
| 3501 | NW | 4979_10665 | Brymer Rd (Btn Bagust & Rotokauru) | 1 | 1 | 31 | 56 | 25 | 79% | 2.7 | 4 | 2 | -2 | -52% | 0.9 | 35 | 58 | 23 | 64% | 2.3 |
| 3501 | SE | 10665_4979 | Brymer Rd (Btn Bagust & Rotokauru) | 1 | 1 | 21 | 63 | 42 | 206% | 4.6 | 2 | 2 | 0 | -17% | 0.2 | 23 | 65 | 42 | 183% | 4.5 |
| 3502 | NW | 4046_10842 | Rotokauri Rd - Baverstock Rd to Kawariki Dr | 1 | 1 | 135 | 191 | 56 | 41% | 3.1 | 10 | 3 | -7 | -71% | 2.0 | 146 | 194 | 48 | 33% | 2.6 |
| 3502 | SE | 10842_4046 | Rotokauri Rd - Baverstock Rd to Kawariki Dr | 1 | 1 | 133 | 217 | 84 | 63% | 4.5 | 9 | 9 | 0 | -2% | 0.0 | 142 | 226 | 84 | 59% | 4.4 |
| 3503 | SE | 10664_2518 | 01N10548 - 340m South Forman Rd | 1 | 1 | 2,535 | 2,250 | -285 | -11% | 4.1 | 347 | 290 | -57 | -16% | 2.3 | 2,882 | 2,540 | -342 | -12% | 4.6 |
| 3504 | NW | 2518_10664 | 01N20548 - 340m South Forman Rd | 1 | 1 | 2,548 | 2,331 | -217 | -9% | 3.1 | 215 | 328 | 113 | 53% | 4.9 | 2,763 | 2,659 | -104 | -4% | 1.4 |
| 3601 | N | 3433_7547 | Garnett Rd (Btn Storey & Seifert) | 1 | 1 | 340 | 222 | -118 | -35% | 5.0 | 34 | 44 | 10 | 29% | 1.1 | 374 | 267 | -107 | -29% | 4.2 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3601 | S | 7547_3433 | Garnett Rd (Btn Storey & Seifert) | 1 | 1 | 317 | 389 | 72 | 23% | 2.7 | 13 | 45 | 32 | 246% | 4.2 | 330 | 434 | 104 | 32% | 3.8 |
| 3602 | S | 6671_8222 | Te Rapa Rd / Forest Lake Rd North App | 1 | 1 | 2,131 | 1,995 | -136 | -6% | 2.1 | 87 | 143 | 56 | 64% | 3.7 | 2,218 | 2,138 | -80 | -4% | 1.2 |
| 3602 | N | 8222_6671 | Te Rapa Rd / Forest Lake Rd North App | 1 | 1 | 2,294 | 1,902 | -392 | -17% | 6.1 | 84 | 131 | 47 | 56% | 3.2 | 2,378 | 2,034 | -344 | -14% | 5.2 |
| 3603 | N | 7247_7248 | Beerescourt St (Btn Galbrath & charles) | 1 | 1 | 284 | 340 | 56 | 20% | 2.2 | 15 | 8 | -7 | -47% | 1.5 | 299 | 348 | 49 | 16% | 1.9 |
| 3603 | S | 7248_7247 | Beerescourt St (Btn Galbrath & charles) | 1 | 1 | 274 | 359 | 85 | 31% | 3.4 | 16 | 8 | -8 | -49% | 1.6 | 289 | 367 | 78 | 27% | 3.0 |
| 3701 | E | 2717_6727 | Koura Dr - Te Kowhai to Te Rapa Bypass | 1 | 1 | 245 | 369 | 124 | 51% | 5.0 | 44 | 21 | -23 | -52% | 2.9 | 289 | 389 | 100 | 35% | 3.8 |
| 3701 | W | 6727_2717 | Koura Dr - Te Kowhai to Te Rapa Bypass | 1 | 1 | 233 | 380 | 147 | 63% | 5.9 | 37 | 26 | -11 | -30% | 1.4 | 270 | 406 | 136 | 50% | 5.2 |
| 3702 | E | 4047_10840 | Rotokauri Rd (Btn Kawariki & Brymer) | 1 | 1 | 70 | 187 | 117 | 166% | 7.3 | 7 | 8 | 1 | 21% | 0.4 | 77 | 195 | 118 | 153% | 7.2 |
| 3702 | W | 10840_4047 | Rotokauri Rd (Btn Kawariki & Brymer) | 1 | 1 | 63 | 155 | 92 | 148% | 6.3 | 5 | 2 | -3 | -57% | 1.0 | 67 | 157 | 90 | 134% | 6.0 |
| 3703 | E | 4775_10662 | Baverstock Rd (Btn Jack & Ruske) | 1 | 1 | 79 | 32 | -47 | -60% | 4.5 | 12 | 12 | 0 | 0% | 0.0 | 91 | 44 | -47 | -52% | 4.1 |
| 3703 | W | 10662_4775 | Baverstock Rd (Btn Jack & Ruske) | 1 | 1 | 83 | 26 | -57 | -69% | 5.5 | 8 | 11 | 3 | 38% | 0.7 | 91 | 37 | -54 | -60% | 4.8 |
| 3704 | E | 5190_4351 | Brymer Rd - Glenside to Angus | 1 | 1 | 137 | 181 | 44 | 32% | 2.5 | 15 | 6 | -9 | -59% | 1.9 | 152 | 187 | 35 | 23% | 1.9 |
| 3704 | W | 4351_5190 | Brymer Rd - Glenside to Angus | 1 | 1 | 168 | 193 | 25 | 15% | 1.3 | 13 | 6 | -7 | -55% | 1.7 | 181 | 199 | 18 | 10% | 0.9 |
| 3705 | E | 7165_3412 | 02300004 - 40m East of Newcastle Rd | 1 | 1 | 766 | 784 | 18 | 2% | 0.4 | 40 | 38 | -2 | -6% | 0.3 | 807 | 822 | 15 | 2% | 0.4 |
| 3705 | W | 3412_7165 | 02300004 - 40m East of Newcastle Rd | 1 | 1 | 819 | 869 | 50 | 6% | 1.2 | 43 | 41 | -2 | -5% | 0.2 | 862 | 910 | 48 | 6% | 1.1 |
| 3706 | E | 3336_4906 | Tuhikaramea Rd (Btn Pygmalion & Cowly) | 1 | 1 | 405 | 529 | 124 | 31% | 4.1 | 40 | 81 | 41 | 102% | 3.7 | 445 | 610 | 165 | 37% | 5.1 |
| 3706 | W | 4906_3336 | Tuhikaramea Rd (Btn Pygmalion & Cowly) | 1 | 1 | 412 | 543 | 131 | 32% | 4.2 | 32 | 76 | 44 | 139% | 4.3 | 444 | 620 | 176 | 40% | 5.4 |
| 3801 | In | 9138_3925 | 03600028 - 275m Nth of Te Matai Rd | 0 | 1 | 182 | 145 | -37 | -20% | 2.0 | 18 | 0 | -18 | -100% | 4.2 | 199 | 145 | -54 | -27% | 2.9 |
| 3801 | Out | 3925_9138 | 03600028 - 275m Nth of Te Matai Rd | 0 | 1 | 167 | 282 | 115 | 69% | 5.4 | 14 | 0 | -14 | -100% | 3.7 | 180 | 282 | 102 | 56% | 4.7 |
| 3802 | In | 9110_10206 | 00500034 - TARUKENGA - 4.45km West of Dalbeth Rd - Tel Site 15 | 0 | 1 | 380 | 172 | -208 | -55% | 8.8 | 59 | 48 | -11 | -19% | 1.1 | 439 | 220 | -219 | -50% | 8.5 |
| 3802 | Out | 10206_9110 | 00500034 - TARUKENGA - 4.45km West of Dalbeth Rd - Tel Site 15 | 0 | 1 | 389 | 261 | -128 | -33% | 5.0 | 62 | 51 | -11 | -18% | 1.0 | 451 | 311 | -140 | -31% | 5.1 |
| 3803 | In | 8592_4039 | 00500057 - WAIPA Sth of SH30 - Tel Site 41 | 0 | 1 | 526 | 729 | 203 | 39% | 5.7 | 86 | 87 | 1 | 1% | 0.1 | 613 | 816 | 203 | 33% | 5.4 |
| 3803 | Out | 4039_8592 | 00500057 - WAIPA Sth of SH30 - Tel Site 41 | 0 | 1 | 514 | 714 | 200 | 39% | 5.7 | 76 | 89 | 13 | 17% | 1.0 | 590 | 803 | 213 | 36% | 5.7 |
| 3901 | N | 10714_10135 | Rotongata Rd - Bulmer to Te Ana | 0 | 1 | 20 | 43 | 23 | 113% | 2.9 | 6 | 6 | 0 | 3% | 0.1 | 26 | 49 | 23 | 88% | 2.7 |
| 3901 | S | 10135_10714 | Rotongata Rd - Bulmer to Te Ana | 0 | 1 | 22 | 22 | 0 | 2% | 0.1 | 4 | 7 | 3 | 67% | 0.8 | 26 | 29 | 3 | 12% | 0.4 |
| 3902 | N | 8846_9123 | Old Taupo North - Arapuni to Huihuitaha | 0 | 1 | 25 | 47 | 22 | 87% | 2.6 | 3 | 14 | 11 | 367% | 2.7 | 28 | 61 | 33 | 116% | 3.5 |
| 3902 | S | 9123_8846 | Old Taupo North - Arapuni to Huihuitaha | 0 | 1 | 27 | 30 | 3 | 10% | 0.4 | 7 | 14 | 7 | 94% | 1.5 | 34 | 43 | 9 | 25% | 1.0 |
| 3903 | N | 8846_8813 | Tomalin - Waotu to Old Taupo | 0 | 1 | 12 | 6 | -6 | -52% | 1.5 | 5 | 3 | -2 | -44% | 0.8 | 18 | 9 | -9 | -49% | 1.7 |
| 3903 | S | 8813_8846 | Tomalin - Waotu to Old Taupo | 0 | 1 | 13 | 8 | -5 | -40% | 1.2 | 6 | 3 | -3 | -48% | 0.9 | 19 | 11 | -8 | -43% | 1.5 |
| 3904 | N | 9117_8812 | Lichfield End LHS Golf Club to Sneddon | 0 | 1 | 18 | 6 | -12 | -66% | 2.4 | 2 | 3 | 1 | 67% | 0.5 | 20 | 9 | -11 | -54% | 2.0 |
| 3904 | S | 8812_9117 | Lichfield End LHS Golf Club to Sneddon | 0 | 1 | 11 | 4 | -7 | -64% | 1.8 | 2 | 3 | 1 | 25% | 0.3 | 14 | 7 | -7 | -49% | 1.5 |
| 3905 | N | 10192_8565 | 01N00620 - LICHFIELD Sth of Baldwin Rd - Tel Site 21 | 0 | 1 | 637 | 431 | -206 | -32% | 6.3 | 145 | 109 | -36 | -25% | 2.3 | 783 | 541 | -242 | -31% | 6.6 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3905 | S | 8565_10192 | 01N00620 - LICHFIELD Sth of Baldwin Rd - Tel Site 21 | 0 | 1 | 613 | 354 | -259 | -42% | 8.3 | 121 | 118 | -3 | -3% | 0.2 | 735 | 473 | -262 | -36% | 7.5 |
| 4001 | N | 9788_10236 | Te Pahu Rd - Speed restriction to Limeworks Loop Rd | 0 | 1 | 34 | 40 | 6 | 16% | 0.6 | 6 | 5 | -1 | -22% | 0.4 | 41 | 45 | 4 | 10% | 0.5 |
| 4001 | S | 10236_9788 | Te Pahu Rd - Speed restriction to Limeworks Loop Rd | 0 | 1 | 40 | 43 | 3 | 6% | 0.3 | 7 | 6 | -1 | -9% | 0.2 | 47 | 49 | 2 | 4% | 0.2 |
| 4002 | N | 5871_5872 | 03900034 - 100m before Meadway Rd Intersection | 0 | 1 | 387 | 445 | 58 | 15% | 2.0 | 64 | 76 | 12 | 18% | 1.0 | 452 | 521 | 69 | 15% | 2.2 |
| 4002 | S | 5872_5871 | 03900034 - 100m before Meadway Rd Intersection | 0 | 1 | 393 | 494 | 101 | 26% | 3.4 | 79 | 79 | 0 | 0% | 0.0 | 472 | 574 | 102 | 22% | 3.2 |
| 4003 | N | 4863_4501 | Ngahinapouri Road - Speed derestriction to Gillard Rd | 0 | 1 | 31 | 50 | 19 | 61% | 2.1 | 6 | 3 | -3 | -52% | 1.1 | 37 | 54 | 17 | 45% | 1.8 |
| 4003 | S | 4501_4863 | Ngahinapouri Road - Speed derestriction to Gillard Rd | 0 | 1 | 35 | 50 | 15 | 42% | 1.6 | 8 | 3 | -5 | -64% | 1.6 | 44 | 53 | 9 | 22% | 1.0 |
| 4004 | N | 4867_4868 | McGregor Rd - Rukuhia Rd to Ngahinapouri Rd | 0 | 1 | 13 | 26 | 13 | 94% | 2.0 | 4 | 4 | 0 | -5% | 0.1 | 18 | 30 | 12 | 70% | 1.8 |
| 4004 | S | 4868_4867 | McGregor Rd - Rukuhia Rd to Ngahinapouri Rd | 0 | 1 | 17 | 28 | 11 | 61% | 1.6 | 4 | 3 | -1 | -17% | 0.2 | 21 | 31 | 10 | 48% | 1.4 |
| 4005 | N | 2917_3157 | Ohaupo Rd - Nth of SH21 | 1 | 1 | 949 | 1,017 | 68 | 7% | 1.5 | 70 | 118 | 48 | 68% | 3.5 | 1,020 | 1,135 | 115 | 11% | 2.5 |
| 4005 | S | 3157_2917 | Ohaupo Rd - Nth of SH21 | 1 | 1 | 861 | 927 | 66 | 8% | 1.6 | 56 | 109 | 53 | 95% | 4.1 | 917 | 1,037 | 121 | 13% | 2.7 |
| 4006 | N | 10685_6307 | 02100004 - 55m Sth of Lochiel Rd | 0 | 1 | 341 | 478 | 137 | 40% | 4.8 | 44 | 66 | 22 | 49% | 2.1 | 385 | 544 | 159 | 41% | 5.2 |
| 4006 | S | 6307_10685 | 02100004 - 55m Sth of Lochiel Rd | 0 | 1 | 303 | 502 | 199 | 66% | 7.0 | 57 | 69 | 12 | 20% | 1.0 | 360 | 572 | 212 | 59% | 6.9 |
| 4007 | N | 5378_5443 | Pencarrow Rd - Markevin to Te Awa | 0 | 1 | 33 | 25 | -8 | -24% | 1.0 | 0 | 1 | 1 | 242% | 0.6 | 33 | 26 | -7 | -21% | 0.9 |
| 4007 | S | 5443_5378 | Pencarrow Rd - Markevin to Te Awa | 0 | 1 | 33 | 26 | -7 | -20% | 0.9 | 0 | 1 | 1 | 351% | 0.7 | 33 | 26 | -7 | -21% | 0.9 |
| 4008 | S | 5849_6119 | 01N10564 - 800m Southeast of Pickering Road Fly Over | 0 | 1 | 1,275 | 1,259 | -16 | -1% | 0.3 | 222 | 130 | -92 | -41% | 4.9 | 1,497 | 1,389 | -108 | -7% | 2.0 |
| 4009 | N | 6119_5849 | 01N20564 - 800m Southeast of Pickering Road Fly Over | 0 | 1 | 1,334 | 1,387 | 54 | 4% | 1.0 | 203 | 127 | -76 | -38% | 4.2 | 1,537 | 1,513 | -24 | -2% | 0.4 |
| 4010 | N | 4842_5500 | Pickering Rd - Discombe to Cambridge | 0 | 1 | 22 | 46 | 24 | 110% | 2.9 | 0 | 6 | 6 | 2956% | 2.3 | 22 | 52 | 30 | 135% | 3.5 |
| 4010 | S | 5500_4842 | Pickering Rd - Discombe to Cambridge | 0 | 1 | 22 | 18 | -4 | -18% | 0.6 | 0 | 6 | 6 | 3934% | 2.4 | 22 | 24 | 2 | 9% | 0.3 |
| 4011 | N | 10302_4454 | Bruntwood Rd - Peake Rd to Mill Rd | 0 | 1 | 114 | 121 | 7 | 6% | 0.4 | 25 | 16 | -9 | -37% | 1.4 | 139 | 138 | -1 | -1% | 0.1 |
| 4011 | S | 4454_10302 | Bruntwood Rd - Peake Rd to Mill Rd | 0 | 1 | 116 | 251 | 135 | 116% | 7.0 | 19 | 25 | 6 | 30% | 0.9 | 136 | 276 | 141 | 104% | 6.9 |
| 4101 | In | 4470_13584 | 01B00043 - Outside Cemetery | 0 | 1 | 577 | 501 | -76 | -13% | 2.3 | 73 | 81 | 8 | 12% | 0.7 | 650 | 582 | -68 | -10% | 1.9 |
| 4101 | Out | 13584_4470 | 01B00043 - Outside Cemetery | 0 | 1 | 505 | 528 | 23 | 5% | 0.7 | 65 | 81 | 16 | 26% | 1.4 | 569 | 609 | 40 | 7% | 1.2 |
| 4102 | In | 5963_13594 | Swayne Rd - Speed derestriction to Zig Zag Rd | 0 | 1 | 71 | 120 | 49 | 69% | 3.5 | 5 | 7 | 2 | 40% | 0.6 | 76 | 128 | 52 | 68% | 3.6 |
| 4102 | Out | 13594_5963 | Swayne Rd - Speed derestriction to Zig Zag Rd | 0 | 1 | 63 | 104 | 41 | 64% | 3.1 | 7 | 7 | 0 | 6% | 0.1 | 70 | 111 | 41 | 59% | 3.0 |
| 4103 | In | 4811_13112 | Wells Place - Zig Zag Rd to Culdesac | 0 | 1 | 16 | 31 | 15 | 89% | 2.1 | 5 | 2 | -3 | -63% | 1.2 | 22 | 33 | 11 | 51% | 1.5 |
| 4103 | Out | 13112_4811 | Wells Place - Zig Zag Rd to Culdesac | 0 | 1 | 18 | 41 | 23 | 130% | 3.0 | 2 | 2 | 0 | 11% | 0.1 | 20 | 43 | 23 | 119% | 3.0 |
| 4104 | In | 13180_13179 | St Kildav Rd - Near Mid block | 0 | 1 | 163 | 100 | -63 | -39% | 3.9 | 14 | 3 | -11 | -79% | 2.7 | 177 | 104 | -73 | -41% | 4.4 |
| 4104 | Out | 13179_13180 | St Kildav Rd - Near Mid block | 0 | 1 | 181 | 113 | -68 | -38% | 4.0 | 19 | 3 | -16 | -84% | 3.4 | 200 | 116 | -84 | -42% | 4.7 |
| 4105 | Out | 10088_10087 | 01N10576 - 850m past Koo Utu Bridge Abutment Inc | 0 | 1 | 775 | 459 | -316 | -41% | 9.0 | 120 | 111 | -9 | -7% | 0.6 | 895 | 570 | -325 | -36% | 8.5 |
| 4106 | In | 10087_10088 | 01N10576 - 850m past Koo Utu Bridge Abutment Dec | 0 | 1 | 799 | 308 | -491 | -61% | 14.7 | 151 | 114 | -37 | -25% | 2.3 | 950 | 422 | -528 | -56% | 14.3 |
| 4107 | In | 4808_10272 | Tirau Rd - Speed derestriction to SH1 | 0 | 1 | 449 | 376 | -73 | -16% | 2.5 | 54 | 61 | 7 | 13% | 0.7 | 503 | 437 | -66 | -13% | 2.2 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4107 | Out | 10272_4808 | Tirau Rd - Speed derestriction to SH1 | 0 | 1 | 470 | 383 | -87 | -18% | 3.0 | 73 | 61 | -12 | -16% | 1.0 | 542 | 444 | -98 | -18% | 3.1 |
| 4108 | In | 4884_4177 | Lamb St - Carlyle St to Speed derestriction | 0 | 1 | 39 | 72 | 33 | 83% | 3.1 | 3 | 4 | 1 | 21% | 0.3 | 43 | 76 | 33 | 78% | 3.1 |
| 4108 | Out | 4177_4884 | Lamb St - Carlyle St to Speed derestriction | 0 | 1 | 36 | 64 | 28 | 77% | 2.8 | 6 | 4 | -2 | -29% | 0.5 | 42 | 68 | 26 | 63% | 2.5 |
| 4109 | In | 4178_4177 | Roto-o-rangi Rd - Near Amelia Pl | 0 | 1 | 133 | 141 | 8 | 6% | 0.5 | 19 | 16 | -3 | -15% | 0.5 | 151 | 157 | 6 | 4% | 0.3 |
| 4109 | Out | 4177_4178 | Roto-o-rangi Rd - Near Amelia Pl | 0 | 1 | 134 | 172 | 38 | 28% | 2.2 | 15 | 14 | -1 | -8% | 0.2 | 149 | 186 | 37 | 25% | 2.0 |
| 4110 | In | 4161_4984 | Lamb Street - Grace Ave to Burns St | 0 | 1 | 140 | 150 | 10 | 7% | 0.6 | 17 | 7 | -10 | -60% | 2.1 | 158 | 157 | -1 | -1% | 0.0 |
| 4110 | Out | 4984_4161 | Lamb Street - Grace Ave to Burns St | 0 | 1 | 156 | 134 | -22 | -14% | 1.3 | 14 | 9 | -5 | -38% | 1.1 | 171 | 143 | -28 | -16% | 1.6 |
| 4111 | In | 4527_9148 | Cambridge Rd - Matos Segedin Dr to Ihimaera Tce | 0 | 1 | 406 | 443 | 37 | 9% | 1.3 | 110 | 63 | -47 | -43% | 3.6 | 516 | 506 | -10 | -2% | 0.3 |
| 4111 | Out | 9148_4527 | Cambridge Rd - Matos Segedin Dr to Ihimaera Tce | 0 | 1 | 399 | 441 | 42 | 11% | 1.4 | 93 | 63 | -30 | -33% | 2.4 | 492 | 504 | 12 | 2% | 0.4 |
| 4112 | In | 4825_4551 | Cambridge Rd - End Passing lane to Hamilton Rd | 0 | 1 | 555 | 754 | 199 | 36% | **5.5** | 59 | 21 | -38 | -64% | 4.2 | 614 | 775 | 161 | 26% | 4.3 |
| 4112 | Out | 4551_4825 | Cambridge Rd - End Passing lane to Hamilton Rd | 0 | 1 | 588 | 453 | -135 | -23% | 4.2 | 69 | 9 | -60 | -87% | **6.8** | 657 | 462 | -195 | -30% | **5.8** |
| 4113 | In | 4875_4874 | Abergeldie Way - Speed derestriction to Racecourse Rd | 0 | 1 | 108 | 82 | -26 | -24% | 1.9 | 11 | 4 | -7 | -62% | 1.7 | 119 | 86 | -33 | -27% | 2.3 |
| 4113 | Out | 4874_4875 | Abergeldie Way - Speed derestriction to Racecourse Rd | 0 | 1 | 91 | 67 | -24 | -26% | 1.9 | 9 | 4 | -5 | -55% | 1.3 | 100 | 71 | -29 | -29% | 2.2 |
| 4114 | In | 10072_10080 | SH1 - 25m East of Peake Road Over Bridge | 0 | 1 | 833 | 529 | -304 | -36% | **8.2** | 128 | 106 | -22 | -17% | 1.5 | 961 | 635 | -326 | -34% | **8.2** |
| 4115 | Out | 10080_10072 | SH1 - 25m East of Peake Road Over Bridge | 0 | 1 | 856 | 988 | 132 | 15% | 3.1 | 152 | 115 | -37 | -24% | 2.3 | 1,008 | 1,102 | 94 | 9% | 2.0 |
| 4201 | In | 2594_5428 | Paterangi Rd - Harrison Dr to Speed derestriction | 0 | 1 | 167 | 207 | 40 | 24% | 2.1 | 20 | 27 | 7 | 36% | 1.0 | 187 | 234 | 47 | 25% | 2.3 |
| 4201 | Out | 5428_2594 | Paterangi Rd - Harrison Dr to Speed derestriction | 0 | 1 | 166 | 211 | 45 | 27% | 2.3 | 18 | 27 | 9 | 47% | 1.3 | 185 | 237 | 53 | 28% | 2.6 |
| 4202 | In | 4533_10741 | Racecourse Road - End of K & C to start of K & C | 0 | 1 | 62 | 24 | -38 | -61% | 4.1 | 3 | 1 | -2 | -68% | 1.0 | 65 | 24 | -41 | -63% | 4.3 |
| 4202 | Out | 10741_4533 | Racecourse Road - End of K & C to start of K & C | 0 | 1 | 63 | 27 | -36 | -57% | 3.8 | 3 | 1 | -2 | -71% | 1.1 | 66 | 28 | -38 | -58% | 3.9 |
| 4203 | In | 4168_4528 | Bond Rd - End K & C to Moxham Rd | 0 | 1 | 46 | 16 | -30 | -65% | 3.8 | 5 | 3 | -2 | -38% | 0.6 | 51 | 19 | -32 | -63% | 3.8 |
| 4203 | Out | 4528_4168 | Bond Rd - End K & C to Moxham Rd | 0 | 1 | 49 | 15 | -34 | -69% | 4.2 | 4 | 3 | -1 | -21% | 0.3 | 52 | 18 | -34 | -66% | 4.1 |
| 4204 | In | 5945_5944 | Te Rahu Rd - Warburton Cres to Pekarau Cres | 0 | 1 | 205 | 141 | -64 | -31% | 3.5 | 9 | 11 | 2 | 25% | 0.5 | 214 | 152 | -62 | -29% | 3.3 |
| 4204 | Out | 5944_5945 | Te Rahu Rd - Warburton Cres to Pekarau Cres | 0 | 1 | 187 | 172 | -15 | -8% | 0.8 | 9 | 11 | 2 | 17% | 0.4 | 197 | 183 | -14 | -7% | 0.7 |
| 4205 | In | 14109_11645 | Cambridge Rd (TA) - Gleneagles Dr to Piquet Hill Rd | 0 | 1 | 302 | 402 | 100 | 33% | 3.8 | 36 | 8 | -28 | -78% | 4.2 | 338 | 410 | 72 | 21% | 2.6 |
| 4205 | Out | 11645_14109 | Cambridge Rd (TA) - Gleneagles Dr to Piquet Hill Rd | 0 | 1 | 299 | 407 | 108 | 36% | 4.1 | 40 | 7 | -33 | -82% | 4.8 | 339 | 414 | 75 | 22% | 2.7 |
| 4206 | In | 6214_6178 | Cambridge Rd - Speed derestriction to Golf Rd | 0 | 1 | 254 | 284 | 30 | 12% | 1.3 | 28 | 37 | 10 | 35% | 1.2 | 281 | 321 | 40 | 14% | 1.6 |
| 4206 | Out | 6178_6214 | Cambridge Rd - Speed derestriction to Golf Rd | 0 | 1 | 241 | 260 | 19 | 8% | 0.8 | 25 | 37 | 12 | 50% | 1.6 | 266 | 297 | 31 | 12% | 1.3 |
| 4207 | In | 6179_10618 | Puahue Rd - Cambridge Rd to Hairini Rd | 0 | 1 | 30 | 70 | 40 | 136% | 4.0 | 2 | 4 | 2 | 100% | 0.8 | 32 | 74 | 42 | 134% | 4.1 |
| 4207 | Out | 10618_6179 | Puahue Rd - Cambridge Rd to Hairini Rd | 0 | 1 | 33 | 77 | 44 | 135% | 4.2 | 3 | 4 | 1 | 33% | 0.4 | 36 | 81 | 45 | 126% | 4.2 |
| 4208 | In | 6330_4880 | Arapuni Rd - Dick St to Kimberley Rd | 0 | 1 | 140 | 96 | -44 | -32% | 2.9 | 27 | 27 | 0 | 2% | 0.1 | 167 | 122 | -45 | -27% | 2.6 |
| 4208 | Out | 4880_6330 | Arapuni Rd - Dick St to Kimberley Rd | 0 | 1 | 131 | 84 | -47 | -36% | 3.2 | 20 | 27 | 7 | 32% | 1.0 | 151 | 110 | -41 | -27% | 2.5 |
| 4209 | In | 5416_2628 | Allen Rd - SH3 to Brotherhood Rd | 0 | 1 | 19 | 14 | -5 | -26% | 0.9 | 10 | 4 | -6 | -60% | 1.6 | 29 | 17 | -12 | -41% | 1.8 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4209 | Out | 2628_5416 | Allen Rd - SH3 to Brotherhood Rd | 0 | 1 | 18 | 12 | -6 | -33% | 1.1 | 8 | 3 | -5 | -62% | 1.5 | 26 | 15 | -11 | -41% | 1.7 |
| 4210 | In | 10244_13984 | 00300034 - 105m before Tokanui Rd | 0 | 1 | 558 | 494 | -64 | -11% | 2.0 | 29 | 98 | 69 | 234% | 6.1 | 587 | 591 | 4 | 1% | 0.1 |
| 4210 | Out | 13984_10244 | 00300034 - 105m before Tokanui Rd | 0 | 1 | 532 | 494 | -38 | -7% | 1.2 | 28 | 96 | 68 | 243% | 6.1 | 560 | 590 | 30 | 5% | 0.9 |
| 4211 | In | 6134_5391 | Brill Rd - Haultain St to St Leger Rd | 0 | 1 | 10 | 19 | 9 | 92% | 1.7 | 0 | 2 | 2 | 567% | 1.1 | 10 | 21 | 11 | 106% | 1.9 |
| 4211 | Out | 5391_6134 | Brill Rd - Haultain St to St Leger Rd | 0 | 1 | 9 | 16 | 7 | 69% | 1.3 | 1 | 2 | 1 | 88% | 0.5 | 11 | 18 | 7 | 71% | 1.4 |
| 4212 | In | 3967_3966 | St Leger Rd - Leger Grv to Linehan Rd | 0 | 1 | 28 | 21 | -7 | -26% | 1.1 | 4 | 2 | -2 | -44% | 0.7 | 32 | 23 | -9 | -28% | 1.2 |
| 4212 | Out | 3966_3967 | St Leger Rd - Leger Grv to Linehan Rd | 0 | 1 | 36 | 22 | -14 | -39% | 1.8 | 3 | 2 | -1 | -29% | 0.4 | 39 | 24 | -15 | -38% | 1.8 |
| 4213 | In | 6279_6458 | Pokuru Road - Puniu Rd to Bridge 1st Abutt | 0 | 1 | 180 | 242 | 62 | 35% | 3.0 | 18 | 16 | -2 | -9% | 0.3 | 197 | 258 | 61 | 31% | 2.8 |
| 4213 | Out | 6458_6279 | Pokuru Road - Puniu Rd to Bridge 1st Abutt | 0 | 1 | 153 | 249 | 96 | 63% | 4.8 | 12 | 16 | 4 | 38% | 0.8 | 165 | 264 | 99 | 60% | 4.8 |
| 4214 | In | 4121_6002 | Frontier Rd - Rewi St to Speed derestriction | 0 | 1 | 78 | 100 | 22 | 29% | 1.7 | 8 | 4 | -4 | -52% | 1.2 | 86 | 104 | 18 | 21% | 1.3 |
| 4214 | Out | 6002_4121 | Frontier Rd - Rewi St to Speed derestriction | 0 | 1 | 91 | 107 | 16 | 18% | 1.1 | 8 | 4 | -4 | -51% | 1.2 | 99 | 111 | 12 | 12% | 0.8 |
| 4215 | In | 10304_11630 | Pirongia Road - Alexandra St to Speed derestriction | 0 | 1 | 91 | 118 | 27 | 30% | 1.9 | 19 | 8 | -11 | -57% | 2.1 | 109 | 126 | 17 | 15% | 1.1 |
| 4215 | Out | 11630_10304 | Pirongia Road - Alexandra St to Speed derestriction | 0 | 1 | 109 | 129 | 20 | 18% | 1.3 | 13 | 8 | -5 | -39% | 1.1 | 123 | 137 | 14 | 12% | 0.9 |
| 9000 | N | 4997_4995 | Alexandra St / Collingwood St North App | 1 | 0 | 239 | 194 | -45 | -19% | 2.2 | 1 | 2 | 1 | 100% | 0.6 | 240 | 196 | -44 | -18% | 2.1 |
| 9000 | S | 4995_4997 | Alexandra St / Collingwood St North App | 1 | 0 | 365 | 387 | 22 | 6% | 0.8 | 14 | 4 | -10 | -71% | 2.4 | 379 | 391 | 12 | 3% | 0.4 |
| 9001 | E | 4997_3616 | Alexandra St / Collingwood St East App | 1 | 0 | 435 | 204 | -231 | -53% | 9.1 | 22 | 8 | -14 | -64% | 2.6 | 457 | 212 | -245 | -54% | 9.5 |
| 9001 | W | 3616_4997 | Alexandra St / Collingwood St East App | 1 | 0 | 387 | 307 | -80 | -21% | 3.0 | 18 | 4 | -14 | -78% | 3.0 | 405 | 311 | -94 | -23% | 3.5 |
| 9002 | N | 10460_4997 | Alexandra St / Collingwood St South App | 1 | 0 | 337 | 260 | -77 | -23% | 3.2 | 5 | 3 | -2 | -40% | 0.7 | 342 | 263 | -79 | -23% | 3.2 |
| 9002 | S | 4997_10460 | Alexandra St / Collingwood St South App | 1 | 0 | 328 | 370 | 42 | 13% | 1.6 | 12 | 3 | -9 | -75% | 2.3 | 340 | 372 | 32 | 9% | 1.2 |
| 9003 | E | 7193_4997 | Alexandra St / Collingwood St West App | 1 | 0 | 351 | 361 | 10 | 3% | 0.4 | 16 | 6 | -10 | -63% | 2.1 | 367 | 367 | 0 | 0% | 0.0 |
| 9003 | W | 4997_7193 | Alexandra St / Collingwood St West App | 1 | 0 | 438 | 546 | 108 | 25% | 3.4 | 18 | 6 | -12 | -67% | 2.4 | 456 | 552 | 96 | 21% | 3.0 |
| 9004 | N | 7069_10463 | Anglesea St / Bryce St North App | 1 | 0 | 947 | 581 | -366 | -39% | 9.4 | 98 | 19 | -79 | -81% | 7.3 | 1,045 | 600 | -445 | -43% | 11.0 |
| 9004 | S | 10463_7069 | Anglesea St / Bryce St North App | 1 | 0 | 948 | 758 | -190 | -20% | 4.6 | 20 | 24 | 4 | 20% | 0.6 | 968 | 782 | -186 | -19% | 4.4 |
| 9005 | E | 7069_10462 | Anglesea St / Bryce St East App | 1 | 0 | 654 | 874 | 220 | 34% | 5.6 | 35 | 5 | -30 | -86% | 4.7 | 689 | 879 | 190 | 28% | 4.8 |
| 9005 | W | 10462_7069 | Anglesea St / Bryce St East App | 1 | 0 | 764 | 393 | -371 | -49% | 10.9 | 37 | 2 | -35 | -95% | 5.6 | 801 | 395 | -406 | -51% | 11.7 |
| 9006 | N | 5384_7069 | Anglesea St / Bryce St South App | 1 | 0 | 1,016 | 887 | -129 | -13% | 3.0 | 42 | 19 | -23 | -55% | 2.9 | 1,058 | 906 | -152 | -14% | 3.4 |
| 9006 | S | 7069_5384 | Anglesea St / Bryce St South App | 1 | 0 | 1,049 | 782 | -267 | -25% | 6.2 | 53 | 21 | -32 | -60% | 3.7 | 1,102 | 803 | -299 | -27% | 6.9 |
| 9007 | E | 10472_7069 | Anglesea St / Bryce St West App | 1 | 0 | 431 | 376 | -55 | -13% | 1.9 | 92 | 8 | -84 | -91% | 8.4 | 523 | 384 | -139 | -27% | 4.6 |
| 9007 | W | 7069_10472 | Anglesea St / Bryce St West App | 1 | 0 | 509 | 176 | -333 | -65% | 12.7 | 5 | 8 | 3 | 60% | 0.8 | 514 | 184 | -330 | -64% | 12.5 |
| 9008 | N | 7193_10461 | Anglesea St / Collingwood St North App | 1 | 0 | 1,044 | 992 | -52 | -5% | 1.2 | 40 | 21 | -19 | -48% | 2.4 | 1,084 | 1,013 | -71 | -7% | 1.6 |
| 9008 | S | 10461_7193 | Anglesea St / Collingwood St North App | 1 | 0 | 889 | 507 | -382 | -43% | 10.2 | 26 | 15 | -11 | -42% | 1.7 | 915 | 522 | -393 | -43% | 10.4 |
| 9009 | E | 7193_4997 | Anglesea St / Collingwood St East App | 1 | 0 | 304 | 361 | 57 | 19% | 2.2 | 18 | 6 | -12 | -67% | 2.4 | 322 | 367 | 45 | 14% | 1.7 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9009 | W | 4997_7193 | Anglesea St / Collingwood St East App | 1 | 0 | 367 | 546 | 179 | 49% | 5.9 | 18 | 6 | -12 | -67% | 2.4 | 385 | 552 | 167 | 43% | 5.5 |
| 9010 | N | 10474_7193 | Anglesea St / Collingwood St South App | 1 | 0 | 955 | 457 | -498 | -52% | 13.3 | 30 | 16 | -14 | -47% | 2.1 | 985 | 472 | -513 | -52% | 13.4 |
| 9010 | S | 7193_10474 | Anglesea St / Collingwood St South App | 1 | 0 | 916 | 411 | -505 | -55% | 13.9 | 30 | 11 | -19 | -63% | 3.0 | 946 | 422 | -524 | -55% | 14.2 |
| 9011 | E | 9137_7193 | Anglesea St / Collingwood St West App | 1 | 0 | 383 | 649 | 266 | 69% | 8.3 | 22 | 6 | -16 | -73% | 3.0 | 405 | 654 | 249 | 61% | 7.7 |
| 9011 | W | 7193_9137 | Anglesea St / Collingwood St West App | 1 | 0 | 330 | 395 | 65 | 20% | 2.4 | 8 | 4 | -4 | -50% | 1.2 | 338 | 399 | 61 | 18% | 2.2 |
| 9012 | N | 3457_3768 | Anglesea St / Cobham Dr North App | 1 | 0 | 1,002 | 516 | -486 | -49% | 12.5 | 21 | 35 | 14 | 67% | 1.9 | 1,023 | 551 | -472 | -46% | 11.9 |
| 9012 | S | 3768_3457 | Anglesea St / Cobham Dr North App | 1 | 0 | 898 | 530 | -368 | -41% | 9.7 | 31 | 12 | -19 | -61% | 2.9 | 929 | 541 | -388 | -42% | 10.1 |
| 9013 | E | 3457_10458 | Anglesea St / Cobham Dr East App | 1 | 0 | 1,280 | 1,442 | 162 | 13% | 3.1 | 34 | 46 | 12 | 35% | 1.3 | 1,314 | 1,488 | 174 | 13% | 3.3 |
| 9013 | W | 10458_3457 | Anglesea St / Cobham Dr East App | 1 | 0 | 1,430 | 1,504 | 74 | 5% | 1.4 | 29 | 55 | 26 | 90% | 2.8 | 1,459 | 1,558 | 99 | 7% | 1.8 |
| 9014 | N | 3458_3457 | Anglesea St / Cobham Dr South App | 1 | 0 | 741 | 357 | -384 | -52% | 11.6 | 23 | 8 | -15 | -65% | 2.7 | 764 | 366 | -398 | -52% | 11.8 |
| 9014 | S | 3457_3458 | Anglesea St / Cobham Dr South App | 1 | 0 | 749 | 373 | -376 | -50% | 11.2 | 18 | 10 | -8 | -44% | 1.5 | 767 | 383 | -384 | -50% | 11.3 |
| 9015 | E | 8195_3457 | Anglesea St / Cobham Dr West App | 1 | 0 | 1,005 | 1,144 | 139 | 14% | 3.0 | 10 | 31 | 21 | 210% | 3.3 | 1,015 | 1,176 | 161 | 16% | 3.4 |
| 9015 | W | 3457_8195 | Anglesea St / Cobham Dr West App | 1 | 0 | 1,043 | 1,203 | 160 | 15% | 3.4 | 20 | 15 | -5 | -25% | 0.8 | 1,063 | 1,219 | 156 | 15% | 3.3 |
| 9016 | N | 6868_10466 | Anglesea St / London St North App | 1 | 0 | 872 | 540 | -332 | -38% | 8.8 | 15 | 15 | 0 | 0% | 0.0 | 887 | 555 | -332 | -37% | 8.7 |
| 9016 | S | 10466_6868 | Anglesea St / London St North App | 1 | 0 | 805 | 754 | -51 | -6% | 1.3 | 25 | 23 | -2 | -8% | 0.3 | 830 | 776 | -54 | -7% | 1.3 |
| 9017 | E | 6868_6856 | Anglesea St / London St East App | 1 | 0 | 550 | 102 | -448 | -81% | 17.5 | 10 | 4 | -6 | -60% | 1.6 | 560 | 106 | -454 | -81% | 17.6 |
| 9017 | W | 6856_6868 | Anglesea St / London St East App | 1 | 0 | 491 | 54 | -437 | -89% | 18.7 | 12 | 2 | -10 | -83% | 2.7 | 503 | 56 | -447 | -89% | 18.9 |
| 9018 | N | 10463_6868 | Anglesea St / London St South App | 1 | 0 | 974 | 586 | -388 | -40% | 9.8 | 19 | 21 | 2 | 11% | 0.3 | 993 | 607 | -386 | -39% | 9.7 |
| 9018 | S | 6868_10463 | Anglesea St / London St South App | 1 | 0 | 955 | 729 | -226 | -24% | 5.5 | 32 | 21 | -11 | -34% | 1.5 | 987 | 750 | -237 | -24% | 5.7 |
| 9019 | E | 10717_6868 | Anglesea St / London St West App | 1 | 0 | 527 | 42 | -485 | -92% | 20.3 | 8 | 5 | -3 | -38% | 0.8 | 535 | 47 | -488 | -91% | 20.2 |
| 9019 | W | 6868_10717 | Anglesea St / London St West App | 1 | 0 | 420 | 65 | -355 | -85% | 16.1 | 7 | 11 | 4 | 57% | 0.9 | 427 | 76 | -351 | -82% | 15.7 |
| 9020 | N | 3757_10467 | Anglesea St / Rostrevor St North App | 1 | 0 | 1,015 | 338 | -677 | -67% | 18.4 | 14 | 13 | -1 | -7% | 0.2 | 1,029 | 351 | -678 | -66% | 18.3 |
| 9020 | S | 10467_3757 | Anglesea St / Rostrevor St North App | 1 | 0 | 867 | 569 | -298 | -34% | 7.9 | 43 | 18 | -25 | -58% | 3.2 | 910 | 587 | -323 | -35% | 8.3 |
| 9021 | E | 3757_6857 | Anglesea St / Rostrevor St East App | 1 | 0 | 576 | 304 | -272 | -47% | 9.2 | 11 | 10 | -1 | -9% | 0.2 | 587 | 314 | -273 | -47% | 9.1 |
| 9021 | W | 6857_3757 | Anglesea St / Rostrevor St East App | 1 | 0 | 396 | 173 | -223 | -56% | 9.3 | 7 | 9 | 2 | 29% | 0.5 | 403 | 181 | -222 | -55% | 9.2 |
| 9022 | N | 10466_3757 | Anglesea St / Rostrevor St South App | 1 | 0 | 1,005 | 524 | -481 | -48% | 12.3 | 16 | 16 | 0 | 0% | 0.0 | 1,021 | 540 | -481 | -47% | 12.2 |
| 9022 | S | 3757_10466 | Anglesea St / Rostrevor St South App | 1 | 0 | 859 | 740 | -119 | -14% | 3.0 | 29 | 24 | -5 | -17% | 0.7 | 888 | 764 | -124 | -14% | 3.1 |
| 9023 | E | 6859_3757 | Anglesea St / Rostrevor St West App | 1 | 0 | 636 | 400 | -236 | -37% | 7.3 | 9 | 14 | 5 | 56% | 1.0 | 645 | 413 | -232 | -36% | 7.1 |
| 9023 | W | 3757_6859 | Anglesea St / Rostrevor St West App | 1 | 0 | 454 | 283 | -171 | -38% | 6.3 | 21 | 11 | -10 | -48% | 1.8 | 475 | 293 | -182 | -38% | 6.6 |
| 9024 | N | 8202_2513 | Anglesea St / Thackeray St North App | 1 | 0 | 894 | 457 | -437 | -49% | 11.9 | 26 | 16 | -10 | -38% | 1.5 | 920 | 472 | -448 | -49% | 12.0 |
| 9024 | S | 2513_8202 | Anglesea St / Thackeray St North App | 1 | 0 | 848 | 411 | -437 | -52% | 12.3 | 30 | 11 | -19 | -63% | 3.0 | 878 | 422 | -456 | -52% | 12.6 |
| 9025 | E | 8199_4747 | Anglesea St / Thackeray St East App | 1 | 0 | 436 | 176 | -260 | -60% | 10.5 | 11 | 4 | -7 | -64% | 1.8 | 447 | 180 | -267 | -60% | 10.7 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9025 | W | 4747_8199 | Anglesea St / Thackeray St East App | 1 | 0 | 302 | 251 | -51 | -17% | 2.2 | 12 | 2 | -10 | -83% | 2.7 | 314 | 253 | -61 | -19% | 2.6 |
| 9026 | N | 7442_6685 | Anglesea St / Thackeray St South App | 1 | 0 | 990 | 453 | -537 | -54% | 14.1 | 18 | 36 | 18 | 100% | 2.4 | 1,008 | 489 | -519 | -51% | 13.4 |
| 9026 | S | 6685_7442 | Anglesea St / Thackeray St South App | 1 | 0 | 835 | 435 | -400 | -48% | 11.2 | 31 | 12 | -19 | -61% | 2.9 | 866 | 447 | -419 | -48% | 11.6 |
| 9027 | E | 2522_8198 | Anglesea St / Thackeray St West App | 1 | 0 | 624 | 387 | -237 | -38% | 7.5 | 22 | 7 | -15 | -68% | 2.8 | 646 | 394 | -252 | -39% | 7.8 |
| 9027 | W | 8198_2522 | Anglesea St / Thackeray St West App | 1 | 0 | 599 | 434 | -165 | -28% | 5.1 | 14 | 25 | 11 | 79% | 1.8 | 613 | 459 | -154 | -25% | 4.7 |
| 9028 | N | 6984_10716 | Tristram St / Bryce St North App | 1 | 0 | 1,073 | 1,148 | 75 | 7% | 1.6 | 28 | 88 | 60 | 214% | 5.6 | 1,101 | 1,237 | 136 | 12% | 2.8 |
| 9028 | S | 10716_6984 | Tristram St / Bryce St North App | 1 | 0 | 1,053 | 774 | -279 | -26% | 6.5 | 35 | 36 | 1 | 3% | 0.1 | 1,088 | 811 | -277 | -25% | 6.4 |
| 9029 | E | 6984_10472 | Tristram St / Bryce St East App | 1 | 0 | 418 | 380 | -38 | -9% | 1.3 | 16 | 11 | -5 | -31% | 1.0 | 434 | 391 | -43 | -10% | 1.5 |
| 9029 | W | 10472_6984 | Tristram St / Bryce St East App | 1 | 0 | 489 | 172 | -317 | -65% | 12.3 | 32 | 11 | -21 | -66% | 3.2 | 521 | 184 | -337 | -65% | 12.7 |
| 9030 | N | 3233_6984 | Tristram St / Bryce St South App | 1 | 0 | 1,147 | 1,347 | 200 | 17% | 4.0 | 27 | 86 | 59 | 219% | 5.6 | 1,174 | 1,434 | 260 | 22% | 5.1 |
| 9030 | S | 6984_3233 | Tristram St / Bryce St South App | 1 | 0 | 1,115 | 825 | -290 | -26% | 6.6 | 45 | 42 | -3 | -7% | 0.3 | 1,160 | 867 | -293 | -25% | 6.5 |
| 9031 | E | 3231_6984 | Tristram St / Bryce St West App | 1 | 0 | 181 | 120 | -61 | -34% | 3.5 | 3 | 9 | 6 | 200% | 1.7 | 184 | 129 | -55 | -30% | 3.1 |
| 9031 | W | 6984_3231 | Tristram St / Bryce St West App | 1 | 0 | 264 | 61 | -203 | -77% | 11.3 | 8 | 2 | -6 | -75% | 1.9 | 272 | 63 | -209 | -77% | 11.4 |
| 9032 | N | 3370_3397 | Tristram St / Cobham Dr North App | 1 | 0 | 1,192 | 1,533 | 341 | 29% | 6.5 | 25 | 61 | 36 | 144% | 3.9 | 1,217 | 1,594 | 377 | 31% | 7.1 |
| 9032 | S | 3397_3370 | Tristram St / Cobham Dr North App | 1 | 0 | 1,040 | 1,223 | 183 | 18% | 3.8 | 22 | 69 | 47 | 214% | 4.9 | 1,062 | 1,292 | 230 | 22% | 4.7 |
| 9033 | E | 8195_3457 | Tristram St / Cobham Dr East App | 1 | 0 | 1,138 | 1,144 | 6 | 1% | 0.1 | 13 | 31 | 18 | 138% | 2.7 | 1,151 | 1,176 | 25 | 2% | 0.5 |
| 9033 | W | 3457_8195 | Tristram St / Cobham Dr East App | 1 | 0 | 984 | 1,203 | 219 | 22% | 4.7 | 20 | 15 | -5 | -25% | 0.8 | 1,004 | 1,219 | 215 | 21% | 4.6 |
| 9034 | N | 3936_8194 | Tristram St / Cobham Dr South App | 1 | 0 | 1,405 | 1,680 | 275 | 20% | 5.0 | 22 | 73 | 51 | 232% | 5.2 | 1,427 | 1,753 | 326 | 23% | 5.8 |
| 9034 | S | 8194_3936 | Tristram St / Cobham Dr South App | 1 | 0 | 1,211 | 1,482 | 271 | 22% | 5.2 | 29 | 65 | 36 | 124% | 3.7 | 1,240 | 1,546 | 306 | 25% | 5.8 |
| 9035 | E | 3067_3370 | Tristram St / Cobham Dr West App | 1 | 0 | 445 | 524 | 79 | 18% | 2.5 | 3 | 1 | -2 | -67% | 1.0 | 448 | 525 | 77 | 17% | 2.5 |
| 9035 | W | 3370_3067 | Tristram St / Cobham Dr West App | 1 | 0 | 333 | 471 | 138 | 41% | 4.9 | 0 | 1 | 1 | - | 1.0 | 333 | 472 | 139 | 42% | 4.9 |
| 9036 | N | 3390_3060 | Tristram St / Collingwood St North App | 1 | 0 | 1,469 | 1,173 | -296 | -20% | 5.8 | 37 | 82 | 45 | 122% | 4.1 | 1,506 | 1,255 | -251 | -17% | 4.8 |
| 9036 | S | 3060_3390 | Tristram St / Collingwood St North App | 1 | 0 | 1,366 | 923 | -443 | -32% | 9.3 | 40 | 43 | 3 | 8% | 0.3 | 1,406 | 966 | -440 | -31% | 9.0 |
| 9037 | E | 3390_3630 | Tristram St / Collingwood St East App | 1 | 0 | 452 | 690 | 238 | 53% | 7.0 | 28 | 7 | -21 | -75% | 3.5 | 480 | 697 | 217 | 45% | 6.3 |
| 9037 | W | 3630_3390 | Tristram St / Collingwood St East App | 1 | 0 | 362 | 449 | 87 | 24% | 3.1 | 7 | 5 | -2 | -29% | 0.6 | 369 | 453 | 84 | 23% | 2.9 |
| 9038 | N | 3631_3390 | Tristram St / Collingwood St South App | 1 | 0 | 1,580 | 1,678 | 98 | 6% | 1.7 | 36 | 100 | 64 | 178% | 5.5 | 1,616 | 1,778 | 162 | 10% | 2.8 |
| 9038 | S | 3390_3631 | Tristram St / Collingwood St South App | 1 | 0 | 1,465 | 1,620 | 155 | 11% | 2.8 | 21 | 94 | 73 | 348% | 6.8 | 1,486 | 1,714 | 228 | 15% | 4.0 |
| 9039 | E | 3068_3390 | Tristram St / Collingwood St West App | 1 | 0 | 440 | 926 | 486 | 110% | 13.1 | 7 | 56 | 49 | 700% | 6.2 | 447 | 982 | 535 | 120% | 14.2 |
| 9039 | W | 3390_3068 | Tristram St / Collingwood St West App | 1 | 0 | 362 | 492 | 130 | 36% | 4.4 | 4 | 20 | 16 | 400% | 3.3 | 366 | 512 | 146 | 40% | 4.9 |
| 9040 | N | 8219_10511 | Tristram St / Mill St North App | 1 | 0 | 284 | 65 | -219 | -77% | 11.7 | 5 | 0 | -5 | -100% | 2.2 | 289 | 65 | -224 | -78% | 11.9 |
| 9040 | S | 10511_8219 | Tristram St / Mill St North App | 1 | 0 | 27 | 0 | -27 | -100% | 5.2 | 1 | 0 | -1 | -100% | 1.0 | 28 | 0 | -28 | -100% | 5.3 |
| 9041 | E | 8218_3469 | Tristram St / Mill St East App | 1 | 0 | 1,552 | 1,684 | 132 | 9% | 2.3 | 51 | 84 | 33 | 65% | 2.8 | 1,603 | 1,769 | 166 | 10% | 2.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9041 | W | 3469_8218 | Tristram St / Mill St East App | 1 | 0 | 1,652 | 1,785 | 133 | 8% | 2.3 | 66 | 84 | 18 | 27% | 1.5 | 1,718 | 1,869 | 151 | 9% | 2.5 |
| 9042 | N | 6729_3473 | Tristram St / Mill St South App | 1 | 0 | 842 | 866 | 24 | 3% | 0.6 | 16 | 39 | 23 | 144% | 3.1 | 858 | 905 | 47 | 5% | 1.1 |
| 9042 | S | 3473_6729 | Tristram St / Mill St South App | 1 | 0 | 711 | 567 | -144 | -20% | 4.0 | 8 | 27 | 19 | 238% | 3.2 | 719 | 594 | -125 | -17% | 3.4 |
| 9043 | E | 3378_8220 | Tristram St / Mill St West App | 1 | 0 | 1,336 | 1,279 | -57 | -4% | 1.1 | 46 | 53 | 7 | 15% | 0.7 | 1,382 | 1,332 | -50 | -4% | 1.0 |
| 9043 | W | 8220_3378 | Tristram St / Mill St West App | 1 | 0 | 1,310 | 1,614 | 304 | 23% | 5.6 | 65 | 65 | 0 | 0% | 0.0 | 1,375 | 1,679 | 304 | 22% | 5.5 |
| 9044 | N | 3124_6687 | Tristram St / London St North App | 1 | 0 | 750 | 548 | -202 | -27% | 5.6 | 15 | 28 | 13 | 87% | 2.0 | 765 | 576 | -189 | -25% | 5.2 |
| 9044 | S | 6687_3124 | Tristram St / London St North App | 1 | 0 | 775 | 709 | -66 | -9% | 1.7 | 15 | 34 | 19 | 127% | 2.7 | 790 | 743 | -47 | -6% | 1.2 |
| 9045 | E | 3125_10717 | Tristram St / London St East App | 1 | 0 | 551 | 62 | -489 | -89% | 19.8 | 9 | 10 | 1 | 11% | 0.2 | 560 | 72 | -488 | -87% | 19.4 |
| 9045 | W | 10717_3125 | Tristram St / London St East App | 1 | 0 | 396 | 48 | -348 | -88% | 16.5 | 8 | 6 | -2 | -25% | 0.5 | 404 | 54 | -350 | -87% | 16.4 |
| 9046 | N | 10716_3125 | Tristram St / London St South App | 1 | 0 | 1,052 | 1,141 | 89 | 8% | 1.9 | 36 | 87 | 51 | 142% | 4.6 | 1,088 | 1,228 | 140 | 13% | 2.9 |
| 9046 | S | 3125_10716 | Tristram St / London St South App | 1 | 0 | 1,042 | 752 | -290 | -28% | 6.8 | 28 | 30 | 2 | 7% | 0.3 | 1,070 | 782 | -288 | -27% | 6.7 |
| 9047 | E | 3388_3126 | Tristram St / London St West App | 1 | 0 | 596 | 103 | -493 | -83% | 18.6 | 19 | 6 | -13 | -68% | 2.6 | 615 | 109 | -506 | -82% | 18.8 |
| 9047 | W | 3126_3388 | Tristram St / London St West App | 1 | 0 | 476 | 639 | 163 | 34% | 4.9 | 26 | 65 | 39 | 150% | 4.1 | 502 | 704 | 202 | 40% | 5.8 |
| 9048 | N | 6687_9785 | Tristram St / Rostrevor St North App | 1 | 0 | 903 | 601 | -302 | -33% | 7.8 | 14 | 35 | 21 | 150% | 3.0 | 917 | 636 | -281 | -31% | 7.1 |
| 9048 | S | 9785_6687 | Tristram St / Rostrevor St North App | 1 | 0 | 898 | 644 | -254 | -28% | 6.5 | 17 | 29 | 12 | 71% | 1.8 | 915 | 673 | -242 | -26% | 6.1 |
| 9049 | E | 6687_10471 | Tristram St / Rostrevor St East App | 1 | 0 | 706 | 488 | -218 | -31% | 6.3 | 7 | 16 | 9 | 129% | 1.9 | 713 | 504 | -209 | -29% | 6.0 |
| 9049 | W | 10471_6687 | Tristram St / Rostrevor St East App | 1 | 0 | 497 | 394 | -103 | -21% | 3.5 | 7 | 12 | 5 | 71% | 1.1 | 504 | 406 | -98 | -19% | 3.2 |
| 9050 | N | 3124_6687 | Tristram St / Rostrevor St South App | 1 | 0 | 795 | 548 | -247 | -31% | 6.7 | 13 | 28 | 15 | 115% | 2.3 | 808 | 576 | -232 | -29% | 6.2 |
| 9050 | S | 6687_3124 | Tristram St / Rostrevor St South App | 1 | 0 | 769 | 709 | -60 | -8% | 1.6 | 14 | 34 | 20 | 143% | 2.9 | 783 | 743 | -40 | -5% | 1.0 |
| 9051 | E | 3387_6687 | Tristram St / Rostrevor St West App | 1 | 0 | 757 | 621 | -136 | -18% | 3.7 | 9 | 30 | 21 | 233% | 3.4 | 766 | 651 | -115 | -15% | 3.1 |
| 9051 | W | 6687_3387 | Tristram St / Rostrevor St West App | 1 | 0 | 569 | 409 | -160 | -28% | 5.1 | 11 | 14 | 3 | 27% | 0.6 | 580 | 423 | -157 | -27% | 5.0 |
| 9052 | N | 3232_3233 | Tristram St / Ward St North App | 1 | 0 | 1,146 | 1,343 | 197 | 17% | 3.9 | 29 | 86 | 57 | 197% | 5.3 | 1,175 | 1,429 | 254 | 22% | 5.0 |
| 9052 | S | 3233_3232 | Tristram St / Ward St North App | 1 | 0 | 1,129 | 824 | -305 | -27% | 6.9 | 35 | 41 | 6 | 17% | 0.7 | 1,164 | 866 | -298 | -26% | 6.6 |
| 9053 | E | 8251_10914 | Tristram St / Ward St East App | 1 | 0 | 424 | 68 | -356 | -84% | 16.0 | 10 | 1 | -9 | -90% | 2.7 | 434 | 69 | -365 | -84% | 16.3 |
| 9053 | W | 10914_8251 | Tristram St / Ward St East App | 1 | 0 | 416 | 279 | -137 | -33% | 5.2 | 12 | 6 | -6 | -50% | 1.4 | 428 | 284 | -144 | -34% | 5.4 |
| 9054 | N | 7222_8252 | Tristram St / Ward St South App | 1 | 0 | 1,481 | 1,212 | -269 | -18% | 5.2 | 37 | 84 | 47 | 127% | 4.3 | 1,518 | 1,296 | -222 | -15% | 4.2 |
| 9054 | S | 8252_7222 | Tristram St / Ward St South App | 1 | 0 | 1,411 | 968 | -443 | -31% | 9.1 | 37 | 45 | 8 | 22% | 0.9 | 1,448 | 1,013 | -435 | -30% | 8.8 |
| 9055 | E | 7071_3232 | Tristram St / Ward St West App | 1 | 0 | 396 | 216 | -180 | -45% | 7.3 | 13 | 6 | -7 | -54% | 1.6 | 409 | 223 | -186 | -45% | 7.4 |
| 9055 | W | 3232_7071 | Tristram St / Ward St West App | 1 | 0 | 441 | 151 | -290 | -66% | 11.9 | 21 | 6 | -15 | -71% | 2.9 | 462 | 157 | -305 | -66% | 12.3 |
| 9056 | N | 4766_3631 | Tristram St / Thackeray St North App | 1 | 0 | 1,645 | 1,678 | 33 | 2% | 0.6 | 36 | 100 | 64 | 178% | 5.5 | 1,681 | 1,778 | 97 | 6% | 1.6 |
| 9056 | S | 3631_4766 | Tristram St / Thackeray St North App | 1 | 0 | 1,609 | 1,620 | 11 | 1% | 0.2 | 23 | 94 | 71 | 309% | 6.6 | 1,632 | 1,714 | 82 | 5% | 1.4 |
| 9057 | E | 4766_2522 | Tristram St / Thackeray St East App | 1 | 0 | 624 | 450 | -174 | -28% | 5.3 | 16 | 8 | -8 | -50% | 1.6 | 640 | 458 | -182 | -28% | 5.5 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9057 | W | 2522_4766 | Tristram St / Thackeray St East App | 1 | 0 | 603 | 505 | -98 | -16% | 2.9 | 15 | 25 | 10 | 67% | 1.6 | 618 | 530 | -88 | -14% | 2.6 |
| 9058 | N | 3397_4766 | Tristram St / Thackeray St South App | 1 | 0 | 1,300 | 1,531 | 231 | 18% | 4.3 | 31 | 60 | 29 | 94% | 3.0 | 1,331 | 1,591 | 260 | 20% | 4.8 |
| 9058 | S | 4766_3397 | Tristram St / Thackeray St South App | 1 | 0 | 1,349 | 1,260 | -89 | -7% | 1.7 | 24 | 69 | 45 | 188% | 4.7 | 1,373 | 1,329 | -44 | -3% | 0.8 |
| 9059 | E | 6709_4766 | Tristram St / Thackeray St West App | 1 | 0 | 981 | 709 | -272 | -28% | 6.6 | 26 | 29 | 3 | 12% | 0.4 | 1,007 | 738 | -269 | -27% | 6.4 |
| 9059 | W | 4766_6709 | Tristram St / Thackeray St West App | 1 | 0 | 875 | 977 | 102 | 12% | 2.4 | 19 | 32 | 13 | 68% | 1.8 | 894 | 1,009 | 115 | 13% | 2.6 |
| 9060 | N | 3129_4951 | Ulster St / Mill St North App | 1 | 0 | 1,335 | 701 | -634 | -47% | 14.1 | 28 | 52 | 24 | 86% | 2.7 | 1,363 | 753 | -610 | -45% | 13.3 |
| 9060 | S | 4951_3129 | Ulster St / Mill St North App | 1 | 0 | 1,271 | 827 | -444 | -35% | 9.7 | 40 | 54 | 14 | 35% | 1.4 | 1,311 | 881 | -430 | -33% | 9.2 |
| 9061 | E | 3129_3133 | Ulster St / Mill St East App | 1 | 0 | 783 | 361 | -422 | -54% | 12.5 | 20 | 3 | -17 | -85% | 3.5 | 803 | 364 | -439 | -55% | 12.9 |
| 9061 | W | 3133_3129 | Ulster St / Mill St East App | 1 | 0 | 1,018 | 335 | -683 | -67% | 18.6 | 20 | 1 | -19 | -95% | 4.1 | 1,038 | 336 | -702 | -68% | 18.9 |
| 9062 | N | 3470_3129 | Ulster St / Mill St South App | 1 | 0 | 1,762 | 1,328 | -434 | -25% | 7.8 | 48 | 51 | 3 | 6% | 0.3 | 1,810 | 1,380 | -430 | -24% | 7.6 |
| 9062 | S | 3129_3470 | Ulster St / Mill St South App | 1 | 0 | 2,030 | 2,044 | 14 | 1% | 0.2 | 47 | 91 | 44 | 94% | 3.7 | 2,077 | 2,134 | 57 | 3% | 0.9 |
| 9063 | E | 10509_3129 | Ulster St / Mill St West App | 1 | 0 | 1,481 | 1,487 | 6 | 0% | 0.1 | 33 | 43 | 10 | 30% | 1.1 | 1,514 | 1,530 | 16 | 1% | 0.3 |
| 9063 | W | 3129_10509 | Ulster St / Mill St West App | 1 | 0 | 1,384 | 872 | -512 | -37% | 10.8 | 46 | 3 | -43 | -93% | 6.1 | 1,430 | 876 | -554 | -39% | 11.5 |
| 9064 | N | 8235_10445 | Victoria St / Bridge St North App | 1 | 0 | 537 | 228 | -309 | -58% | 11.2 | 27 | 25 | -2 | -7% | 0.3 | 564 | 253 | -311 | -55% | 10.9 |
| 9064 | S | 10445_8235 | Victoria St / Bridge St North App | 1 | 0 | 616 | 555 | -61 | -10% | 1.8 | 21 | 65 | 44 | 210% | 4.7 | 637 | 621 | -16 | -3% | 0.5 |
| 9065 | E | 8233_9824 | Victoria St / Bridge St East App | 1 | 0 | 1,705 | 1,936 | 231 | 14% | 3.8 | 42 | 110 | 68 | 162% | 5.5 | 1,747 | 2,047 | 300 | 17% | 4.9 |
| 9065 | W | 9824_8233 | Victoria St / Bridge St East App | 1 | 0 | 1,599 | 1,684 | 85 | 5% | 1.5 | 41 | 82 | 41 | 100% | 3.7 | 1,640 | 1,766 | 126 | 8% | 2.2 |
| 9066 | N | 8234_2738 | Victoria St / Bridge St South App | 1 | 0 | 163 | 31 | -132 | -81% | 9.5 | 1 | 0 | -1 | -100% | 1.0 | 164 | 31 | -133 | -81% | 9.5 |
| 9066 | S | 2738_8234 | Victoria St / Bridge St South App | 1 | 0 | 104 | 12 | -92 | -88% | 8.5 | 1 | 3 | 2 | 200% | 1.0 | 105 | 15 | -90 | -86% | 8.2 |
| 9067 | E | 10458_2738 | Victoria St / Bridge St West App | 1 | 0 | 1,287 | 1,395 | 108 | 8% | 2.1 | 32 | 45 | 13 | 41% | 1.5 | 1,319 | 1,441 | 122 | 9% | 2.3 |
| 9067 | W | 2738_10458 | Victoria St / Bridge St West App | 1 | 0 | 1,319 | 1,466 | 147 | 11% | 2.8 | 25 | 54 | 29 | 116% | 3.3 | 1,344 | 1,520 | 176 | 13% | 3.3 |
| 9068 | N | 3614_2512 | Victoria St / Collingwood St North App | 1 | 0 | 912 | 168 | -744 | -82% | 22.6 | 25 | 24 | -1 | -4% | 0.1 | 937 | 193 | -744 | -79% | 22.1 |
| 9068 | S | 2512_3614 | Victoria St / Collingwood St North App | 1 | 0 | 1,022 | 686 | -336 | -33% | 8.1 | 19 | 61 | 42 | 221% | 4.7 | 1,041 | 747 | -294 | -28% | 7.0 |
| 9070 | N | 8695_10457 | Victoria St / Collingwood St South App | 1 | 0 | 725 | 167 | -558 | -77% | 18.7 | 31 | 25 | -6 | -19% | 0.8 | 756 | 192 | -564 | -75% | 18.3 |
| 9070 | S | 10457_8695 | Victoria St / Collingwood St South App | 1 | 0 | 873 | 581 | -292 | -33% | 7.7 | 29 | 65 | 36 | 124% | 3.7 | 902 | 646 | -256 | -28% | 6.5 |
| 9071 | E | 4997_3616 | Victoria St / Collingwood St West App | 1 | 0 | 486 | 204 | -282 | -58% | 10.7 | 24 | 8 | -16 | -67% | 2.8 | 510 | 212 | -298 | -58% | 11.1 |
| 9071 | W | 3616_4997 | Victoria St / Collingwood St West App | 1 | 0 | 448 | 307 | -141 | -31% | 5.1 | 20 | 4 | -16 | -80% | 3.3 | 468 | 311 | -157 | -34% | 5.6 |
| 9072 | N | 3453_3448 | Victoria St / Claudelands Rd North App | 1 | 0 | 1,583 | 931 | -652 | -41% | 13.0 | 39 | 25 | -14 | -36% | 1.8 | 1,622 | 957 | -665 | -41% | 13.1 |
| 9072 | S | 3448_3453 | Victoria St / Claudelands Rd North App | 1 | 0 | 1,495 | 1,340 | -155 | -10% | 2.9 | 28 | 62 | 34 | 121% | 3.6 | 1,523 | 1,402 | -121 | -8% | 2.2 |
| 9073 | E | 3453_9823 | Victoria St / Claudelands Rd East App | 1 | 0 | 670 | 909 | 239 | 36% | 6.0 | 12 | 0 | -12 | -100% | 3.5 | 682 | 909 | 227 | 33% | 5.7 |
| 9073 | W | 9823_3453 | Victoria St / Claudelands Rd East App | 1 | 0 | 977 | 986 | 9 | 1% | 0.2 | 16 | 0 | -16 | -100% | 4.0 | 993 | 986 | -7 | -1% | 0.2 |
| 9074 | N | 4706_3453 | Victoria St / Claudelands Rd South App | 1 | 0 | 973 | 443 | -530 | -54% | 14.1 | 27 | 25 | -2 | -7% | 0.3 | 1,000 | 468 | -532 | -53% | 13.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9074 | S | 3453_4706 | Victoria St / Claudelands Rd South App | 1 | 0 | 1,192 | 928 | -264 | -22% | 5.7 | 20 | 62 | 42 | 210% | 4.6 | 1,212 | 990 | -222 | -18% | 4.7 |
| 9076 | N | 7102_6712 | Victoria St / Grantham St North App | 1 | 0 | 512 | 212 | -300 | -59% | 11.1 | 35 | 25 | -10 | -29% | 1.3 | 547 | 237 | -310 | -57% | 11.1 |
| 9076 | S | 6712_7102 | Victoria St / Grantham St North App | 1 | 0 | 579 | 689 | 110 | 19% | 3.1 | 16 | 66 | 50 | 313% | 5.5 | 595 | 755 | 160 | 27% | 4.4 |
| 9077 | E | 7102_3064 | Victoria St / Grantham St East App | 1 | 0 | 121 | 153 | 32 | 26% | 1.9 | 2 | 1 | -1 | -50% | 0.6 | 123 | 154 | 31 | 25% | 1.9 |
| 9078 | N | 10445_7102 | Victoria St / Grantham St South App | 1 | 0 | 524 | 212 | -312 | -60% | 11.5 | 36 | 25 | -11 | -31% | 1.4 | 560 | 237 | -323 | -58% | 11.4 |
| 9078 | S | 7102_10445 | Victoria St / Grantham St South App | 1 | 0 | 470 | 537 | 67 | 14% | 2.1 | 15 | 65 | 50 | 333% | 5.6 | 485 | 602 | 117 | 24% | 3.5 |
| 9080 | N | 3452_14117 | Victoria St / London St North App | 1 | 0 | 1,011 | 818 | -193 | -19% | 4.5 | 51 | 30 | -21 | -41% | 2.3 | 1,062 | 848 | -214 | -20% | 4.9 |
| 9080 | S | 14117_3452 | Victoria St / London St North App | 1 | 0 | 1,145 | 679 | -466 | -41% | 10.9 | 47 | 62 | 15 | 32% | 1.4 | 1,192 | 741 | -451 | -38% | 10.3 |
| 9081 | E | 3452_5381 | Victoria St / London St East App | 1 | 0 | 109 | 7 | -102 | -94% | 9.5 | 3 | 0 | -3 | -100% | 1.7 | 112 | 7 | -105 | -94% | 9.6 |
| 9081 | W | 5381_3452 | Victoria St / London St East App | 1 | 0 | 105 | 4 | -101 | -96% | 9.7 | 6 | 0 | -6 | -100% | 2.4 | 111 | 4 | -107 | -96% | 10.0 |
| 9082 | N | 3449_3452 | Victoria St / London St South App | 1 | 0 | 993 | 821 | -172 | -17% | 4.0 | 50 | 30 | -20 | -40% | 2.2 | 1,043 | 850 | -193 | -19% | 4.4 |
| 9082 | S | 3452_3449 | Victoria St / London St South App | 1 | 0 | 1,161 | 616 | -545 | -47% | 12.9 | 46 | 62 | 16 | 35% | 1.5 | 1,207 | 678 | -529 | -44% | 12.2 |
| 9083 | E | 6867_3452 | Victoria St / London St West App | 1 | 0 | 461 | 30 | -431 | -93% | 19.5 | 12 | 0 | -12 | -100% | 3.5 | 473 | 30 | -443 | -94% | 19.8 |
| 9083 | W | 3452_6867 | Victoria St / London St West App | 1 | 0 | 423 | 92 | -331 | -78% | 14.6 | 15 | 0 | -15 | -100% | 3.9 | 438 | 93 | -345 | -79% | 15.0 |
| 9084 | N | 6732_10455 | Victoria St / Rostrevor St North App | 1 | 0 | 1,246 | 892 | -354 | -28% | 7.7 | 50 | 34 | -16 | -32% | 1.7 | 1,296 | 926 | -370 | -29% | 7.8 |
| 9084 | S | 10455_6732 | Victoria St / Rostrevor St North App | 1 | 0 | 1,196 | 630 | -566 | -47% | 13.2 | 38 | 64 | 26 | 68% | 2.6 | 1,234 | 694 | -540 | -44% | 12.3 |
| 9085 | E | 6732_14118 | Victoria St / Rostrevor St East App | 1 | 0 | 77 | 46 | -31 | -40% | 2.8 | 1 | 0 | -1 | -100% | 1.0 | 78 | 46 | -32 | -41% | 2.9 |
| 9085 | W | 14118_6732 | Victoria St / Rostrevor St East App | 1 | 0 | 184 | 92 | -92 | -50% | 5.5 | 1 | 1 | 0 | 0% | 0.0 | 185 | 93 | -92 | -50% | 5.5 |
| 9086 | N | 14117_6732 | Victoria St / Rostrevor St South App | 1 | 0 | 1,142 | 802 | -340 | -30% | 7.7 | 47 | 30 | -17 | -36% | 1.9 | 1,189 | 832 | -357 | -30% | 7.9 |
| 9086 | S | 6732_14117 | Victoria St / Rostrevor St South App | 1 | 0 | 1,242 | 718 | -524 | -42% | 11.8 | 35 | 64 | 29 | 83% | 2.9 | 1,277 | 782 | -495 | -39% | 10.9 |
| 9087 | E | 2517_6732 | Victoria St / Rostrevor St West App | 1 | 0 | 383 | 299 | -84 | -22% | 3.2 | 7 | 9 | 2 | 29% | 0.5 | 390 | 308 | -82 | -21% | 3.1 |
| 9087 | W | 6732_2517 | Victoria St / Rostrevor St West App | 1 | 0 | 340 | 166 | -174 | -51% | 7.7 | 7 | 6 | -1 | -14% | 0.3 | 347 | 173 | -174 | -50% | 7.6 |
| 9088 | N | 4951_4952 | Victoria St / Boundary Rd North App | 1 | 0 | 787 | 793 | 6 | 1% | 0.2 | 17 | 87 | 70 | 412% | 6.9 | 804 | 880 | 76 | 9% | 1.9 |
| 9088 | S | 4952_4951 | Victoria St / Boundary Rd North App | 1 | 0 | 889 | 532 | -357 | -40% | 9.5 | 22 | 93 | 71 | 323% | 6.6 | 911 | 625 | -286 | -31% | 7.3 |
| 9089 | E | 8249_3953 | Victoria St / Boundary Rd East App | 1 | 0 | 1,559 | 1,100 | -459 | -29% | 8.9 | 42 | 98 | 56 | 133% | 4.7 | 1,601 | 1,198 | -403 | -25% | 7.6 |
| 9089 | W | 3953_8249 | Victoria St / Boundary Rd East App | 1 | 0 | 1,359 | 1,447 | 88 | 6% | 1.7 | 49 | 128 | 79 | 161% | 5.9 | 1,408 | 1,575 | 167 | 12% | 3.1 |
| 9090 | N | 10469_8250 | Victoria St / Boundary Rd South App | 1 | 0 | 754 | 649 | -105 | -14% | 2.8 | 28 | 36 | 8 | 29% | 1.0 | 782 | 685 | -97 | -12% | 2.5 |
| 9090 | S | 8250_10469 | Victoria St / Boundary Rd South App | 1 | 0 | 728 | 610 | -118 | -16% | 3.2 | 23 | 70 | 47 | 204% | 4.9 | 751 | 679 | -72 | -10% | 1.9 |
| 9091 | E | 3129_4951 | Victoria St / Boundary Rd West App | 1 | 0 | 1,342 | 701 | -641 | -48% | 14.2 | 26 | 52 | 26 | 100% | 2.9 | 1,368 | 753 | -615 | -45% | 13.4 |
| 9091 | W | 4951_3129 | Victoria St / Boundary Rd West App | 1 | 0 | 1,270 | 827 | -443 | -35% | 9.7 | 43 | 54 | 11 | 26% | 1.1 | 1,313 | 881 | -432 | -33% | 9.2 |
| 9092 | N | 8221_3470 | Willoughby St / Mill St North App | 1 | 0 | 1,737 | 1,346 | -391 | -23% | 7.0 | 43 | 51 | 8 | 19% | 0.8 | 1,780 | 1,398 | -382 | -21% | 6.8 |
| 9092 | S | 3470_8221 | Willoughby St / Mill St North App | 1 | 0 | 1,964 | 2,120 | 156 | 8% | 2.4 | 59 | 91 | 32 | 54% | 2.6 | 2,023 | 2,211 | 188 | 9% | 2.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9093 | E | 3471_3131 | Willoughby St / Mill St East App | 1 | 0 | 964 | 635 | -329 | -34% | 8.2 | 24 | 16 | -8 | -33% | 1.3 | 988 | 651 | -337 | -34% | 8.3 |
| 9093 | W | 3131_3471 | Willoughby St / Mill St East App | 1 | 0 | 796 | 312 | -484 | -61% | 14.5 | 23 | 12 | -11 | -48% | 1.9 | 819 | 323 | -496 | -61% | 14.7 |
| 9094 | N | 8218_3469 | Willoughby St / Mill St South App | 1 | 0 | 1,593 | 1,684 | 91 | 6% | 1.6 | 51 | 84 | 33 | 65% | 2.8 | 1,644 | 1,769 | 125 | 8% | 2.1 |
| 9094 | S | 3469_8218 | Willoughby St / Mill St South App | 1 | 0 | 1,689 | 1,785 | 96 | 6% | 1.6 | 65 | 84 | 19 | 29% | 1.6 | 1,754 | 1,869 | 115 | 7% | 1.9 |
| 9095 | E | 6728_3469 | Willoughby St / Mill St West App | 1 | 0 | 296 | 107 | -189 | -64% | 9.4 | 3 | 6 | 3 | 100% | 1.0 | 299 | 113 | -186 | -62% | 9.2 |
| 9095 | W | 3469_6728 | Willoughby St / Mill St West App | 1 | 0 | 259 | 456 | 197 | 76% | 7.4 | 4 | 42 | 38 | 950% | 5.6 | 263 | 498 | 235 | 89% | 8.5 |
| 9096 | N | 3523_10488 | Ruakiwi Rd / Lake Domain Dr / Tainui St North App | 1 | 0 | 213 | 60 | -153 | -72% | 9.3 | 2 | 3 | 1 | 50% | 0.4 | 215 | 63 | -152 | -71% | 9.1 |
| 9096 | S | 10488_3523 | Ruakiwi Rd / Lake Domain Dr / Tainui St North App | 1 | 0 | 227 | 48 | -179 | -79% | 10.8 | 4 | 2 | -2 | -50% | 0.8 | 231 | 50 | -181 | -78% | 10.8 |
| 9097 | E | 3522_7191 | Ruakiwi Rd / Lake Domain Dr / Tainui St East App | 1 | 0 | 1,131 | 1,280 | 149 | 13% | 3.0 | 30 | 65 | 35 | 117% | 3.6 | 1,161 | 1,345 | 184 | 16% | 3.7 |
| 9097 | W | 7191_3522 | Ruakiwi Rd / Lake Domain Dr / Tainui St East App | 1 | 0 | 1,169 | 1,094 | -75 | -6% | 1.6 | 30 | 36 | 6 | 20% | 0.7 | 1,199 | 1,130 | -69 | -6% | 1.4 |
| 9098 | N | 4765_3234 | Ruakiwi Rd / Lake Domain Dr / Tainui St South App | 1 | 0 | 414 | 191 | -223 | -54% | 9.1 | 17 | 21 | 4 | 24% | 0.6 | 431 | 212 | -219 | -51% | 8.6 |
| 9098 | S | 3234_4765 | Ruakiwi Rd / Lake Domain Dr / Tainui St South App | 1 | 0 | 497 | 608 | 111 | 22% | 3.3 | 16 | 22 | 6 | 38% | 1.0 | 513 | 630 | 117 | 23% | 3.5 |
| 9099 | E | 7220_3523 | Ruakiwi Rd / Lake Domain Dr / Tainui St West App | 1 | 0 | 868 | 1,086 | 218 | 25% | 4.9 | 22 | 46 | 24 | 109% | 2.9 | 890 | 1,131 | 241 | 27% | 5.4 |
| 9099 | W | 3523_7220 | Ruakiwi Rd / Lake Domain Dr / Tainui St West App | 1 | 0 | 837 | 471 | -366 | -44% | 10.1 | 25 | 15 | -10 | -40% | 1.6 | 862 | 485 | -377 | -44% | 10.3 |
| 9100 | N | 5538_2521 | Avalon Dr / Crawford St North App | 1 | 0 | 100 | 30 | -70 | -70% | 6.1 | 51 | 9 | -42 | -82% | 5.4 | 151 | 39 | -112 | -74% | 8.1 |
| 9100 | S | 2521_5538 | Avalon Dr / Crawford St North App | 1 | 0 | 108 | 51 | -57 | -53% | 4.5 | 52 | 9 | -43 | -83% | 5.5 | 160 | 60 | -100 | -63% | 6.7 |
| 9101 | E | 5538_3456 | Avalon Dr / Crawford St East App | 1 | 0 | 1,702 | 1,491 | -211 | -12% | 3.7 | 237 | 211 | -26 | -11% | 1.2 | 1,939 | 1,702 | -237 | -12% | 3.9 |
| 9101 | W | 3456_5538 | Avalon Dr / Crawford St East App | 1 | 0 | 1,503 | 1,549 | 46 | 3% | 0.8 | 233 | 244 | 11 | 5% | 0.5 | 1,736 | 1,793 | 57 | 3% | 1.0 |
| 9102 | N | 5557_5538 | Avalon Dr / Crawford St South App | 1 | 0 | 908 | 1,306 | 398 | 44% | 8.5 | 43 | 85 | 42 | 98% | 3.7 | 951 | 1,391 | 440 | 46% | 9.1 |
| 9102 | S | 5538_5557 | Avalon Dr / Crawford St South App | 1 | 0 | 961 | 1,285 | 324 | 34% | 6.8 | 68 | 81 | 13 | 19% | 1.1 | 1,029 | 1,366 | 337 | 33% | 6.9 |
| 9103 | E | 10660_5538 | Avalon Dr / Crawford St West App | 1 | 0 | 2,460 | 2,233 | -227 | -9% | 3.3 | 305 | 283 | -22 | -7% | 0.9 | 2,765 | 2,515 | -250 | -9% | 3.4 |
| 9103 | W | 5538_10660 | Avalon Dr / Crawford St West App | 1 | 0 | 2,216 | 2,333 | 117 | 5% | 1.7 | 277 | 320 | 43 | 16% | 1.8 | 2,493 | 2,653 | 160 | 6% | 2.2 |
| 9104 | N | 9961_3047 | Clyde St / Wairere Dr North App | 1 | 0 | 734 | 783 | 49 | 7% | 1.3 | 55 | 30 | -25 | -45% | 2.7 | 789 | 814 | 25 | 3% | 0.6 |
| 9104 | S | 3047_9961 | Clyde St / Wairere Dr North App | 1 | 0 | 816 | 770 | -46 | -6% | 1.2 | 57 | 43 | -14 | -25% | 1.4 | 873 | 812 | -61 | -7% | 1.5 |
| 9105 | E | 9976_4095 | Clyde St / Wairere Dr East App | 1 | 0 | 690 | 711 | 21 | 3% | 0.6 | 30 | 17 | -13 | -43% | 1.9 | 720 | 728 | 8 | 1% | 0.2 |
| 9105 | W | 4095_9976 | Clyde St / Wairere Dr East App | 1 | 0 | 809 | 640 | -169 | -21% | 4.4 | 27 | 21 | -6 | -22% | 0.9 | 836 | 661 | -175 | -21% | 4.5 |
| 9106 | N | 7447_9980 | Clyde St / Wairere Dr South App | 1 | 0 | 592 | 474 | -118 | -20% | 3.6 | 56 | 28 | -28 | -50% | 3.1 | 648 | 501 | -147 | -23% | 4.3 |
| 9106 | S | 9980_7447 | Clyde St / Wairere Dr South App | 1 | 0 | 692 | 513 | -179 | -26% | 5.2 | 57 | 40 | -17 | -30% | 1.7 | 749 | 553 | -196 | -26% | 5.4 |
| 9107 | E | 7448_9965 | Clyde St / Wairere Dr West App | 1 | 0 | 654 | 705 | 51 | 8% | 1.4 | 27 | 16 | -11 | -41% | 1.7 | 681 | 721 | 40 | 6% | 1.1 |
| 9107 | W | 9965_7448 | Clyde St / Wairere Dr West App | 1 | 0 | 808 | 582 | -226 | -28% | 6.1 | 26 | 20 | -6 | -23% | 0.9 | 834 | 602 | -232 | -28% | 6.1 |
| 9108 | N | 5202_7209 | Cobham Dr / Cambridge Rd North App | 1 | 0 | 1,015 | 1,132 | 117 | 12% | 2.5 | 63 | 103 | 40 | 63% | 3.1 | 1,078 | 1,235 | 157 | 15% | 3.3 |
| 9108 | S | 7209_5202 | Cobham Dr / Cambridge Rd North App | 1 | 0 | 1,039 | 1,104 | 65 | 6% | 1.4 | 59 | 77 | 18 | 31% | 1.5 | 1,098 | 1,181 | 83 | 8% | 1.7 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9109 | E | 5706_10900 | Cobham Dr / Cambridge Rd East App | 1 | 0 | 2,267 | 2,817 | 550 | 24% | 7.7 | 152 | 256 | 104 | 68% | 5.1 | 2,419 | 3,072 | 653 | 27% | 8.8 |
| 9109 | W | 10900_5706 | Cobham Dr / Cambridge Rd East App | 1 | 0 | 2,324 | 2,626 | 302 | 13% | 4.3 | 181 | 239 | 58 | 32% | 2.8 | 2,505 | 2,865 | 360 | 14% | 4.9 |
| 9111 | E | 5140_5202 | Cobham Dr / Cambridge Rd West App | 1 | 0 | 1,640 | 1,927 | 287 | 18% | 4.8 | 103 | 183 | 80 | 78% | 4.7 | 1,743 | 2,110 | 367 | 21% | 5.9 |
| 9111 | W | 5202_5140 | Cobham Dr / Cambridge Rd West App | 1 | 0 | 1,721 | 1,875 | 154 | 9% | 2.6 | 128 | 141 | 13 | 10% | 0.8 | 1,849 | 2,016 | 167 | 9% | 2.7 |
| 9112 | N | 8236_3058 | Clyde St / Galloway St North App | 1 | 0 | 552 | 432 | -120 | -22% | 3.8 | 27 | 6 | -21 | -78% | 3.7 | 579 | 438 | -141 | -24% | 4.4 |
| 9112 | S | 3058_8236 | Clyde St / Galloway St North App | 1 | 0 | 490 | 394 | -96 | -20% | 3.2 | 14 | 4 | -10 | -71% | 2.4 | 504 | 398 | -106 | -21% | 3.5 |
| 9113 | E | 8238_6724 | Clyde St / Galloway St East App | 1 | 0 | 652 | 604 | -48 | -7% | 1.4 | 18 | 16 | -2 | -11% | 0.3 | 670 | 620 | -50 | -7% | 1.4 |
| 9113 | W | 6724_8238 | Clyde St / Galloway St East App | 1 | 0 | 782 | 650 | -132 | -17% | 3.5 | 23 | 21 | -2 | -9% | 0.3 | 805 | 672 | -133 | -17% | 3.5 |
| 9114 | N | 6723_8239 | Clyde St / Galloway St South App | 1 | 0 | 456 | 294 | -162 | -36% | 5.9 | 18 | 5 | -13 | -72% | 2.7 | 474 | 298 | -176 | -37% | 6.3 |
| 9114 | S | 8239_6723 | Clyde St / Galloway St South App | 1 | 0 | 421 | 446 | 25 | 6% | 0.8 | 9 | 4 | -5 | -56% | 1.4 | 430 | 451 | 21 | 5% | 0.7 |
| 9115 | E | 6713_8237 | Clyde St / Galloway St West App | 1 | 0 | 706 | 911 | 205 | 29% | 5.1 | 16 | 20 | 4 | 25% | 0.7 | 722 | 931 | 209 | 29% | 5.1 |
| 9115 | W | 8237_6713 | Clyde St / Galloway St West App | 1 | 0 | 809 | 768 | -41 | -5% | 1.0 | 17 | 24 | 7 | 41% | 1.1 | 826 | 792 | -34 | -4% | 0.8 |
| 9116 | N | 3420_8676 | Cobham Dr / Galloway St North App | 1 | 0 | 414 | 438 | 24 | 6% | 0.8 | 13 | 9 | -4 | -31% | 0.9 | 427 | 448 | 21 | 5% | 0.7 |
| 9116 | S | 8676_3420 | Cobham Dr / Galloway St North App | 1 | 0 | 395 | 628 | 233 | 59% | 7.3 | 14 | 8 | -6 | -43% | 1.3 | 409 | 636 | 227 | 56% | 7.0 |
| 9117 | E | 3420_10814 | Cobham Dr / Galloway St East App | 1 | 0 | 1,730 | 2,184 | 454 | 26% | 7.3 | 96 | 188 | 92 | 96% | 5.5 | 1,826 | 2,372 | 546 | 30% | 8.4 |
| 9117 | W | 10814_3420 | Cobham Dr / Galloway St East App | 1 | 0 | 1,898 | 2,013 | 115 | 6% | 1.8 | 121 | 145 | 24 | 20% | 1.5 | 2,019 | 2,158 | 139 | 7% | 2.2 |
| 9118 | N | 3417_3420 | Cobham Dr / Galloway St South App | 1 | 0 | 85 | 6 | -79 | -93% | 8.3 | 5 | 0 | -5 | -100% | 2.2 | 90 | 6 | -84 | -93% | 8.6 |
| 9118 | S | 3420_3417 | Cobham Dr / Galloway St South App | 1 | 0 | 105 | 6 | -99 | -94% | 9.4 | 8 | 0 | -8 | -100% | 2.8 | 113 | 6 | -107 | -95% | 9.8 |
| 9119 | E | 10642_3420 | Cobham Dr / Galloway St West App | 1 | 0 | 1,925 | 2,523 | 598 | 31% | 9.0 | 102 | 198 | 96 | 94% | 5.5 | 2,027 | 2,721 | 694 | 34% | 10.1 |
| 9119 | W | 3420_10642 | Cobham Dr / Galloway St West App | 1 | 0 | 2,054 | 2,540 | 486 | 24% | 7.2 | 125 | 153 | 28 | 22% | 1.7 | 2,179 | 2,693 | 514 | 24% | 7.4 |
| 9120 | N | 3552_3580 | Cobham Dr / Grey St North App | 1 | 0 | 584 | 494 | -90 | -15% | 2.7 | 13 | 6 | -7 | -54% | 1.6 | 597 | 500 | -97 | -16% | 2.9 |
| 9120 | S | 3580_3552 | Cobham Dr / Grey St North App | 1 | 0 | 375 | 528 | 153 | 41% | 5.1 | 5 | 47 | 42 | 840% | 5.8 | 380 | 575 | 195 | 51% | 6.3 |
| 9121 | E | 3552_3435 | Cobham Dr / Grey St East App | 1 | 0 | 1,800 | 2,551 | 751 | 42% | 11.4 | 131 | 199 | 68 | 52% | 3.7 | 1,931 | 2,750 | 819 | 42% | 12.0 |
| 9121 | W | 3435_3552 | Cobham Dr / Grey St East App | 1 | 0 | 2,108 | 2,540 | 432 | 20% | 6.3 | 139 | 153 | 14 | 10% | 0.8 | 2,247 | 2,693 | 446 | 20% | 6.3 |
| 9123 | E | 3436_3552 | Cobham Dr / Grey St West App | 1 | 0 | 1,683 | 2,237 | 554 | 33% | 8.8 | 134 | 155 | 21 | 16% | 1.2 | 1,817 | 2,392 | 575 | 32% | 8.9 |
| 9123 | W | 3552_3436 | Cobham Dr / Grey St West App | 1 | 0 | 1,782 | 2,260 | 478 | 27% | 7.5 | 134 | 151 | 17 | 13% | 1.0 | 1,916 | 2,411 | 495 | 26% | 7.5 |
| 9124 | N | 10483_3672 | Normandy Ave / Cobham Dr North App | 1 | 0 | 1,367 | 1,680 | 313 | 23% | 5.7 | 36 | 73 | 37 | 103% | 3.5 | 1,403 | 1,753 | 350 | 25% | 6.2 |
| 9124 | S | 3672_10483 | Normandy Ave / Cobham Dr North App | 1 | 0 | 1,494 | 1,637 | 143 | 10% | 2.6 | 25 | 69 | 44 | 176% | 4.5 | 1,519 | 1,706 | 187 | 12% | 3.3 |
| 9126 | N | 3509_3099 | Normandy Ave / Cobham Dr South App | 1 | 0 | 1,843 | 2,260 | 417 | 23% | 6.5 | 153 | 151 | -2 | -1% | 0.1 | 1,996 | 2,411 | 415 | 21% | 6.3 |
| 9126 | S | 3099_3509 | Normandy Ave / Cobham Dr South App | 1 | 0 | 1,917 | 2,237 | 320 | 17% | 5.0 | 121 | 155 | 34 | 28% | 2.0 | 2,038 | 2,392 | 354 | 17% | 5.3 |
| 9127 | E | 8212_13912 | Normandy Ave / Cobham Dr West App | 1 | 0 | 1,744 | 2,232 | 488 | 28% | 7.7 | 120 | 121 | 1 | 1% | 0.1 | 1,864 | 2,353 | 489 | 26% | 7.5 |
| 9127 | W | 13912_8212 | Normandy Ave / Cobham Dr West App | 1 | 0 | 1,797 | 2,213 | 416 | 23% | 6.6 | 141 | 112 | -29 | -21% | 1.8 | 1,938 | 2,325 | 387 | 20% | 5.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9128 | N | 3589_10347 | Endeavour Ave / River Rd North App | 1 | 0 | 184 | 165 | -19 | -10% | 1.0 | 1 | 2 | 1 | 100% | 0.6 | 185 | 168 | -17 | -9% | 0.9 |
| 9128 | S | 10347_3589 | Endeavour Ave / River Rd North App | 1 | 0 | 222 | 176 | -46 | -21% | 2.3 | 8 | 2 | -6 | -75% | 1.9 | 230 | 178 | -52 | -23% | 2.6 |
| 9129 | E | 3589_6695 | Endeavour Ave / River Rd East App | 1 | 0 | 298 | 321 | 23 | 8% | 0.9 | 3 | 6 | 3 | 100% | 1.0 | 301 | 326 | 25 | 8% | 1.0 |
| 9129 | W | 6695_3589 | Endeavour Ave / River Rd East App | 1 | 0 | 186 | 267 | 81 | 44% | 3.8 | 7 | 5 | -2 | -29% | 0.6 | 193 | 273 | 80 | 41% | 3.7 |
| 9130 | N | 3588_3589 | Endeavour Ave / River Rd South App | 1 | 0 | 855 | 1,178 | 323 | 38% | 7.2 | 44 | 43 | -1 | -2% | 0.1 | 899 | 1,222 | 323 | 36% | 7.0 |
| 9130 | S | 3589_3588 | Endeavour Ave / River Rd South App | 1 | 0 | 869 | 1,016 | 147 | 17% | 3.4 | 46 | 36 | -10 | -22% | 1.1 | 915 | 1,052 | 137 | 15% | 3.1 |
| 9131 | E | 3600_3589 | Endeavour Ave / River Rd West App | 1 | 0 | 752 | 642 | -110 | -15% | 2.9 | 38 | 29 | -9 | -24% | 1.1 | 790 | 671 | -119 | -15% | 3.1 |
| 9131 | W | 3589_3600 | Endeavour Ave / River Rd West App | 1 | 0 | 664 | 761 | 97 | 15% | 2.6 | 47 | 37 | -10 | -21% | 1.1 | 711 | 798 | 87 | 12% | 2.2 |
| 9132 | N | 3476_10530 | Forest Lake Rd / Avalon Dr North App | 1 | 0 | 610 | 797 | 187 | 31% | 5.0 | 23 | 72 | 49 | 213% | 5.0 | 633 | 869 | 236 | 37% | 6.1 |
| 9132 | S | 10530_3476 | Forest Lake Rd / Avalon Dr North App | 1 | 0 | 526 | 794 | 268 | 51% | 7.4 | 16 | 79 | 63 | 394% | 6.5 | 542 | 873 | 331 | 61% | 8.8 |
| 9133 | E | 3476_4904 | Forest Lake Rd / Avalon Dr East App | 1 | 0 | 957 | 1,084 | 127 | 13% | 2.8 | 28 | 57 | 29 | 104% | 3.1 | 985 | 1,141 | 156 | 16% | 3.4 |
| 9133 | W | 4904_3476 | Forest Lake Rd / Avalon Dr East App | 1 | 0 | 951 | 1,123 | 172 | 18% | 3.8 | 40 | 61 | 21 | 53% | 2.1 | 991 | 1,184 | 193 | 19% | 4.1 |
| 9134 | N | 3267_3476 | Forest Lake Rd / Avalon Dr South App | 1 | 0 | 914 | 979 | 65 | 7% | 1.5 | 40 | 102 | 62 | 155% | 5.2 | 954 | 1,081 | 127 | 13% | 2.8 |
| 9134 | S | 3476_3267 | Forest Lake Rd / Avalon Dr South App | 1 | 0 | 818 | 947 | 129 | 16% | 3.1 | 39 | 110 | 71 | 182% | 5.8 | 857 | 1,057 | 200 | 23% | 4.6 |
| 9135 | E | 7011_3476 | Forest Lake Rd / Avalon Dr West App | 1 | 0 | 1,116 | 648 | -468 | -42% | 11.1 | 50 | 19 | -31 | -62% | 3.7 | 1,166 | 667 | -499 | -43% | 11.7 |
| 9135 | W | 3476_7011 | Forest Lake Rd / Avalon Dr West App | 1 | 0 | 1,122 | 717 | -405 | -36% | 9.4 | 56 | 22 | -34 | -61% | 3.8 | 1,178 | 738 | -440 | -37% | 10.1 |
| 9136 | N | 8229_6715 | Grey St / Bridge St North App | 1 | 0 | 923 | 527 | -396 | -43% | 10.4 | 17 | 18 | 1 | 6% | 0.2 | 940 | 545 | -395 | -42% | 10.3 |
| 9136 | S | 6715_8229 | Grey St / Bridge St North App | 1 | 0 | 1,049 | 836 | -213 | -20% | 4.9 | 21 | 20 | -1 | -5% | 0.2 | 1,070 | 856 | -214 | -20% | 4.9 |
| 9138 | N | 8228_7494 | Grey St / Bridge St South App | 1 | 0 | 1,721 | 1,431 | -290 | -17% | 5.2 | 49 | 97 | 48 | 98% | 4.0 | 1,770 | 1,529 | -241 | -14% | 4.2 |
| 9138 | S | 7494_8228 | Grey St / Bridge St South App | 1 | 0 | 1,765 | 1,612 | -153 | -9% | 2.6 | 37 | 94 | 57 | 154% | 5.0 | 1,802 | 1,706 | -96 | -5% | 1.6 |
| 9139 | E | 6711_8230 | Grey St / Bridge St West App | 1 | 0 | 1,692 | 1,774 | 82 | 5% | 1.4 | 38 | 108 | 70 | 184% | 5.8 | 1,730 | 1,881 | 151 | 9% | 2.5 |
| 9139 | W | 8230_6711 | Grey St / Bridge St West App | 1 | 0 | 1,774 | 1,901 | 127 | 7% | 2.1 | 54 | 113 | 59 | 109% | 4.6 | 1,828 | 2,014 | 186 | 10% | 3.0 |
| 9140 | N | 8228_7494 | Grey St / Clyde St North App | 1 | 0 | 1,977 | 1,431 | -546 | -28% | 9.4 | 50 | 97 | 47 | 94% | 3.9 | 2,027 | 1,529 | -498 | -25% | 8.4 |
| 9140 | S | 7494_8228 | Grey St / Clyde St North App | 1 | 0 | 1,888 | 1,612 | -276 | -15% | 4.7 | 38 | 94 | 56 | 147% | 4.9 | 1,926 | 1,706 | -220 | -11% | 3.7 |
| 9141 | E | 7704_10596 | Grey St / Clyde St East App | 1 | 0 | 1,072 | 854 | -218 | -20% | 5.0 | 11 | 22 | 11 | 100% | 1.9 | 1,083 | 876 | -207 | -19% | 4.7 |
| 9141 | W | 10596_7704 | Grey St / Clyde St East App | 1 | 0 | 1,293 | 763 | -530 | -41% | 11.7 | 18 | 26 | 8 | 44% | 1.2 | 1,311 | 789 | -522 | -40% | 11.4 |
| 9142 | N | 6717_7704 | Grey St / Clyde St South App | 1 | 0 | 1,199 | 748 | -451 | -38% | 10.2 | 34 | 71 | 37 | 109% | 3.6 | 1,233 | 820 | -413 | -33% | 9.1 |
| 9142 | S | 7704_6717 | Grey St / Clyde St South App | 1 | 0 | 1,331 | 828 | -503 | -38% | 10.8 | 29 | 73 | 44 | 152% | 4.4 | 1,360 | 900 | -460 | -34% | 9.7 |
| 9143 | E | 7710_8227 | Grey St / Clyde St West App | 1 | 0 | 120 | 17 | -103 | -86% | 8.8 | 0 | 1 | 1 | - | 1.0 | 120 | 18 | -102 | -85% | 8.7 |
| 9143 | W | 8227_7710 | Grey St / Clyde St West App | 1 | 0 | 120 | 27 | -93 | -78% | 7.7 | 0 | 1 | 1 | - | 1.0 | 120 | 28 | -92 | -77% | 7.6 |
| 9144 | N | 11026_6855 | Grey St / Naylor St North App | 1 | 0 | 867 | 618 | -249 | -29% | 6.5 | 22 | 67 | 45 | 205% | 4.8 | 889 | 686 | -203 | -23% | 5.1 |
| 9144 | S | 6855_11026 | Grey St / Naylor St North App | 1 | 0 | 668 | 694 | 26 | 4% | 0.7 | 15 | 69 | 54 | 360% | 5.9 | 683 | 763 | 80 | 12% | 2.1 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9145 | E | 11028_8053 | Grey St / Naylor St East App | 1 | 0 | 373 | 219 | -154 | -41% | 6.3 | 12 | 23 | 11 | 92% | 1.9 | 385 | 242 | -143 | -37% | 5.7 |
| 9145 | W | 8053_11028 | Grey St / Naylor St East App | 1 | 0 | 409 | 241 | -168 | -41% | 6.6 | 14 | 63 | 49 | 350% | 5.6 | 423 | 304 | -119 | -28% | 4.4 |
| 9146 | N | 5083_11029 | Grey St / Naylor St South App | 1 | 0 | 598 | 416 | -182 | -30% | 5.7 | 10 | 5 | -5 | -50% | 1.3 | 608 | 420 | -188 | -31% | 5.9 |
| 9146 | S | 11029_5083 | Grey St / Naylor St South App | 1 | 0 | 429 | 519 | 90 | 21% | 2.9 | 6 | 46 | 40 | 667% | 5.5 | 435 | 565 | 130 | 30% | 4.1 |
| 9147 | E | 8054_11027 | Grey St / Naylor St West App | 1 | 0 | 85 | 124 | 39 | 46% | 2.7 | 1 | 3 | 2 | 200% | 1.0 | 86 | 126 | 40 | 47% | 2.7 |
| 9147 | W | 11027_8054 | Grey St / Naylor St West App | 1 | 0 | 91 | 118 | 27 | 30% | 1.9 | 0 | 3 | 3 | - | 1.7 | 91 | 121 | 30 | 33% | 2.1 |
| 9148 | N | 8232_3454 | Heaphy Tce / O'Neill St North App | 1 | 0 | 611 | 306 | -305 | -50% | 10.1 | 22 | 10 | -12 | -55% | 2.1 | 633 | 317 | -316 | -50% | 10.3 |
| 9148 | S | 3454_8232 | Heaphy Tce / O'Neill St North App | 1 | 0 | 588 | 398 | -190 | -32% | 6.1 | 20 | 13 | -7 | -35% | 1.2 | 608 | 411 | -197 | -32% | 6.2 |
| 9149 | E | 8231_6743 | Heaphy Tce / O'Neill St East App | 1 | 0 | 401 | 641 | 240 | 60% | 7.4 | 14 | 5 | -9 | -64% | 2.1 | 415 | 646 | 231 | 56% | 7.1 |
| 9149 | W | 6743_8231 | Heaphy Tce / O'Neill St East App | 1 | 0 | 601 | 658 | 57 | 9% | 1.6 | 11 | 8 | -3 | -27% | 0.7 | 612 | 666 | 54 | 9% | 1.5 |
| 9150 | N | 3755_2537 | Heaphy Tce / O'Neill St South App | 1 | 0 | 892 | 710 | -182 | -20% | 4.5 | 24 | 13 | -11 | -46% | 1.8 | 916 | 724 | -192 | -21% | 4.7 |
| 9150 | S | 2537_3755 | Heaphy Tce / O'Neill St South App | 1 | 0 | 1,114 | 979 | -135 | -12% | 3.0 | 22 | 20 | -2 | -9% | 0.3 | 1,136 | 999 | -137 | -12% | 3.0 |
| 9151 | E | 6741_2537 | Heaphy Tce / O'Neill St West App | 1 | 0 | 98 | 169 | 71 | 72% | 4.3 | 4 | 1 | -3 | -75% | 1.3 | 102 | 170 | 68 | 67% | 4.1 |
| 9151 | W | 2537_6741 | Heaphy Tce / O'Neill St West App | 1 | 0 | 53 | 9 | -44 | -83% | 5.6 | 1 | 0 | -1 | -100% | 1.0 | 54 | 9 | -45 | -83% | 5.7 |
| 9153 | E | 3707_3708 | Heaphy Terrace / Clarkin Rd East App | 1 | 0 | 513 | 248 | -265 | -52% | 9.6 | 13 | 3 | -10 | -77% | 2.5 | 526 | 251 | -275 | -52% | 9.9 |
| 9153 | W | 3708_3707 | Heaphy Terrace / Clarkin Rd East App | 1 | 0 | 392 | 240 | -152 | -39% | 6.0 | 14 | 3 | -11 | -79% | 2.7 | 406 | 244 | -162 | -40% | 6.4 |
| 9154 | N | 7738_3707 | Heaphy Terrace / Clarkin Rd South App | 1 | 0 | 654 | 320 | -334 | -51% | 10.7 | 15 | 9 | -6 | -40% | 1.2 | 669 | 328 | -341 | -51% | 10.8 |
| 9154 | S | 3707_7738 | Heaphy Terrace / Clarkin Rd South App | 1 | 0 | 500 | 371 | -129 | -26% | 4.4 | 13 | 11 | -2 | -15% | 0.4 | 513 | 382 | -131 | -26% | 4.4 |
| 9155 | E | 6906_3707 | Heaphy Terrace / Clarkin Rd West App | 1 | 0 | 578 | 447 | -131 | -23% | 4.1 | 5 | 11 | 6 | 120% | 1.5 | 583 | 458 | -125 | -21% | 3.9 |
| 9155 | W | 3707_6906 | Heaphy Terrace / Clarkin Rd West App | 1 | 0 | 611 | 387 | -224 | -37% | 7.1 | 8 | 10 | 2 | 25% | 0.5 | 619 | 398 | -221 | -36% | 6.9 |
| 9156 | N | 3012_4132 | Heaphy Terrace / Boundary Rd North App | 1 | 0 | 865 | 598 | -267 | -31% | 7.0 | 17 | 15 | -2 | -12% | 0.4 | 882 | 613 | -269 | -30% | 7.0 |
| 9156 | S | 4132_3012 | Heaphy Terrace / Boundary Rd North App | 1 | 0 | 815 | 707 | -108 | -13% | 2.8 | 15 | 16 | 1 | 7% | 0.2 | 830 | 724 | -106 | -13% | 2.7 |
| 9157 | E | 3012_3013 | Heaphy Terrace / Boundary Rd East App | 1 | 0 | 1,173 | 752 | -421 | -36% | 9.6 | 21 | 62 | 41 | 195% | 4.5 | 1,194 | 814 | -380 | -32% | 8.5 |
| 9157 | W | 3013_3012 | Heaphy Terrace / Boundary Rd East App | 1 | 0 | 1,014 | 910 | -104 | -10% | 2.4 | 27 | 66 | 39 | 144% | 4.0 | 1,041 | 976 | -65 | -6% | 1.4 |
| 9158 | N | 6737_3012 | Heaphy Terrace / Boundary Rd South App | 1 | 0 | 676 | 371 | -305 | -45% | 9.4 | 13 | 10 | -3 | -23% | 0.6 | 689 | 381 | -308 | -45% | 9.4 |
| 9158 | S | 3012_6737 | Heaphy Terrace / Boundary Rd South App | 1 | 0 | 596 | 360 | -236 | -40% | 7.6 | 13 | 12 | -1 | -8% | 0.2 | 609 | 371 | -238 | -39% | 7.6 |
| 9159 | E | 7928_3012 | Heaphy Terrace / Boundary Rd West App | 1 | 0 | 1,516 | 989 | -527 | -35% | 10.5 | 31 | 82 | 51 | 165% | 4.8 | 1,547 | 1,071 | -476 | -31% | 9.3 |
| 9159 | W | 3012_7928 | Heaphy Terrace / Boundary Rd West App | 1 | 0 | 1,387 | 1,267 | -120 | -9% | 2.3 | 35 | 86 | 51 | 146% | 4.6 | 1,422 | 1,353 | -69 | -5% | 1.3 |
| 9160 | N | 6691_3710 | Hukanui Rd / Clarkin Rd North App | 1 | 0 | 1,069 | 709 | -360 | -34% | 8.5 | 30 | 11 | -19 | -63% | 3.0 | 1,099 | 720 | -379 | -34% | 8.9 |
| 9160 | S | 3710_6691 | Hukanui Rd / Clarkin Rd North App | 1 | 0 | 1,034 | 726 | -308 | -30% | 7.3 | 29 | 11 | -18 | -62% | 2.8 | 1,063 | 737 | -326 | -31% | 7.7 |
| 9161 | E | 6691_6690 | Hukanui Rd / Clarkin Rd East App | 1 | 0 | 273 | 352 | 79 | 29% | 3.2 | 4 | 5 | 1 | 25% | 0.3 | 277 | 357 | 80 | 29% | 3.2 |
| 9161 | W | 6690_6691 | Hukanui Rd / Clarkin Rd East App | 1 | 0 | 302 | 335 | 33 | 11% | 1.3 | 5 | 5 | 0 | 0% | 0.0 | 307 | 340 | 33 | 11% | 1.3 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9162 | N | 6693_6691 | Hukanui Rd / Clarkin Rd South App | 1 | 0 | 890 | 893 | 3 | 0% | 0.1 | 25 | 15 | -10 | -40% | 1.6 | 915 | 908 | -7 | -1% | 0.2 |
| 9162 | S | 6691_6693 | Hukanui Rd / Clarkin Rd South App | 1 | 0 | 980 | 907 | -73 | -7% | 1.7 | 22 | 14 | -8 | -36% | 1.3 | 1,002 | 921 | -81 | -8% | 1.8 |
| 9163 | E | 6692_6691 | Hukanui Rd / Clarkin Rd West App | 1 | 0 | 552 | 301 | -251 | -45% | 8.6 | 11 | 4 | -7 | -64% | 1.8 | 563 | 305 | -258 | -46% | 8.8 |
| 9163 | W | 6691_6692 | Hukanui Rd / Clarkin Rd West App | 1 | 0 | 456 | 288 | -168 | -37% | 6.2 | 14 | 4 | -10 | -71% | 2.4 | 470 | 292 | -178 | -38% | 6.4 |
| 9164 | N | 3446_14150 | Hukanui Rd / Comries Rd North App | 1 | 0 | 864 | 732 | -132 | -15% | 3.3 | 19 | 6 | -13 | -68% | 2.6 | 883 | 738 | -145 | -16% | 3.6 |
| 9164 | S | 14150_3446 | Hukanui Rd / Comries Rd North App | 1 | 0 | 784 | 881 | 97 | 12% | 2.4 | 13 | 10 | -3 | -23% | 0.6 | 797 | 891 | 94 | 12% | 2.3 |
| 9166 | N | 2991_3446 | Hukanui Rd / Comries Rd South App | 1 | 0 | 1,078 | 769 | -309 | -29% | 7.2 | 20 | 12 | -8 | -40% | 1.4 | 1,098 | 782 | -316 | -29% | 7.3 |
| 9166 | S | 3446_2991 | Hukanui Rd / Comries Rd South App | 1 | 0 | 1,006 | 830 | -176 | -17% | 4.1 | 23 | 12 | -11 | -48% | 1.9 | 1,029 | 842 | -187 | -18% | 4.3 |
| 9167 | E | 2713_3446 | Hukanui Rd / Comries Rd West App | 1 | 0 | 488 | 214 | -274 | -56% | 10.3 | 20 | 2 | -18 | -90% | 3.8 | 508 | 216 | -292 | -57% | 10.9 |
| 9167 | W | 3446_2713 | Hukanui Rd / Comries Rd West App | 1 | 0 | 480 | 303 | -177 | -37% | 6.3 | 11 | 6 | -5 | -45% | 1.2 | 491 | 309 | -182 | -37% | 6.4 |
| 9168 | N | 10401_6872 | Hukanui Rd / Crosby Rd North App | 1 | 0 | 1,093 | 677 | -416 | -38% | 9.9 | 22 | 11 | -11 | -50% | 1.9 | 1,115 | 688 | -427 | -38% | 10.1 |
| 9168 | S | 6872_10401 | Hukanui Rd / Crosby Rd North App | 1 | 0 | 1,026 | 730 | -296 | -29% | 7.1 | 23 | 11 | -12 | -52% | 2.1 | 1,049 | 741 | -308 | -29% | 7.3 |
| 9169 | E | 10402_6871 | Hukanui Rd / Crosby Rd East App | 1 | 0 | 202 | 223 | 21 | 10% | 1.0 | 4 | 4 | 0 | 0% | 0.0 | 206 | 228 | 22 | 11% | 1.1 |
| 9169 | W | 6871_10402 | Hukanui Rd / Crosby Rd East App | 1 | 0 | 198 | 184 | -14 | -7% | 0.7 | 2 | 4 | 2 | 100% | 0.8 | 200 | 188 | -12 | -6% | 0.6 |
| 9170 | N | 7140_6870 | Hukanui Rd / Crosby Rd South App | 1 | 0 | 1,106 | 730 | -376 | -34% | 8.8 | 23 | 12 | -11 | -48% | 1.9 | 1,129 | 742 | -387 | -34% | 8.9 |
| 9170 | S | 6870_7140 | Hukanui Rd / Crosby Rd South App | 1 | 0 | 1,035 | 744 | -291 | -28% | 6.9 | 22 | 11 | -11 | -50% | 1.9 | 1,057 | 755 | -302 | -29% | 7.1 |
| 9172 | N | 14075_3377 | Killarney Rd / Greenwood St North App | 1 | 0 | 1,740 | 1,028 | -712 | -41% | 13.5 | 205 | 201 | -4 | -2% | 0.2 | 1,945 | 1,229 | -716 | -37% | 12.7 |
| 9172 | S | 3377_14075 | Killarney Rd / Greenwood St North App | 1 | 0 | 1,732 | 998 | -734 | -42% | 14.0 | 194 | 198 | 4 | 2% | 0.2 | 1,926 | 1,195 | -731 | -38% | 13.1 |
| 9173 | E | 5876_4949 | Killarney Rd / Greenwood St East App | 1 | 0 | 1,033 | 695 | -338 | -33% | 8.1 | 54 | 36 | -18 | -33% | 1.9 | 1,087 | 731 | -356 | -33% | 8.3 |
| 9173 | W | 4949_5876 | Killarney Rd / Greenwood St East App | 1 | 0 | 1,096 | 750 | -346 | -32% | 8.1 | 72 | 37 | -35 | -49% | 3.4 | 1,168 | 787 | -381 | -33% | 8.6 |
| 9174 | N | 4758_5960 | Killarney Rd / Greenwood St South App | 1 | 0 | 1,571 | 1,480 | -91 | -6% | 1.6 | 173 | 208 | 35 | 20% | 1.8 | 1,744 | 1,688 | -56 | -3% | 1.0 |
| 9174 | S | 5960_4758 | Killarney Rd / Greenwood St South App | 1 | 0 | 1,648 | 1,530 | -118 | -7% | 2.1 | 186 | 204 | 18 | 10% | 0.9 | 1,834 | 1,735 | -99 | -5% | 1.7 |
| 9175 | E | 7195_8835 | Killarney Rd / Greenwood St West App | 1 | 0 | 1,062 | 1,139 | 77 | 7% | 1.6 | 68 | 58 | -10 | -15% | 0.9 | 1,130 | 1,196 | 66 | 6% | 1.4 |
| 9175 | W | 8835_7195 | Killarney Rd / Greenwood St West App | 1 | 0 | 1,040 | 1,163 | 123 | 12% | 2.6 | 62 | 58 | -4 | -6% | 0.4 | 1,102 | 1,221 | 119 | 11% | 2.5 |
| 9176 | N | 6662_10493 | Lake Rd / Hall St North App | 1 | 0 | 292 | 160 | -132 | -45% | 6.2 | 11 | 9 | -2 | -18% | 0.4 | 303 | 168 | -135 | -45% | 6.2 |
| 9176 | S | 10493_6662 | Lake Rd / Hall St North App | 1 | 0 | 277 | 209 | -68 | -25% | 3.1 | 13 | 9 | -4 | -31% | 0.9 | 290 | 219 | -71 | -24% | 3.1 |
| 9177 | E | 6662_8216 | Lake Rd / Hall St East App | 1 | 0 | 1,031 | 797 | -234 | -23% | 5.5 | 46 | 43 | -3 | -7% | 0.3 | 1,077 | 840 | -237 | -22% | 5.4 |
| 9177 | W | 8216_6662 | Lake Rd / Hall St East App | 1 | 0 | 1,021 | 1,096 | 75 | 7% | 1.6 | 35 | 51 | 16 | 46% | 1.7 | 1,056 | 1,147 | 91 | 9% | 1.9 |
| 9178 | N | 6663_6662 | Lake Rd / Hall St South App | 1 | 0 | 717 | 377 | -340 | -47% | 10.3 | 25 | 15 | -10 | -40% | 1.6 | 742 | 393 | -349 | -47% | 10.4 |
| 9178 | S | 6662_6663 | Lake Rd / Hall St South App | 1 | 0 | 763 | 685 | -78 | -10% | 2.0 | 29 | 47 | 18 | 62% | 2.1 | 792 | 732 | -60 | -8% | 1.5 |
| 9179 | E | 6869_6662 | Lake Rd / Hall St West App | 1 | 0 | 1,217 | 1,256 | 39 | 3% | 0.8 | 55 | 84 | 29 | 53% | 2.5 | 1,272 | 1,340 | 68 | 5% | 1.3 |
| 9179 | W | 6662_6869 | Lake Rd / Hall St West App | 1 | 0 | 1,146 | 1,296 | 150 | 13% | 3.0 | 42 | 61 | 19 | 45% | 1.9 | 1,188 | 1,358 | 170 | 14% | 3.4 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9180 | N | 8211_4755 | Lincoln St / Massey St North App | 1 | 0 | 1,750 | 1,127 | -623 | -36% | 11.6 | 229 | 211 | -18 | -8% | 0.9 | 1,979 | 1,338 | -641 | -32% | 11.1 |
| 9180 | S | 4755_8211 | Lincoln St / Massey St North App | 1 | 0 | 1,850 | 1,318 | -532 | -29% | 9.5 | 209 | 230 | 21 | 10% | 1.0 | 2,059 | 1,548 | -511 | -25% | 8.5 |
| 9181 | E | 8889_6664 | Lincoln St / Massey St East App | 1 | 0 | 1,433 | 1,271 | -162 | -11% | 3.1 | 52 | 88 | 36 | 69% | 3.0 | 1,485 | 1,359 | -126 | -8% | 2.4 |
| 9181 | W | 6664_8889 | Lincoln St / Massey St East App | 1 | 0 | 1,637 | 1,382 | -255 | -16% | 4.6 | 67 | 70 | 3 | 4% | 0.3 | 1,704 | 1,452 | -252 | -15% | 4.5 |
| 9182 | N | 3377_14074 | Lincoln St / Massey St South App | 1 | 0 | 1,929 | 1,051 | -878 | -46% | 16.1 | 225 | 217 | -8 | -4% | 0.4 | 2,154 | 1,267 | -887 | -41% | 15.2 |
| 9182 | S | 14074_3377 | Lincoln St / Massey St South App | 1 | 0 | 2,272 | 1,148 | -1,124 | -49% | 19.2 | 225 | 216 | -9 | -4% | 0.4 | 2,497 | 1,364 | -1,133 | -45% | 18.2 |
| 9183 | E | 6853_3376 | Lincoln St / Massey St West App | 1 | 0 | 881 | 615 | -266 | -30% | 6.9 | 40 | 26 | -14 | -35% | 1.7 | 921 | 641 | -280 | -30% | 7.1 |
| 9183 | W | 3376_6853 | Lincoln St / Massey St West App | 1 | 0 | 842 | 827 | -15 | -2% | 0.4 | 35 | 29 | -6 | -17% | 0.8 | 877 | 856 | -21 | -2% | 0.5 |
| 9184 | N | 3512_3624 | Maahanga Dr / Te Kowhai East Rd North App | 1 | 0 | 466 | 253 | -213 | -46% | 7.9 | 43 | 29 | -14 | -33% | 1.6 | 509 | 282 | -227 | -45% | 8.1 |
| 9184 | S | 3624_3512 | Maahanga Dr / Te Kowhai East Rd North App | 1 | 0 | 547 | 260 | -287 | -52% | 10.1 | 41 | 29 | -12 | -29% | 1.4 | 588 | 289 | -299 | -51% | 10.1 |
| 9185 | E | 3512_3504 | Maahanga Dr / Te Kowhai East Rd East App | 1 | 0 | 840 | 573 | -267 | -32% | 7.1 | 108 | 86 | -22 | -20% | 1.6 | 948 | 660 | -288 | -30% | 7.2 |
| 9185 | W | 3504_3512 | Maahanga Dr / Te Kowhai East Rd East App | 1 | 0 | 658 | 693 | 35 | 5% | 1.0 | 100 | 101 | 1 | 1% | 0.1 | 758 | 794 | 36 | 5% | 0.9 |
| 9186 | N | 10047_3512 | Maahanga Dr / Te Kowhai East Rd South App | 1 | 0 | 452 | 320 | -132 | -29% | 4.8 | 22 | 1 | -21 | -95% | 4.4 | 474 | 321 | -153 | -32% | 5.4 |
| 9186 | S | 3512_10047 | Maahanga Dr / Te Kowhai East Rd South App | 1 | 0 | 416 | 260 | -156 | -38% | 6.0 | 20 | 1 | -19 | -95% | 4.1 | 436 | 261 | -175 | -40% | 6.6 |
| 9187 | E | 3287_3512 | Maahanga Dr / Te Kowhai East Rd West App | 1 | 0 | 552 | 350 | -202 | -37% | 6.7 | 98 | 77 | -21 | -21% | 1.6 | 650 | 427 | -223 | -34% | 6.8 |
| 9187 | W | 3512_3287 | Maahanga Dr / Te Kowhai East Rd West App | 1 | 0 | 487 | 537 | 50 | 10% | 1.6 | 90 | 91 | 1 | 1% | 0.1 | 577 | 629 | 52 | 9% | 1.5 |
| 9188 | N | 10899_7004 | Morrinsville Rd / Cambridge Rd North App | 1 | 0 | 818 | 1,035 | 217 | 27% | 5.0 | 35 | 76 | 41 | 117% | 3.9 | 853 | 1,110 | 257 | 30% | 5.8 |
| 9188 | S | 7004_10899 | Morrinsville Rd / Cambridge Rd North App | 1 | 0 | 770 | 940 | 170 | 22% | 4.1 | 41 | 74 | 33 | 80% | 3.1 | 811 | 1,015 | 204 | 25% | 4.8 |
| 9189 | E | 3076_3072 | Morrinsville Rd / Cambridge Rd East App | 1 | 0 | 1,891 | 2,070 | 179 | 9% | 2.8 | 142 | 203 | 61 | 43% | 3.3 | 2,033 | 2,273 | 240 | 12% | 3.7 |
| 9189 | W | 3072_3076 | Morrinsville Rd / Cambridge Rd East App | 1 | 0 | 1,974 | 1,924 | -50 | -3% | 0.8 | 157 | 187 | 30 | 19% | 1.6 | 2,131 | 2,110 | -21 | -1% | 0.3 |
| 9190 | N | 9902_3076 | Morrinsville Rd / Cambridge Rd South App | 1 | 0 | 190 | 178 | -12 | -6% | 0.6 | 8 | 1 | -7 | -88% | 2.3 | 198 | 179 | -19 | -10% | 1.0 |
| 9190 | S | 3076_9902 | Morrinsville Rd / Cambridge Rd South App | 1 | 0 | 302 | 126 | -176 | -58% | 8.5 | 8 | 1 | -7 | -88% | 2.3 | 310 | 127 | -183 | -59% | 8.8 |
| 9191 | E | 5706_10900 | Morrinsville Rd / Cambridge Rd West App | 1 | 0 | 2,395 | 2,817 | 422 | 18% | 5.8 | 152 | 256 | 104 | 68% | 5.1 | 2,547 | 3,072 | 525 | 21% | 7.0 |
| 9191 | W | 10900_5706 | Morrinsville Rd / Cambridge Rd West App | 1 | 0 | 2,318 | 2,626 | 308 | 13% | 4.4 | 173 | 239 | 66 | 38% | 3.3 | 2,491 | 2,865 | 374 | 15% | 5.1 |
| 9192 | N | 3243_7388 | Cambridge Rd / Hillcrest Rd North App | 1 | 0 | 168 | 115 | -53 | -32% | 3.2 | 3 | 4 | 1 | 33% | 0.4 | 171 | 118 | -53 | -31% | 3.1 |
| 9192 | S | 7388_3243 | Cambridge Rd / Hillcrest Rd North App | 1 | 0 | 194 | 160 | -34 | -18% | 1.8 | 3 | 4 | 1 | 33% | 0.4 | 197 | 164 | -33 | -17% | 1.7 |
| 9193 | E | 3243_3241 | Cambridge Rd / Hillcrest Rd East App | 1 | 0 | 1,137 | 1,011 | -126 | -11% | 2.7 | 70 | 75 | 5 | 7% | 0.4 | 1,207 | 1,085 | -122 | -10% | 2.5 |
| 9193 | W | 3241_3243 | Cambridge Rd / Hillcrest Rd East App | 1 | 0 | 1,000 | 1,043 | 43 | 4% | 1.0 | 67 | 102 | 35 | 52% | 2.7 | 1,067 | 1,145 | 78 | 7% | 1.7 |
| 9195 | E | 7381_3243 | Cambridge Rd / Hillcrest Rd West App | 1 | 0 | 1,090 | 1,026 | -64 | -6% | 1.4 | 68 | 75 | 7 | 10% | 0.6 | 1,158 | 1,102 | -56 | -5% | 1.2 |
| 9195 | W | 3243_7381 | Cambridge Rd / Hillcrest Rd West App | 1 | 0 | 979 | 1,104 | 125 | 13% | 2.7 | 65 | 103 | 38 | 58% | 2.9 | 1,044 | 1,207 | 163 | 16% | 3.4 |
| 9196 | N | 7894_7895 | Naylor St / Galloway St North App | 1 | 0 | 329 | 362 | 33 | 10% | 1.3 | 15 | 5 | -10 | -67% | 2.2 | 344 | 367 | 23 | 7% | 0.9 |
| 9196 | S | 7895_7894 | Naylor St / Galloway St North App | 1 | 0 | 358 | 444 | 86 | 24% | 3.0 | 7 | 5 | -2 | -29% | 0.6 | 365 | 449 | 84 | 23% | 2.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9197 | E | 7894_7752 | Naylor St / Galloway St East App | 1 | 0 | 546 | 432 | -114 | -21% | 3.6 | 22 | 33 | 11 | 50% | 1.5 | 568 | 465 | -103 | -18% | 3.2 |
| 9197 | W | 7752_7894 | Naylor St / Galloway St East App | 1 | 0 | 583 | 604 | 21 | 4% | 0.6 | 18 | 72 | 54 | 300% | 5.7 | 601 | 676 | 75 | 12% | 2.1 |
| 9198 | N | 7897_7894 | Naylor St / Galloway St South App | 1 | 0 | 367 | 398 | 31 | 8% | 1.1 | 25 | 8 | -17 | -68% | 3.0 | 392 | 406 | 14 | 4% | 0.5 |
| 9198 | S | 7894_7897 | Naylor St / Galloway St South App | 1 | 0 | 407 | 556 | 149 | 37% | 4.8 | 14 | 7 | -7 | -50% | 1.5 | 421 | 563 | 142 | 34% | 4.5 |
| 9199 | E | 7942_7894 | Naylor St / Galloway St West App | 1 | 0 | 405 | 140 | -265 | -65% | 11.4 | 14 | 23 | 9 | 64% | 1.5 | 419 | 163 | -256 | -61% | 10.6 |
| 9199 | W | 7894_7942 | Naylor St / Galloway St West App | 1 | 0 | 431 | 236 | -195 | -45% | 7.6 | 13 | 63 | 50 | 385% | 5.7 | 444 | 299 | -145 | -33% | 5.3 |
| 9200 | N | 13912_3679 | Normandy Ave / Lorne St North App | 1 | 0 | 1,743 | 2,232 | 489 | 28% | 7.8 | 121 | 121 | 0 | 0% | 0.0 | 1,864 | 2,353 | 489 | 26% | 7.5 |
| 9200 | S | 3679_13912 | Normandy Ave / Lorne St North App | 1 | 0 | 1,830 | 2,213 | 383 | 21% | 6.0 | 137 | 112 | -25 | -18% | 1.6 | 1,967 | 2,325 | 358 | 18% | 5.5 |
| 9202 | N | 8214_4754 | Normandy Ave / Lorne St South App | 1 | 0 | 1,073 | 1,475 | 402 | 37% | 8.0 | 34 | 43 | 9 | 26% | 1.0 | 1,107 | 1,518 | 411 | 37% | 8.0 |
| 9202 | S | 4754_8214 | Normandy Ave / Lorne St South App | 1 | 0 | 1,224 | 1,582 | 358 | 29% | 6.8 | 55 | 40 | -15 | -27% | 1.5 | 1,279 | 1,621 | 342 | 27% | 6.4 |
| 9203 | E | 4957_8213 | Normandy Ave / Lorne St West App | 1 | 0 | 1,026 | 1,050 | 24 | 2% | 0.5 | 115 | 91 | -24 | -21% | 1.7 | 1,141 | 1,141 | 0 | 0% | 0.0 |
| 9203 | W | 8213_4957 | Normandy Ave / Lorne St West App | 1 | 0 | 962 | 925 | -37 | -4% | 0.9 | 110 | 85 | -25 | -23% | 1.8 | 1,072 | 1,010 | -62 | -6% | 1.4 |
| 9204 | N | 7932_7931 | Cambridge Rd / Knighton Rd North App | 1 | 0 | 221 | 319 | 98 | 44% | 4.2 | 8 | 11 | 3 | 38% | 0.7 | 229 | 330 | 101 | 44% | 4.3 |
| 9204 | S | 7931_7932 | Cambridge Rd / Knighton Rd North App | 1 | 0 | 273 | 446 | 173 | 63% | 6.5 | 8 | 11 | 3 | 38% | 0.7 | 281 | 457 | 176 | 63% | 6.5 |
| 9205 | E | 7932_7381 | Cambridge Rd / Knighton Rd East App | 1 | 0 | 1,081 | 1,026 | -55 | -5% | 1.2 | 66 | 75 | 9 | 14% | 0.8 | 1,147 | 1,102 | -45 | -4% | 0.9 |
| 9205 | W | 7381_7932 | Cambridge Rd / Knighton Rd East App | 1 | 0 | 989 | 1,104 | 115 | 12% | 2.5 | 62 | 103 | 41 | 66% | 3.2 | 1,051 | 1,207 | 156 | 15% | 3.3 |
| 9207 | E | 8041_7932 | Cambridge Rd / Knighton Rd West App | 1 | 0 | 952 | 849 | -103 | -11% | 2.4 | 67 | 72 | 5 | 7% | 0.4 | 1,019 | 922 | -97 | -10% | 2.2 |
| 9207 | W | 7932_8041 | Cambridge Rd / Knighton Rd West App | 1 | 0 | 912 | 1,055 | 143 | 16% | 3.2 | 63 | 100 | 37 | 59% | 2.9 | 975 | 1,154 | 179 | 18% | 3.9 |
| 9208 | N | 3770_14254 | Ohaupo Rd / Normandy Ave North App | 1 | 0 | 1,442 | 1,270 | -172 | -12% | 3.3 | 118 | 121 | 3 | 3% | 0.2 | 1,560 | 1,390 | -170 | -11% | 3.1 |
| 9208 | S | 14254_3770 | Ohaupo Rd / Normandy Ave North App | 1 | 0 | 1,255 | 1,145 | -110 | -9% | 2.2 | 101 | 113 | 12 | 12% | 0.8 | 1,356 | 1,258 | -98 | -7% | 1.9 |
| 9209 | E | 3770_7007 | Ohaupo Rd / Normandy Ave East App | 1 | 0 | 715 | 796 | 81 | 11% | 2.1 | 22 | 28 | 6 | 27% | 0.8 | 737 | 825 | 88 | 12% | 2.2 |
| 9209 | W | 7007_3770 | Ohaupo Rd / Normandy Ave East App | 1 | 0 | 836 | 787 | -49 | -6% | 1.2 | 32 | 23 | -9 | -28% | 1.2 | 868 | 810 | -58 | -7% | 1.4 |
| 9210 | N | 3143_3770 | Ohaupo Rd / Normandy Ave South App | 1 | 0 | 1,849 | 1,874 | 25 | 1% | 0.4 | 116 | 144 | 28 | 24% | 1.7 | 1,965 | 2,018 | 53 | 3% | 0.8 |
| 9210 | S | 3770_3143 | Ohaupo Rd / Normandy Ave South App | 1 | 0 | 1,783 | 1,740 | -43 | -2% | 0.7 | 109 | 132 | 23 | 21% | 1.5 | 1,892 | 1,871 | -21 | -1% | 0.3 |
| 9212 | N | 8060_4916 | Norton Rd / Maeroa Rd North App | 1 | 0 | 468 | 205 | -263 | -56% | 10.1 | 17 | 6 | -11 | -65% | 2.3 | 485 | 211 | -274 | -56% | 10.4 |
| 9212 | S | 4916_8060 | Norton Rd / Maeroa Rd North App | 1 | 0 | 425 | 147 | -278 | -65% | 11.6 | 20 | 5 | -15 | -75% | 3.0 | 445 | 152 | -293 | -66% | 12.0 |
| 9213 | E | 8060_7231 | Norton Rd / Maeroa Rd East App | 1 | 0 | 1,443 | 852 | -591 | -41% | 12.3 | 54 | 48 | -6 | -11% | 0.6 | 1,497 | 900 | -597 | -40% | 12.2 |
| 9213 | W | 7231_8060 | Norton Rd / Maeroa Rd East App | 1 | 0 | 1,228 | 1,033 | -195 | -16% | 4.1 | 46 | 86 | 40 | 87% | 3.5 | 1,274 | 1,119 | -155 | -12% | 3.2 |
| 9215 | E | 7880_8060 | Norton Rd / Maeroa Rd West App | 1 | 0 | 1,250 | 860 | -390 | -31% | 8.5 | 40 | 47 | 7 | 18% | 0.8 | 1,290 | 907 | -383 | -30% | 8.2 |
| 9215 | W | 8060_7880 | Norton Rd / Maeroa Rd West App | 1 | 0 | 992 | 983 | -9 | -1% | 0.2 | 35 | 84 | 49 | 140% | 4.5 | 1,027 | 1,067 | 40 | 4% | 0.9 |
| 9216 | N | 8215_3378 | Norton Rd / Mill St North App | 1 | 0 | 1,274 | 1,084 | -190 | -15% | 3.9 | 35 | 48 | 13 | 37% | 1.4 | 1,309 | 1,133 | -176 | -13% | 3.6 |
| 9216 | S | 3378_8215 | Norton Rd / Mill St North App | 1 | 0 | 1,265 | 1,193 | -72 | -6% | 1.5 | 49 | 53 | 4 | 8% | 0.4 | 1,314 | 1,247 | -67 | -5% | 1.3 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9217 | E | 3379_3381 | Norton Rd / Mill St East App | 1 | 0 | 1,006 | 628 | -378 | -38% | 9.4 | 35 | 36 | 1 | 3% | 0.1 | 1,041 | 664 | -377 | -36% | 9.1 |
| 9217 | W | 3381_3379 | Norton Rd / Mill St East App | 1 | 0 | 929 | 1,029 | 100 | 11% | 2.3 | 35 | 80 | 45 | 129% | 4.2 | 964 | 1,108 | 144 | 15% | 3.2 |
| 9218 | N | 6662_8216 | Norton Rd / Mill St South App | 1 | 0 | 1,046 | 797 | -249 | -24% | 5.8 | 26 | 43 | 17 | 65% | 2.0 | 1,072 | 840 | -232 | -22% | 5.3 |
| 9218 | S | 8216_6662 | Norton Rd / Mill St South App | 1 | 0 | 1,162 | 1,096 | -66 | -6% | 1.4 | 46 | 51 | 5 | 11% | 0.5 | 1,208 | 1,147 | -61 | -5% | 1.3 |
| 9219 | E | 6750_8217 | Norton Rd / Mill St West App | 1 | 0 | 1,088 | 684 | -404 | -37% | 9.6 | 37 | 37 | 0 | 0% | 0.0 | 1,125 | 721 | -404 | -36% | 9.4 |
| 9219 | W | 8217_6750 | Norton Rd / Mill St West App | 1 | 0 | 886 | 896 | 10 | 1% | 0.2 | 31 | 78 | 47 | 152% | 4.5 | 917 | 973 | 56 | 6% | 1.3 |
| 9220 | N | 8247_7303 | Ohaupo Rd / Lorne St / Kahikatea Dr North App | 1 | 0 | 1,387 | 1,075 | -312 | -22% | 6.3 | 55 | 42 | -13 | -24% | 1.3 | 1,442 | 1,117 | -325 | -23% | 6.4 |
| 9220 | S | 7303_8247 | Ohaupo Rd / Lorne St / Kahikatea Dr North App | 1 | 0 | 1,295 | 992 | -303 | -23% | 6.3 | 53 | 41 | -12 | -23% | 1.2 | 1,348 | 1,033 | -315 | -23% | 6.5 |
| 9221 | E | 4393_4394 | Ohaupo Rd / Lorne St / Kahikatea Dr East App | 1 | 0 | 959 | 992 | 33 | 3% | 0.7 | 105 | 91 | -14 | -13% | 1.0 | 1,064 | 1,083 | 19 | 2% | 0.4 |
| 9221 | W | 4394_4393 | Ohaupo Rd / Lorne St / Kahikatea Dr East App | 1 | 0 | 933 | 870 | -63 | -7% | 1.5 | 109 | 86 | -23 | -21% | 1.6 | 1,042 | 956 | -86 | -8% | 1.9 |
| 9222 | N | 4761_5535 | Ohaupo Rd / Lorne St / Kahikatea Dr South App | 1 | 0 | 1,632 | 1,756 | 124 | 8% | 2.1 | 125 | 133 | 8 | 6% | 0.5 | 1,757 | 1,889 | 132 | 8% | 2.2 |
| 9222 | S | 5535_4761 | Ohaupo Rd / Lorne St / Kahikatea Dr South App | 1 | 0 | 1,407 | 1,645 | 238 | 17% | 4.3 | 108 | 126 | 18 | 17% | 1.2 | 1,515 | 1,770 | 255 | 17% | 4.4 |
| 9223 | E | 2531_8248 | Ohaupo Rd / Lorne St / Kahikatea Dr West App | 1 | 0 | 1,602 | 1,729 | 127 | 8% | 2.2 | 191 | 179 | -12 | -6% | 0.6 | 1,793 | 1,908 | 115 | 6% | 1.9 |
| 9223 | W | 8248_2531 | Ohaupo Rd / Lorne St / Kahikatea Dr West App | 1 | 0 | 1,709 | 1,635 | -74 | -4% | 1.3 | 210 | 180 | -30 | -14% | 1.5 | 1,919 | 1,815 | -104 | -5% | 1.7 |
| 9224 | N | 6677_3117 | River Rd / Clarkin Rd North App | 1 | 0 | 866 | 1,096 | 230 | 27% | 5.2 | 15 | 19 | 4 | 27% | 0.7 | 881 | 1,115 | 234 | 27% | 5.2 |
| 9224 | S | 3117_6677 | River Rd / Clarkin Rd North App | 1 | 0 | 901 | 969 | 68 | 8% | 1.6 | 12 | 16 | 4 | 33% | 0.8 | 913 | 984 | 71 | 8% | 1.6 |
| 9225 | E | 6677_3112 | River Rd / Clarkin Rd East App | 1 | 0 | 313 | 330 | 17 | 5% | 0.7 | 13 | 2 | -11 | -85% | 2.8 | 326 | 333 | 7 | 2% | 0.3 |
| 9225 | W | 3112_6677 | River Rd / Clarkin Rd East App | 1 | 0 | 348 | 229 | -119 | -34% | 5.0 | 13 | 3 | -10 | -77% | 2.5 | 361 | 232 | -129 | -36% | 5.3 |
| 9226 | N | 7105_6677 | River Rd / Clarkin Rd South App | 1 | 0 | 1,019 | 1,299 | 280 | 27% | 5.8 | 25 | 17 | -8 | -32% | 1.2 | 1,044 | 1,316 | 272 | 26% | 5.6 |
| 9226 | S | 6677_7105 | River Rd / Clarkin Rd South App | 1 | 0 | 1,089 | 1,070 | -19 | -2% | 0.4 | 22 | 13 | -9 | -41% | 1.5 | 1,111 | 1,083 | -28 | -3% | 0.6 |
| 9228 | N | 5215_3938 | Pukete Rd / Pukete Link Rd North App | 1 | 0 | 610 | 637 | 27 | 4% | 0.8 | 19 | 38 | 19 | 100% | 2.5 | 629 | 675 | 46 | 7% | 1.3 |
| 9228 | S | 3938_5215 | Pukete Rd / Pukete Link Rd North App | 1 | 0 | 596 | 566 | -30 | -5% | 0.9 | 19 | 28 | 9 | 47% | 1.3 | 615 | 594 | -21 | -3% | 0.6 |
| 9229 | E | 5162_3939 | Pukete Rd / Pukete Link Rd East App | 1 | 0 | 1,974 | 2,775 | 801 | 41% | 11.6 | 103 | 122 | 19 | 18% | 1.3 | 2,077 | 2,897 | 820 | 39% | 11.6 |
| 9229 | W | 3939_5162 | Pukete Rd / Pukete Link Rd East App | 1 | 0 | 2,089 | 2,726 | 637 | 30% | 9.2 | 112 | 126 | 14 | 13% | 0.9 | 2,201 | 2,852 | 651 | 30% | 9.2 |
| 9230 | N | 3919_5214 | Pukete Rd / Pukete Link Rd South App | 1 | 0 | 955 | 1,162 | 207 | 22% | 4.5 | 57 | 47 | -10 | -18% | 1.0 | 1,012 | 1,209 | 197 | 19% | 4.2 |
| 9230 | S | 5214_3919 | Pukete Rd / Pukete Link Rd South App | 1 | 0 | 1,139 | 1,206 | 67 | 6% | 1.4 | 79 | 50 | -29 | -37% | 2.6 | 1,218 | 1,256 | 38 | 3% | 0.8 |
| 9231 | E | 3648_5261 | Pukete Rd / Pukete Link Rd West App | 1 | 0 | 1,430 | 1,906 | 476 | 33% | 8.2 | 88 | 89 | 1 | 1% | 0.1 | 1,518 | 1,995 | 477 | 31% | 8.0 |
| 9231 | W | 5261_3648 | Pukete Rd / Pukete Link Rd West App | 1 | 0 | 1,347 | 1,743 | 396 | 29% | 7.1 | 75 | 79 | 4 | 5% | 0.3 | 1,422 | 1,822 | 400 | 28% | 7.0 |
| 9232 | N | 3605_7074 | River Rd / Fairfield Bridge North App | 1 | 0 | 1,201 | 1,537 | 336 | 28% | 6.4 | 26 | 18 | -8 | -31% | 1.2 | 1,227 | 1,555 | 328 | 27% | 6.2 |
| 9232 | S | 7074_3605 | River Rd / Fairfield Bridge North App | 1 | 0 | 1,233 | 1,254 | 21 | 2% | 0.4 | 18 | 17 | -1 | -6% | 0.2 | 1,251 | 1,271 | 20 | 2% | 0.4 |
| 9233 | E | 3605_6593 | River Rd / Fairfield Bridge East App | 1 | 0 | 21 | 0 | -21 | -100% | 4.6 | 0 | 0 | 0 | - | 0.0 | 21 | 0 | -21 | -100% | 4.6 |
| 9233 | W | 6593_3605 | River Rd / Fairfield Bridge East App | 1 | 0 | 22 | 0 | -22 | -100% | 4.7 | 0 | 0 | 0 | - | 0.0 | 22 | 0 | -22 | -100% | 4.7 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9234 | N | 7073_3605 | River Rd / Fairfield Bridge South App | 1 | 0 | 693 | 564 | -129 | -19% | 3.6 | 20 | 18 | -2 | -10% | 0.3 | 713 | 582 | -131 | -18% | 3.6 |
| 9234 | S | 3605_7073 | River Rd / Fairfield Bridge South App | 1 | 0 | 726 | 784 | 58 | 8% | 1.5 | 9 | 16 | 7 | 78% | 1.4 | 735 | 800 | 65 | 9% | 1.7 |
| 9235 | E | 3606_3605 | River Rd / Fairfield Bridge West App | 1 | 0 | 1,268 | 1,661 | 393 | 31% | **7.3** | 22 | 0 | -22 | -100% | 4.7 | 1,290 | 1,661 | 371 | 29% | **6.8** |
| 9235 | W | 3605_3606 | River Rd / Fairfield Bridge West App | 1 | 0 | 1,268 | 1,158 | -110 | -9% | 2.2 | 25 | 0 | -25 | -100% | 5.0 | 1,293 | 1,158 | -135 | -10% | 2.7 |
| 9236 | N | 4914_6740 | River Rd / O'Neill St North App | 1 | 0 | 734 | 741 | 7 | 1% | 0.2 | 18 | 41 | 23 | 128% | 3.0 | 752 | 783 | 31 | 4% | 0.8 |
| 9236 | S | 6740_4914 | River Rd / O'Neill St North App | 1 | 0 | 688 | 761 | 73 | 11% | 1.9 | 13 | 10 | -3 | -23% | 0.6 | 701 | 770 | 69 | 10% | 1.8 |
| 9237 | E | 4914_6741 | River Rd / O'Neill St East App | 1 | 0 | 88 | 166 | 78 | 89% | 4.9 | 3 | 1 | -2 | -67% | 1.0 | 91 | 166 | 75 | 82% | 4.7 |
| 9237 | W | 6741_4914 | River Rd / O'Neill St East App | 1 | 0 | 43 | 9 | -34 | -79% | 4.7 | 3 | 0 | -3 | -100% | 1.7 | 46 | 9 | -37 | -80% | 5.0 |
| 9238 | N | 3468_4914 | River Rd / O'Neill St South App | 1 | 0 | 753 | 901 | 148 | 20% | 3.6 | 17 | 42 | 25 | 147% | 3.3 | 770 | 943 | 173 | 22% | 4.2 |
| 9238 | S | 4914_3468 | River Rd / O'Neill St South App | 1 | 0 | 662 | 763 | 101 | 15% | 2.7 | 12 | 10 | -2 | -17% | 0.4 | 674 | 773 | 99 | 15% | 2.6 |
| 9240 | N | 3468_4914 | River Rd / Te Aroha St North App | 1 | 0 | 744 | 901 | 157 | 21% | 3.9 | 17 | 42 | 25 | 147% | 3.3 | 761 | 943 | 182 | 24% | 4.4 |
| 9240 | S | 4914_3468 | River Rd / Te Aroha St North App | 1 | 0 | 658 | 763 | 105 | 16% | 2.8 | 14 | 10 | -4 | -29% | 0.8 | 672 | 773 | 101 | 15% | 2.7 |
| 9241 | E | 3468_6982 | River Rd / Te Aroha St East App | 1 | 0 | 347 | 399 | 52 | 15% | 1.9 | 1 | 6 | 5 | 500% | 1.9 | 348 | 404 | 56 | 16% | 2.0 |
| 9241 | W | 6982_3468 | River Rd / Te Aroha St East App | 1 | 0 | 219 | 225 | 6 | 3% | 0.3 | 3 | 4 | 1 | 33% | 0.4 | 222 | 229 | 7 | 3% | 0.3 |
| 9242 | N | 6980_3468 | River Rd / Te Aroha St South App | 1 | 0 | 626 | 707 | 81 | 13% | 2.2 | 14 | 38 | 24 | 171% | 3.3 | 640 | 745 | 105 | 16% | 2.8 |
| 9242 | S | 3468_6980 | River Rd / Te Aroha St South App | 1 | 0 | 412 | 396 | -16 | -4% | 0.6 | 13 | 4 | -9 | -69% | 2.2 | 425 | 400 | -25 | -6% | 0.9 |
| 9244 | N | 4847_8214 | Normandy Ave / Bader St North App | 1 | 0 | 1,080 | 1,475 | 395 | 37% | **7.8** | 33 | 43 | 10 | 30% | 1.1 | 1,113 | 1,518 | 405 | 36% | **7.9** |
| 9244 | S | 8214_4847 | Normandy Ave / Bader St North App | 1 | 0 | 1,223 | 1,582 | 359 | 29% | **6.8** | 56 | 40 | -16 | -29% | 1.6 | 1,279 | 1,621 | 342 | 27% | **6.4** |
| 9245 | E | 2648_7309 | Normandy Ave / Bader St East App | 1 | 0 | 518 | 706 | 188 | 36% | **5.4** | 26 | 14 | -12 | -46% | 1.9 | 544 | 720 | 176 | 32% | 5.0 |
| 9245 | W | 7309_2648 | Normandy Ave / Bader St East App | 1 | 0 | 472 | 575 | 103 | 22% | 3.2 | 23 | 13 | -10 | -43% | 1.7 | 495 | 588 | 93 | 19% | 2.8 |
| 9246 | N | 2646_2647 | Normandy Ave / Bader St South App | 1 | 0 | 778 | 994 | 216 | 28% | **5.1** | 15 | 30 | 15 | 100% | 2.2 | 793 | 1,025 | 232 | 29% | **5.4** |
| 9246 | S | 2647_2646 | Normandy Ave / Bader St South App | 1 | 0 | 875 | 970 | 95 | 11% | 2.2 | 35 | 26 | -9 | -26% | 1.2 | 910 | 996 | 86 | 9% | 2.0 |
| 9248 | N | 8240_10556 | Ruakura Rd / Peachgrove Rd North App | 1 | 0 | 859 | 856 | -3 | 0% | 0.1 | 20 | 39 | 19 | 95% | 2.5 | 879 | 894 | 15 | 2% | 0.4 |
| 9248 | S | 10556_8240 | Ruakura Rd / Peachgrove Rd North App | 1 | 0 | 818 | 635 | -183 | -22% | 4.8 | 22 | 38 | 16 | 73% | 2.1 | 840 | 672 | -168 | -20% | 4.3 |
| 9249 | E | 8241_3369 | Ruakura Rd / Peachgrove Rd East App | 1 | 0 | 937 | 950 | 13 | 1% | 0.3 | 12 | 48 | 36 | 300% | 4.6 | 949 | 998 | 49 | 5% | 1.1 |
| 9249 | W | 3369_8241 | Ruakura Rd / Peachgrove Rd East App | 1 | 0 | 931 | 1,017 | 86 | 9% | 1.9 | 15 | 42 | 27 | 180% | 3.6 | 946 | 1,058 | 112 | 12% | 2.5 |
| 9250 | N | 7454_9930 | Ruakura Rd / Peachgrove Rd South App | 1 | 0 | 609 | 486 | -123 | -20% | 3.7 | 24 | 5 | -19 | -79% | 3.5 | 633 | 491 | -142 | -22% | 4.2 |
| 9250 | S | 9930_7454 | Ruakura Rd / Peachgrove Rd South App | 1 | 0 | 499 | 436 | -63 | -13% | 2.1 | 22 | 3 | -19 | -86% | 3.8 | 521 | 439 | -82 | -16% | 2.6 |
| 9251 | E | 7476_9931 | Ruakura Rd / Peachgrove Rd West App | 1 | 0 | 685 | 747 | 62 | 9% | 1.6 | 10 | 15 | 5 | 50% | 1.0 | 695 | 761 | 66 | 9% | 1.7 |
| 9251 | W | 9931_7476 | Ruakura Rd / Peachgrove Rd West App | 1 | 0 | 748 | 641 | -107 | -14% | 2.9 | 17 | 9 | -8 | -47% | 1.6 | 765 | 651 | -114 | -15% | 3.0 |
| 9253 | E | 3025_3171 | Ruakura Rd / Knighton Rd East App | 1 | 0 | 833 | 800 | -33 | -4% | 0.8 | 31 | 73 | 42 | 135% | 4.1 | 864 | 872 | 8 | 1% | 0.2 |
| 9253 | W | 3171_3025 | Ruakura Rd / Knighton Rd East App | 1 | 0 | 884 | 849 | -35 | -4% | 0.8 | 24 | 80 | 56 | 233% | **5.5** | 908 | 929 | 21 | 2% | 0.5 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9254 | N | 6575_3025 | Ruakura Rd / Knighton Rd South App | 1 | 0 | 450 | 274 | -176 | -39% | 6.5 | 13 | 17 | 4 | 31% | 0.7 | 463 | 291 | -172 | -37% | 6.3 |
| 9254 | S | 3025_6575 | Ruakura Rd / Knighton Rd South App | 1 | 0 | 399 | 246 | -153 | -38% | 6.0 | 12 | 21 | 9 | 75% | 1.6 | 411 | 266 | -145 | -35% | 5.6 |
| 9255 | E | 3024_3025 | Ruakura Rd / Knighton Rd West App | 1 | 0 | 853 | 819 | -34 | -4% | 0.8 | 27 | 59 | 32 | 119% | 3.5 | 880 | 878 | -2 | 0% | 0.0 |
| 9255 | W | 3025_3024 | Ruakura Rd / Knighton Rd West App | 1 | 0 | 955 | 897 | -58 | -6% | 1.3 | 21 | 62 | 41 | 195% | 4.5 | 976 | 959 | -17 | -2% | 0.4 |
| 9256 | N | 3752_3753 | Te Aroha St / Grey St North App | 1 | 0 | 1,243 | 666 | -577 | -46% | 13.2 | 23 | 9 | -14 | -61% | 2.5 | 1,266 | 676 | -590 | -47% | 13.4 |
| 9256 | S | 3753_3752 | Te Aroha St / Grey St North App | 1 | 0 | 1,049 | 872 | -177 | -17% | 4.0 | 13 | 16 | 3 | 23% | 0.6 | 1,062 | 888 | -174 | -16% | 3.9 |
| 9257 | E | 3752_7005 | Te Aroha St / Grey St East App | 1 | 0 | 696 | 877 | 181 | 26% | 4.6 | 8 | 16 | 8 | 100% | 1.6 | 704 | 893 | 189 | 27% | 4.7 |
| 9257 | W | 7005_3752 | Te Aroha St / Grey St East App | 1 | 0 | 892 | 720 | -172 | -19% | 4.3 | 17 | 10 | -7 | -41% | 1.3 | 909 | 730 | -179 | -20% | 4.4 |
| 9258 | N | 10646_3752 | Te Aroha St / Grey St South App | 1 | 0 | 944 | 590 | -354 | -38% | 9.0 | 18 | 18 | 0 | 0% | 0.0 | 962 | 607 | -355 | -37% | 9.0 |
| 9258 | S | 3752_10646 | Te Aroha St / Grey St South App | 1 | 0 | 1,115 | 809 | -306 | -27% | 7.0 | 19 | 20 | 1 | 5% | 0.2 | 1,134 | 829 | -305 | -27% | 6.9 |
| 9259 | E | 4700_3752 | Te Aroha St / Grey St West App | 1 | 0 | 402 | 418 | 16 | 4% | 0.6 | 5 | 6 | 1 | 20% | 0.3 | 407 | 424 | 17 | 4% | 0.6 |
| 9259 | W | 3752_4700 | Te Aroha St / Grey St West App | 1 | 0 | 233 | 247 | 14 | 6% | 0.6 | 3 | 4 | 1 | 33% | 0.4 | 236 | 251 | 15 | 6% | 0.7 |
| 9260 | N | 6673_6864 | Te Rapa Rd / Bryant Rd North App | 1 | 0 | 2,405 | 1,149 | -1,256 | -52% | 21.1 | 91 | 110 | 19 | 21% | 1.3 | 2,496 | 1,259 | -1,237 | -50% | 20.2 |
| 9260 | S | 6864_6673 | Te Rapa Rd / Bryant Rd North App | 1 | 0 | 1,910 | 1,285 | -625 | -33% | 11.1 | 88 | 119 | 31 | 35% | 2.2 | 1,998 | 1,405 | -593 | -30% | 10.2 |
| 9261 | E | 6673_3325 | Te Rapa Rd / Bryant Rd East App | 1 | 0 | 608 | 301 | -307 | -50% | 10.2 | 43 | 34 | -9 | -21% | 1.0 | 651 | 335 | -316 | -49% | 10.1 |
| 9261 | W | 3325_6673 | Te Rapa Rd / Bryant Rd East App | 1 | 0 | 580 | 345 | -235 | -41% | 7.7 | 38 | 34 | -4 | -11% | 0.5 | 618 | 379 | -239 | -39% | 7.6 |
| 9262 | N | 10672_6673 | Te Rapa Rd / Bryant Rd South App | 1 | 0 | 2,404 | 1,562 | -842 | -35% | 13.4 | 97 | 167 | 70 | 72% | 4.3 | 2,501 | 1,729 | -772 | -31% | 11.9 |
| 9262 | S | 6673_10672 | Te Rapa Rd / Bryant Rd South App | 1 | 0 | 2,004 | 1,767 | -237 | -12% | 3.9 | 75 | 177 | 102 | 136% | 6.4 | 2,079 | 1,944 | -135 | -6% | 2.1 |
| 9263 | E | 3264_6673 | Te Rapa Rd / Bryant Rd West App | 1 | 0 | 528 | 425 | -103 | -20% | 3.3 | 48 | 34 | -14 | -29% | 1.5 | 576 | 458 | -118 | -20% | 3.7 |
| 9263 | W | 6673_3264 | Te Rapa Rd / Bryant Rd West App | 1 | 0 | 405 | 400 | -5 | -1% | 0.2 | 62 | 33 | -29 | -47% | 3.0 | 467 | 433 | -34 | -7% | 1.1 |
| 9264 | N | 5806_3513 | Te Rapa Rd / Northgate Blvd North App | 1 | 0 | 1,397 | 1,105 | -292 | -21% | 5.8 | 135 | 167 | 32 | 24% | 1.8 | 1,532 | 1,272 | -260 | -17% | 4.9 |
| 9264 | S | 3513_5806 | Te Rapa Rd / Northgate Blvd North App | 1 | 0 | 1,645 | 1,049 | -596 | -36% | 11.5 | 140 | 176 | 36 | 26% | 2.0 | 1,785 | 1,225 | -560 | -31% | 10.2 |
| 9265 | E | 3352_9869 | Te Rapa Rd / Northgate Blvd East App | 1 | 0 | 1,039 | 474 | -565 | -54% | 14.5 | 37 | 19 | -18 | -49% | 2.4 | 1,076 | 493 | -583 | -54% | 14.7 |
| 9265 | W | 9869_3352 | Te Rapa Rd / Northgate Blvd East App | 1 | 0 | 572 | 204 | -368 | -64% | 13.2 | 19 | 17 | -2 | -11% | 0.3 | 591 | 221 | -370 | -63% | 13.0 |
| 9266 | N | 3514_5874 | Te Rapa Rd / Northgate Blvd South App | 1 | 0 | 2,191 | 1,858 | -333 | -15% | 5.2 | 143 | 170 | 27 | 19% | 1.5 | 2,334 | 2,028 | -306 | -13% | 4.6 |
| 9266 | S | 5874_3514 | Te Rapa Rd / Northgate Blvd South App | 1 | 0 | 2,364 | 2,023 | -341 | -14% | 5.1 | 136 | 177 | 41 | 30% | 2.3 | 2,500 | 2,201 | -299 | -12% | 4.4 |
| 9267 | E | 3288_5835 | Te Rapa Rd / Northgate Blvd West App | 1 | 0 | 1,526 | 1,397 | -129 | -8% | 2.4 | 18 | 2 | -16 | -89% | 3.6 | 1,544 | 1,399 | -145 | -9% | 2.7 |
| 9267 | W | 5835_3288 | Te Rapa Rd / Northgate Blvd West App | 1 | 0 | 1,134 | 906 | -228 | -20% | 5.0 | 12 | 1 | -11 | -92% | 3.1 | 1,146 | 907 | -239 | -21% | 5.3 |
| 9268 | N | 8222_6671 | Te Rapa Rd / Forest Lake Rd North App | 1 | 1 | 2,294 | 1,902 | -392 | -17% | 6.1 | 84 | 131 | 47 | 56% | 3.2 | 2,378 | 2,034 | -344 | -14% | 5.2 |
| 9268 | S | 6671_8222 | Te Rapa Rd / Forest Lake Rd North App | 1 | 1 | 2,131 | 1,995 | -136 | -6% | 2.1 | 87 | 143 | 56 | 64% | 3.7 | 2,218 | 2,138 | -80 | -4% | 1.2 |
| 9269 | E | 8224_7112 | Te Rapa Rd / Forest Lake Rd East App | 1 | 0 | 833 | 1,031 | 198 | 24% | 4.6 | 25 | 91 | 66 | 264% | 6.1 | 858 | 1,122 | 264 | 31% | 5.9 |
| 9269 | W | 7112_8224 | Te Rapa Rd / Forest Lake Rd East App | 1 | 0 | 766 | 741 | -25 | -3% | 0.6 | 35 | 82 | 47 | 134% | 4.3 | 801 | 823 | 22 | 3% | 0.5 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9270 | N | 6669_8225 | Te Rapa Rd / Forest Lake Rd South App | 1 | 0 | 1,638 | 824 | -814 | -50% | 16.4 | 51 | 42 | -9 | -18% | 0.9 | 1,689 | 865 | -824 | -49% | 16.3 |
| 9270 | S | 8225_6669 | Te Rapa Rd / Forest Lake Rd South App | 1 | 0 | 1,463 | 1,109 | -354 | -24% | 7.0 | 56 | 51 | -5 | -9% | 0.5 | 1,519 | 1,160 | -359 | -24% | 6.9 |
| 9271 | E | 6676_8223 | Te Rapa Rd / Forest Lake Rd West App | 1 | 0 | 666 | 710 | 44 | 7% | 1.2 | 22 | 10 | -12 | -55% | 2.1 | 688 | 720 | 32 | 5% | 0.9 |
| 9271 | W | 8223_6676 | Te Rapa Rd / Forest Lake Rd West App | 1 | 0 | 611 | 228 | -383 | -63% | 13.2 | 30 | 4 | -26 | -87% | 4.5 | 641 | 233 | -408 | -64% | 13.8 |
| 9272 | N | 3504_3508 | Te Rapa Rd / Te Kowhai Rd E North App | 1 | 0 | 1,011 | 976 | -35 | -3% | 0.8 | 121 | 171 | 50 | 41% | 2.9 | 1,132 | 1,147 | 15 | 1% | 0.3 |
| 9272 | S | 3508_3504 | Te Rapa Rd / Te Kowhai Rd E North App | 1 | 0 | 1,037 | 1,011 | -26 | -3% | 0.6 | 81 | 196 | 115 | 142% | 6.9 | 1,118 | 1,207 | 89 | 8% | 1.8 |
| 9273 | E | 3504_3510 | Te Rapa Rd / Te Kowhai Rd E East App | 1 | 0 | 915 | 485 | -430 | -47% | 11.5 | 83 | 66 | -17 | -20% | 1.4 | 998 | 551 | -447 | -45% | 11.4 |
| 9273 | W | 3510_3504 | Te Rapa Rd / Te Kowhai Rd E East App | 1 | 0 | 1,013 | 507 | -506 | -50% | 13.0 | 80 | 63 | -17 | -21% | 1.4 | 1,093 | 570 | -523 | -48% | 12.8 |
| 9274 | N | 3511_3504 | Te Rapa Rd / Te Kowhai Rd E South App | 1 | 0 | 1,505 | 1,059 | -446 | -30% | 8.8 | 141 | 165 | 24 | 17% | 1.4 | 1,646 | 1,224 | -422 | -26% | 7.9 |
| 9274 | S | 3504_3511 | Te Rapa Rd / Te Kowhai Rd E South App | 1 | 0 | 1,659 | 996 | -663 | -40% | 12.9 | 118 | 174 | 56 | 47% | 3.3 | 1,777 | 1,170 | -607 | -34% | 11.2 |
| 9275 | E | 3512_3504 | Te Rapa Rd / Te Kowhai Rd E West App | 1 | 0 | 892 | 573 | -319 | -36% | 8.3 | 102 | 86 | -16 | -16% | 1.2 | 994 | 660 | -334 | -34% | 8.2 |
| 9275 | W | 3504_3512 | Te Rapa Rd / Te Kowhai Rd E West App | 1 | 0 | 862 | 693 | -169 | -20% | 4.3 | 82 | 101 | 19 | 23% | 1.4 | 944 | 794 | -150 | -16% | 3.6 |
| 9276 | N | 4769_6675 | Victoria St / Fairfield Bridge North App | 1 | 0 | 1,008 | 975 | -33 | -3% | 0.7 | 26 | 86 | 60 | 231% | 5.7 | 1,034 | 1,061 | 27 | 3% | 0.6 |
| 9276 | S | 6675_4769 | Victoria St / Fairfield Bridge North App | 1 | 0 | 1,024 | 1,254 | 230 | 22% | 4.8 | 22 | 91 | 69 | 314% | 6.5 | 1,046 | 1,346 | 300 | 29% | 6.1 |
| 9277 | E | 4769_4907 | Victoria St / Fairfield Bridge East App | 1 | 0 | 1,260 | 1,661 | 401 | 32% | 7.4 | 23 | 0 | -23 | -100% | 4.8 | 1,283 | 1,661 | 378 | 29% | 7.0 |
| 9277 | W | 4907_4769 | Victoria St / Fairfield Bridge East App | 1 | 0 | 1,275 | 1,158 | -117 | -9% | 2.4 | 28 | 0 | -28 | -100% | 5.3 | 1,303 | 1,158 | -145 | -11% | 2.9 |
| 9278 | N | 4768_4769 | Victoria St / Fairfield Bridge South App | 1 | 0 | 854 | 1,077 | 223 | 26% | 5.1 | 19 | 86 | 67 | 353% | 6.5 | 873 | 1,163 | 290 | 33% | 6.4 |
| 9278 | S | 4769_4768 | Victoria St / Fairfield Bridge South App | 1 | 0 | 885 | 853 | -32 | -4% | 0.8 | 20 | 91 | 71 | 355% | 6.7 | 905 | 944 | 39 | 4% | 0.9 |
| 9281 | E | 6311_6276 | Waikato Expressway / Te Wetini Dr East App | 1 | 0 | 1,672 | 1,565 | -107 | -6% | 1.9 | 141 | 142 | 1 | 1% | 0.1 | 1,813 | 1,707 | -106 | -6% | 1.8 |
| 9281 | W | 6276_6311 | Waikato Expressway / Te Wetini Dr East App | 1 | 0 | 133 | 11 | -122 | -92% | 10.2 | 4 | 2 | -2 | -50% | 0.8 | 137 | 13 | -124 | -91% | 10.1 |
| 9282 | N | 5113_7498 | Waikato Expressway / Te Wetini Dr South App | 1 | 0 | 1,506 | 1,565 | 59 | 4% | 1.1 | 140 | 140 | 0 | 0% | 0.0 | 1,646 | 1,705 | 59 | 4% | 1.0 |
| 9283 | E | 6598_7206 | Waikato Expressway / Te Wetini Dr West App | 1 | 0 | 247 | 10 | -237 | -96% | 14.8 | 3 | 3 | 0 | 0% | 0.0 | 250 | 13 | -237 | -95% | 14.6 |
| 9283 | W | 7206_6598 | Waikato Expressway / Te Wetini Dr West App | 1 | 0 | 214 | 21 | -193 | -90% | 12.6 | 6 | 3 | -3 | -50% | 1.0 | 220 | 24 | -196 | -89% | 12.5 |
| 9284 | N | 10895_10042 | Waikato Expy / Wairere Dr North App | 1 | 0 | 355 | 424 | 69 | 19% | 2.5 | 60 | 81 | 21 | 35% | 1.8 | 415 | 505 | 90 | 22% | 3.0 |
| 9284 | S | 10042_10895 | Waikato Expy / Wairere Dr North App | 1 | 0 | 304 | 448 | 144 | 47% | 5.3 | 51 | 75 | 24 | 47% | 2.1 | 355 | 523 | 168 | 47% | 5.7 |
| 9285 | E | 7706_3483 | Waikato Expy / Wairere Dr East App | 1 | 0 | 1,278 | 1,291 | 13 | 1% | 0.3 | 86 | 74 | -12 | -14% | 0.9 | 1,364 | 1,365 | 1 | 0% | 0.0 |
| 9285 | W | 3483_7706 | Waikato Expy / Wairere Dr East App | 1 | 0 | 1,306 | 1,097 | -209 | -16% | 4.3 | 109 | 68 | -41 | -38% | 3.1 | 1,415 | 1,165 | -250 | -18% | 4.9 |
| 9286 | S | 7636_5113 | Waikato Expy / Wairere Dr South App | 1 | 0 | 1,516 | 1,384 | -132 | -9% | 2.5 | 151 | 127 | -24 | -16% | 1.4 | 1,667 | 1,512 | -155 | -9% | 2.7 |
| 9287 | E | 6311_6276 | Waikato Expy / Wairere Dr West App | 1 | 0 | 1,672 | 1,565 | -107 | -6% | 1.9 | 141 | 142 | 1 | 1% | 0.1 | 1,813 | 1,707 | -106 | -6% | 1.8 |
| 9287 | W | 6276_6311 | Waikato Expy / Wairere Dr West App | 1 | 0 | 133 | 11 | -122 | -92% | 10.2 | 4 | 2 | -2 | -50% | 0.8 | 137 | 13 | -124 | -91% | 10.1 |
| 9288 | N | 3558_3557 | Wairere Dr / Hukanui Rd North App | 1 | 0 | 1,032 | 928 | -104 | -10% | 2.3 | 24 | 13 | -11 | -46% | 1.8 | 1,056 | 940 | -116 | -11% | 2.6 |
| 9288 | S | 3557_3558 | Wairere Dr / Hukanui Rd North App | 1 | 0 | 895 | 750 | -145 | -16% | 3.6 | 22 | 10 | -12 | -55% | 2.1 | 917 | 760 | -157 | -17% | 3.8 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9289 | E | 3558_3560 | Wairere Dr / Hukanui Rd East App | 1 | 0 | 916 | 1,077 | 161 | 18% | 3.6 | 57 | 66 | 9 | 16% | 0.8 | 973 | 1,144 | 171 | 18% | 3.7 |
| 9289 | W | 3560_3558 | Wairere Dr / Hukanui Rd East App | 1 | 0 | 1,132 | 1,038 | -94 | -8% | 2.0 | 53 | 63 | 10 | 19% | 0.9 | 1,185 | 1,101 | -84 | -7% | 1.8 |
| 9290 | N | 3562_3558 | Wairere Dr / Hukanui Rd South App | 1 | 0 | 1,525 | 1,245 | -280 | -18% | 5.3 | 33 | 12 | -21 | -64% | 3.1 | 1,558 | 1,256 | -302 | -19% | 5.7 |
| 9290 | S | 3558_3562 | Wairere Dr / Hukanui Rd South App | 1 | 0 | 1,501 | 1,178 | -323 | -22% | 6.2 | 28 | 16 | -12 | -43% | 1.8 | 1,529 | 1,193 | -336 | -22% | 6.4 |
| 9291 | E | 3563_3558 | Wairere Dr / Hukanui Rd West App | 1 | 0 | 1,167 | 1,320 | 153 | 13% | 3.1 | 61 | 72 | 11 | 18% | 1.0 | 1,228 | 1,392 | 164 | 13% | 3.2 |
| 9291 | W | 3558_3563 | Wairere Dr / Hukanui Rd West App | 1 | 0 | 1,270 | 1,169 | -101 | -8% | 2.0 | 60 | 62 | 2 | 3% | 0.2 | 1,330 | 1,232 | -98 | -7% | 1.9 |
| 9292 | N | 8172_8157 | Wairere Dr / Fifth Ave North App | 1 | 0 | 1,365 | 1,593 | 228 | 17% | 4.2 | 64 | 81 | 17 | 27% | 1.4 | 1,429 | 1,674 | 245 | 17% | 4.4 |
| 9292 | S | 8157_8172 | Wairere Dr / Fifth Ave North App | 1 | 0 | 1,312 | 1,687 | 375 | 29% | 6.8 | 57 | 92 | 35 | 61% | 2.9 | 1,369 | 1,780 | 411 | 30% | 7.3 |
| 9294 | N | 8189_8172 | Wairere Dr / Fifth Ave South App | 1 | 0 | 1,390 | 1,417 | 27 | 2% | 0.5 | 64 | 64 | 0 | 0% | 0.0 | 1,454 | 1,481 | 27 | 2% | 0.5 |
| 9294 | S | 8172_8189 | Wairere Dr / Fifth Ave South App | 1 | 0 | 1,272 | 1,365 | 93 | 7% | 1.8 | 61 | 66 | 5 | 8% | 0.4 | 1,333 | 1,431 | 98 | 7% | 1.9 |
| 9295 | E | 4781_8172 | Wairere Dr / Fifth Ave West App | 1 | 0 | 620 | 529 | -91 | -15% | 2.7 | 16 | 22 | 6 | 38% | 1.0 | 636 | 551 | -85 | -13% | 2.5 |
| 9295 | W | 8172_4781 | Wairere Dr / Fifth Ave West App | 1 | 0 | 685 | 673 | -12 | -2% | 0.3 | 12 | 31 | 19 | 158% | 2.9 | 697 | 704 | 7 | 1% | 0.2 |
| 9296 | N | 8157_8201 | Wairere Dr / Powells Rd North App | 1 | 0 | 1,496 | 1,464 | -32 | -2% | 0.6 | 81 | 78 | -3 | -3% | 0.2 | 1,576 | 1,542 | -34 | -2% | 0.6 |
| 9296 | S | 8201_8157 | Wairere Dr / Powells Rd North App | 1 | 0 | 1,287 | 1,389 | 102 | 8% | 2.0 | 106 | 86 | -20 | -19% | 1.4 | 1,393 | 1,475 | 82 | 6% | 1.5 |
| 9297 | E | 8157_7024 | Wairere Dr / Powells Rd East App | 1 | 0 | 308 | 413 | 105 | 34% | 3.9 | 8 | 9 | 1 | 13% | 0.2 | 316 | 421 | 105 | 33% | 3.9 |
| 9297 | W | 7024_8157 | Wairere Dr / Powells Rd East App | 1 | 0 | 292 | 486 | 194 | 66% | 7.0 | 8 | 10 | 2 | 25% | 0.5 | 300 | 496 | 196 | 65% | 6.9 |
| 9298 | N | 8172_8157 | Wairere Dr / Powells Rd South App | 1 | 0 | 1,439 | 1,593 | 154 | 11% | 2.8 | 70 | 81 | 11 | 16% | 0.9 | 1,509 | 1,674 | 165 | 11% | 2.9 |
| 9298 | S | 8157_8172 | Wairere Dr / Powells Rd South App | 1 | 0 | 1,331 | 1,687 | 356 | 27% | 6.5 | 59 | 92 | 33 | 56% | 2.7 | 1,390 | 1,780 | 390 | 28% | 6.9 |
| 9299 | E | 5127_8157 | Wairere Dr / Powells Rd West App | 1 | 0 | 76 | 253 | 177 | 233% | 9.8 | 3 | 4 | 1 | 33% | 0.4 | 79 | 257 | 178 | 225% | 9.7 |
| 9299 | W | 8157_5127 | Wairere Dr / Powells Rd West App | 1 | 0 | 129 | 156 | 27 | 21% | 1.6 | 5 | 2 | -3 | -60% | 1.1 | 134 | 158 | 24 | 18% | 1.4 |
| 9300 | N | 3503_2767 | Wairere Dr / Resolution Dr North App | 1 | 0 | 756 | 1,264 | 508 | 67% | 11.3 | 27 | 34 | 7 | 26% | 0.9 | 783 | 1,298 | 515 | 66% | 11.3 |
| 9300 | S | 2767_3503 | Wairere Dr / Resolution Dr North App | 1 | 0 | 835 | 1,490 | 655 | 78% | 13.6 | 26 | 47 | 21 | 81% | 2.5 | 861 | 1,537 | 676 | 79% | 13.8 |
| 9301 | E | 3505_3543 | Wairere Dr / Resolution Dr East App | 1 | 0 | 1,094 | 1,320 | 226 | 21% | 4.6 | 63 | 72 | 9 | 14% | 0.8 | 1,157 | 1,392 | 235 | 20% | 4.7 |
| 9301 | W | 3543_3505 | Wairere Dr / Resolution Dr East App | 1 | 0 | 1,167 | 1,169 | 2 | 0% | 0.0 | 79 | 62 | -17 | -22% | 1.4 | 1,246 | 1,232 | -14 | -1% | 0.3 |
| 9303 | E | 8315_3502 | Wairere Dr / Resolution Dr West App | 1 | 0 | 1,589 | 2,017 | 428 | 27% | 7.1 | 78 | 95 | 17 | 22% | 1.3 | 1,667 | 2,112 | 445 | 27% | 7.2 |
| 9303 | W | 3502_8315 | Wairere Dr / Resolution Dr West App | 1 | 0 | 1,741 | 2,093 | 352 | 20% | 5.7 | 93 | 99 | 6 | 6% | 0.4 | 1,834 | 2,191 | 357 | 19% | 5.6 |
| 9304 | N | 8182_3019 | Wairere Dr / Ruakura Rd North App | 1 | 0 | 1,220 | 1,396 | 176 | 14% | 3.4 | 70 | 64 | -6 | -9% | 0.5 | 1,290 | 1,459 | 169 | 13% | 3.2 |
| 9304 | S | 3019_8182 | Wairere Dr / Ruakura Rd North App | 1 | 0 | 1,175 | 1,361 | 186 | 16% | 3.7 | 54 | 66 | 12 | 22% | 1.1 | 1,229 | 1,427 | 198 | 16% | 3.8 |
| 9305 | E | 8183_4307 | Wairere Dr / Ruakura Rd East App | 1 | 0 | 887 | 875 | -12 | -1% | 0.3 | 19 | 59 | 40 | 211% | 4.5 | 906 | 934 | 28 | 3% | 0.7 |
| 9305 | W | 4307_8183 | Wairere Dr / Ruakura Rd East App | 1 | 0 | 955 | 952 | -3 | 0% | 0.1 | 25 | 63 | 38 | 152% | 4.1 | 980 | 1,014 | 34 | 3% | 0.8 |
| 9306 | N | 9932_9933 | Wairere Dr / Ruakura Rd South App | 1 | 0 | 866 | 932 | 66 | 8% | 1.6 | 57 | 32 | -25 | -44% | 2.6 | 923 | 963 | 40 | 4% | 0.9 |
| 9306 | S | 9933_9932 | Wairere Dr / Ruakura Rd South App | 1 | 0 | 854 | 903 | 49 | 6% | 1.2 | 56 | 44 | -12 | -21% | 1.2 | 910 | 947 | 37 | 4% | 0.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9307 | E | 3023_8176 | Wairere Dr / Ruakura Rd West App | 1 | 0 | 867 | 936 | 69 | 8% | 1.6 | 25 | 48 | 23 | 92% | 2.7 | 892 | 984 | 92 | 10% | 2.1 |
| 9307 | W | 8176_3023 | Wairere Dr / Ruakura Rd West App | 1 | 0 | 902 | 1,005 | 103 | 11% | 2.4 | 16 | 42 | 26 | 163% | 3.4 | 918 | 1,047 | 129 | 14% | 2.9 |
| 9308 | N | 8295_3527 | Wairere Dr / River Rd North App | 1 | 0 | 891 | 1,178 | 287 | 32% | 6.3 | 39 | 43 | 4 | 10% | 0.4 | 930 | 1,222 | 292 | 31% | 6.3 |
| 9308 | S | 3527_8295 | Wairere Dr / River Rd North App | 1 | 0 | 842 | 1,016 | 174 | 21% | 4.0 | 37 | 36 | -1 | -3% | 0.1 | 879 | 1,052 | 173 | 20% | 3.9 |
| 9309 | E | 8315_3502 | Wairere Dr / River Rd East App | 1 | 0 | 1,661 | 2,017 | 356 | 21% | 5.9 | 70 | 95 | 25 | 36% | 1.9 | 1,731 | 2,112 | 381 | 22% | 6.1 |
| 9309 | W | 3502_8315 | Wairere Dr / River Rd East App | 1 | 0 | 1,830 | 2,093 | 263 | 14% | 4.2 | 98 | 99 | 1 | 1% | 0.1 | 1,928 | 2,191 | 263 | 14% | 4.1 |
| 9310 | N | 3651_8292 | Wairere Dr / River Rd South App | 1 | 0 | 646 | 871 | 225 | 35% | 5.8 | 17 | 31 | 14 | 82% | 2.0 | 663 | 902 | 239 | 36% | 6.0 |
| 9310 | S | 8292_3651 | Wairere Dr / River Rd South App | 1 | 0 | 708 | 833 | 125 | 18% | 3.2 | 16 | 23 | 7 | 44% | 1.1 | 724 | 856 | 132 | 18% | 3.3 |
| 9311 | E | 3652_8293 | Wairere Dr / River Rd West App | 1 | 0 | 2,090 | 2,775 | 685 | 33% | 9.8 | 99 | 122 | 23 | 23% | 1.5 | 2,189 | 2,897 | 708 | 32% | 9.9 |
| 9311 | W | 8293_3652 | Wairere Dr / River Rd West App | 1 | 0 | 2,148 | 2,726 | 578 | 27% | 8.3 | 126 | 126 | 0 | 0% | 0.0 | 2,274 | 2,852 | 578 | 25% | 8.1 |
| 9312 | N | 5265_3488 | Wairere Dr / Te Rapa Rd North App | 1 | 0 | 2,724 | 2,197 | -527 | -19% | 7.5 | 138 | 171 | 33 | 24% | 1.9 | 2,862 | 2,368 | -494 | -17% | 6.8 |
| 9312 | S | 3488_5265 | Wairere Dr / Te Rapa Rd North App | 1 | 0 | 2,015 | 2,023 | 8 | 0% | 0.1 | 104 | 177 | 73 | 70% | 4.4 | 2,119 | 2,201 | 82 | 4% | 1.2 |
| 9313 | E | 5472_3487 | Wairere Dr / Te Rapa Rd East App | 1 | 0 | 827 | 1,651 | 824 | 100% | 16.6 | 51 | 90 | 39 | 76% | 3.3 | 878 | 1,741 | 863 | 98% | 16.9 |
| 9313 | W | 3487_5472 | Wairere Dr / Te Rapa Rd East App | 1 | 0 | 1,275 | 1,791 | 516 | 40% | 9.3 | 75 | 83 | 8 | 11% | 0.6 | 1,350 | 1,874 | 524 | 39% | 9.2 |
| 9314 | N | 3486_5486 | Wairere Dr / Te Rapa Rd South App | 1 | 0 | 2,071 | 938 | -1,133 | -55% | 20.7 | 152 | 148 | -4 | -3% | 0.2 | 2,223 | 1,086 | -1,137 | -51% | 19.8 |
| 9314 | S | 5486_3486 | Wairere Dr / Te Rapa Rd South App | 1 | 0 | 1,673 | 1,098 | -575 | -34% | 10.9 | 112 | 154 | 42 | 38% | 2.6 | 1,785 | 1,252 | -533 | -30% | 9.7 |
| 9315 | E | 3483_5479 | Wairere Dr / Te Rapa Rd West App | 1 | 0 | 1,212 | 1,291 | 79 | 7% | 1.6 | 83 | 74 | -9 | -11% | 0.7 | 1,295 | 1,365 | 70 | 5% | 1.4 |
| 9315 | W | 5479_3483 | Wairere Dr / Te Rapa Rd West App | 1 | 0 | 1,349 | 1,097 | -252 | -19% | 5.1 | 113 | 68 | -45 | -40% | 3.3 | 1,462 | 1,165 | -297 | -20% | 5.8 |
| 9316 | N | 6681_3045 | Cameron Rd / Knighton Rd North App | 1 | 0 | 490 | 167 | -323 | -66% | 12.6 | 18 | 16 | -2 | -11% | 0.3 | 508 | 183 | -325 | -64% | 12.4 |
| 9316 | S | 3045_6681 | Cameron Rd / Knighton Rd North App | 1 | 0 | 562 | 217 | -345 | -61% | 12.4 | 15 | 20 | 5 | 33% | 0.8 | 577 | 237 | -340 | -59% | 11.9 |
| 9317 | E | 6681_6682 | Cameron Rd / Knighton Rd East App | 1 | 0 | 345 | 616 | 271 | 79% | 8.7 | 15 | 15 | 0 | 0% | 0.0 | 360 | 631 | 271 | 75% | 8.6 |
| 9317 | W | 6682_6681 | Cameron Rd / Knighton Rd East App | 1 | 0 | 380 | 492 | 112 | 29% | 3.8 | 15 | 15 | 0 | 0% | 0.0 | 395 | 506 | 111 | 28% | 3.7 |
| 9318 | N | 4095_6681 | Cameron Rd / Knighton Rd South App | 1 | 0 | 637 | 584 | -53 | -8% | 1.5 | 29 | 16 | -13 | -45% | 1.9 | 666 | 600 | -66 | -10% | 1.9 |
| 9318 | S | 6681_4095 | Cameron Rd / Knighton Rd South App | 1 | 0 | 779 | 507 | -272 | -35% | 7.6 | 27 | 20 | -7 | -26% | 1.0 | 806 | 527 | -279 | -35% | 7.6 |
| 9319 | E | 7567_6681 | Cameron Rd / Knighton Rd West App | 1 | 0 | 261 | 220 | -41 | -16% | 1.9 | 14 | 4 | -10 | -71% | 2.4 | 275 | 224 | -51 | -19% | 2.3 |
| 9319 | W | 6681_7567 | Cameron Rd / Knighton Rd West App | 1 | 0 | 226 | 223 | -3 | -1% | 0.1 | 13 | 4 | -9 | -69% | 2.2 | 239 | 227 | -12 | -5% | 0.6 |
| 9320 | N | 6297_6296 | Airport Rd / Raynes Rd North App | 0 | 0 | 359 | 485 | 126 | 35% | 4.3 | 36 | 63 | 27 | 75% | 2.7 | 395 | 547 | 152 | 38% | 5.0 |
| 9320 | S | 6296_6297 | Airport Rd / Raynes Rd North App | 0 | 0 | 323 | 731 | 408 | 126% | 12.6 | 51 | 76 | 25 | 49% | 2.2 | 374 | 807 | 433 | 116% | 12.6 |
| 9322 | N | 6298_6297 | Airport Rd / Raynes Rd South App | 0 | 0 | 313 | 485 | 172 | 55% | 6.1 | 26 | 63 | 37 | 142% | 3.9 | 339 | 547 | 208 | 61% | 7.0 |
| 9322 | S | 6297_6298 | Airport Rd / Raynes Rd South App | 0 | 0 | 266 | 547 | 281 | 106% | 9.9 | 37 | 78 | 41 | 111% | 3.8 | 303 | 626 | 323 | 107% | 10.6 |
| 9323 | E | 6295_6297 | Airport Rd / Raynes Rd West App | 0 | 0 | 118 | 35 | -83 | -70% | 6.7 | 19 | 12 | -7 | -37% | 1.3 | 137 | 47 | -90 | -66% | 6.6 |
| 9323 | W | 6297_6295 | Airport Rd / Raynes Rd West App | 0 | 0 | 129 | 219 | 90 | 70% | 4.8 | 23 | 9 | -14 | -61% | 2.5 | 152 | 228 | 76 | 50% | 3.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9324 | N | 2576_13695 | Borman Rd / Resolution Dr North App | 1 | 0 | 7 | 0 | -7 | -100% | 2.6 | 1 | 0 | -1 | -100% | 1.0 | 8 | 0 | -8 | -100% | 2.8 |
| 9324 | S | 13695_2576 | Borman Rd / Resolution Dr North App | 1 | 0 | 3 | 0 | -3 | -100% | 1.7 | 2 | 0 | -2 | -100% | 1.4 | 5 | 0 | -5 | -100% | 2.2 |
| 9325 | E | 2575_2569 | Borman Rd / Resolution Dr East App | 1 | 0 | 124 | 32 | -92 | -74% | 7.4 | 20 | 1 | -19 | -95% | 4.1 | 144 | 33 | -111 | -77% | 8.3 |
| 9325 | W | 2569_2575 | Borman Rd / Resolution Dr East App | 1 | 0 | 173 | 35 | -138 | -80% | 9.6 | 16 | 1 | -15 | -94% | 3.6 | 189 | 37 | -152 | -80% | 10.1 |
| 9326 | N | 3866_2575 | Borman Rd / Resolution Dr South App | 1 | 0 | 248 | 369 | 121 | 49% | 4.9 | 46 | 12 | -34 | -74% | 4.5 | 294 | 381 | 87 | 30% | 3.3 |
| 9326 | S | 2575_3866 | Borman Rd / Resolution Dr South App | 1 | 0 | 253 | 383 | 130 | 51% | 5.2 | 41 | 15 | -26 | -63% | 3.5 | 294 | 398 | 104 | 35% | 4.0 |
| 9327 | E | 9791_2575 | Borman Rd / Resolution Dr West App | 1 | 0 | 177 | 408 | 231 | 131% | 9.6 | 33 | 15 | -18 | -55% | 2.6 | 210 | 422 | 212 | 101% | 8.4 |
| 9327 | W | 2575_9791 | Borman Rd / Resolution Dr West App | 1 | 0 | 217 | 397 | 180 | 83% | 7.3 | 35 | 12 | -23 | -66% | 3.4 | 252 | 409 | 157 | 62% | 6.1 |
| 9328 | N | 2943_14145 | Collins Rd / Tuhikaramea Rd North App | 0 | 0 | 204 | 431 | 227 | 111% | 9.0 | 23 | 79 | 56 | 243% | 5.5 | 227 | 510 | 283 | 125% | 10.4 |
| 9328 | S | 14145_2943 | Collins Rd / Tuhikaramea Rd North App | 0 | 0 | 228 | 432 | 204 | 89% | 7.9 | 33 | 74 | 41 | 124% | 4.0 | 261 | 507 | 246 | 94% | 8.9 |
| 9329 | E | 2943_2929 | Collins Rd / Tuhikaramea Rd East App | 0 | 0 | 147 | 260 | 113 | 77% | 5.6 | 6 | 11 | 5 | 83% | 1.2 | 153 | 270 | 117 | 76% | 5.7 |
| 9329 | W | 2929_2943 | Collins Rd / Tuhikaramea Rd East App | 0 | 0 | 109 | 241 | 132 | 121% | 7.1 | 11 | 10 | -1 | -9% | 0.2 | 120 | 251 | 131 | 109% | 6.8 |
| 9330 | N | 4511_13992 | Collins Rd / Tuhikaramea Rd South App | 0 | 0 | 190 | 467 | 277 | 146% | 10.8 | 16 | 78 | 62 | 388% | 6.4 | 206 | 545 | 339 | 165% | 12.4 |
| 9330 | S | 13992_4511 | Collins Rd / Tuhikaramea Rd South App | 0 | 0 | 196 | 441 | 245 | 125% | 9.7 | 30 | 73 | 43 | 143% | 4.2 | 226 | 514 | 288 | 127% | 10.6 |
| 9331 | E | 2972_2943 | Collins Rd / Tuhikaramea Rd West App | 0 | 0 | 90 | 227 | 137 | 152% | 7.7 | 14 | 13 | -1 | -7% | 0.2 | 104 | 239 | 135 | 130% | 7.3 |
| 9331 | W | 2943_2972 | Collins Rd / Tuhikaramea Rd West App | 0 | 0 | 70 | 236 | 166 | 237% | 9.5 | 15 | 12 | -3 | -20% | 0.6 | 85 | 248 | 163 | 192% | 8.9 |
| 9332 | N | 4111_10568 | Morrinsville Rd / Silverdale Rd North App | 1 | 0 | 237 | 323 | 86 | 36% | 3.6 | 7 | 31 | 24 | 343% | 3.9 | 244 | 354 | 110 | 45% | 4.5 |
| 9332 | S | 10568_4111 | Morrinsville Rd / Silverdale Rd North App | 1 | 0 | 272 | 265 | -7 | -3% | 0.3 | 16 | 13 | -3 | -19% | 0.6 | 288 | 278 | -10 | -3% | 0.4 |
| 9333 | E | 4111_10565 | Morrinsville Rd / Silverdale Rd East App | 1 | 0 | 391 | 537 | 146 | 37% | 4.8 | 17 | 65 | 48 | 282% | 5.3 | 408 | 602 | 194 | 48% | 6.1 |
| 9333 | W | 10565_4111 | Morrinsville Rd / Silverdale Rd East App | 1 | 0 | 402 | 549 | 147 | 37% | 4.8 | 17 | 82 | 65 | 382% | 6.5 | 419 | 631 | 212 | 51% | 6.5 |
| 9335 | E | 4114_4111 | Morrinsville Rd / Silverdale Rd West App | 1 | 0 | 542 | 728 | 186 | 34% | 5.2 | 20 | 71 | 51 | 255% | 5.3 | 562 | 799 | 237 | 42% | 6.4 |
| 9335 | W | 4111_4114 | Morrinsville Rd / Silverdale Rd West App | 1 | 0 | 588 | 683 | 95 | 16% | 2.7 | 29 | 69 | 40 | 138% | 4.0 | 617 | 752 | 135 | 22% | 3.6 |
| 9336 | N | 3838_3866 | Discovery Dr / Resolution Dr North App | 1 | 0 | 255 | 369 | 114 | 45% | 4.6 | 29 | 12 | -17 | -59% | 2.7 | 284 | 381 | 97 | 34% | 3.8 |
| 9336 | S | 3866_3838 | Discovery Dr / Resolution Dr North App | 1 | 0 | 245 | 383 | 138 | 56% | 5.5 | 30 | 15 | -15 | -50% | 2.2 | 275 | 398 | 123 | 45% | 4.7 |
| 9337 | E | 3838_3576 | Discovery Dr / Resolution Dr East App | 1 | 0 | 138 | 300 | 162 | 117% | 7.7 | 6 | 6 | 0 | 0% | 0.0 | 144 | 307 | 163 | 113% | 7.7 |
| 9337 | W | 3576_3838 | Discovery Dr / Resolution Dr East App | 1 | 0 | 142 | 338 | 196 | 138% | 8.9 | 3 | 7 | 4 | 133% | 1.3 | 145 | 345 | 200 | 138% | 9.0 |
| 9338 | N | 8188_3838 | Discovery Dr / Resolution Dr South App | 1 | 0 | 518 | 754 | 236 | 46% | 6.6 | 35 | 11 | -24 | -69% | 3.5 | 553 | 765 | 212 | 38% | 5.8 |
| 9338 | S | 3838_8188 | Discovery Dr / Resolution Dr South App | 1 | 0 | 451 | 767 | 316 | 70% | 9.1 | 38 | 20 | -18 | -47% | 2.4 | 489 | 787 | 298 | 61% | 8.3 |
| 9339 | E | 3836_3838 | Discovery Dr / Resolution Dr West App | 1 | 0 | 266 | 294 | 28 | 11% | 1.2 | 24 | 12 | -12 | -50% | 2.0 | 290 | 307 | 17 | 6% | 0.7 |
| 9339 | W | 3838_3836 | Discovery Dr / Resolution Dr West App | 1 | 0 | 327 | 333 | 6 | 2% | 0.2 | 19 | 5 | -14 | -74% | 2.9 | 346 | 339 | -7 | -2% | 0.3 |
| 9340 | N | 2667_2665 | Ohaupo Rd / Collins Rd North App | 1 | 0 | 1,708 | 1,740 | 32 | 2% | 0.5 | 82 | 134 | 52 | 63% | 3.5 | 1,790 | 1,874 | 84 | 5% | 1.4 |
| 9340 | S | 2665_2667 | Ohaupo Rd / Collins Rd North App | 1 | 0 | 1,526 | 1,618 | 92 | 6% | 1.6 | 84 | 124 | 40 | 48% | 2.8 | 1,610 | 1,743 | 133 | 8% | 2.3 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9342 | N | 11496_2667 | Ohaupo Rd / Collins Rd South App | 1 | 0 | 1,512 | 1,786 | 274 | 18% | 4.8 | 78 | 136 | 58 | 74% | 4.0 | 1,590 | 1,922 | 332 | 21% | 5.6 |
| 9342 | S | 2667_11496 | Ohaupo Rd / Collins Rd South App | 1 | 0 | 1,332 | 1,734 | 402 | 30% | 7.3 | 77 | 126 | 49 | 64% | 3.4 | 1,409 | 1,860 | 451 | 32% | 7.9 |
| 9343 | E | 3142_2667 | Ohaupo Rd / Collins Rd West App | 1 | 0 | 388 | 344 | -44 | -11% | 1.6 | 12 | 3 | -9 | -75% | 2.3 | 400 | 348 | -52 | -13% | 1.9 |
| 9343 | W | 2667_3142 | Ohaupo Rd / Collins Rd West App | 1 | 0 | 386 | 274 | -112 | -29% | 4.4 | 15 | 4 | -11 | -73% | 2.5 | 401 | 278 | -123 | -31% | 4.7 |
| 9344 | N | 2581_2631 | Ohaupo Rd / Raynes Rd North App | 1 | 0 | 815 | 1,005 | 190 | 23% | 4.5 | 72 | 117 | 45 | 63% | 3.3 | 887 | 1,122 | 235 | 26% | 5.2 |
| 9344 | S | 2631_2581 | Ohaupo Rd / Raynes Rd North App | 1 | 0 | 740 | 914 | 174 | 24% | 4.3 | 69 | 108 | 39 | 57% | 2.9 | 809 | 1,022 | 213 | 26% | 5.0 |
| 9345 | E | 2581_2921 | Ohaupo Rd / Raynes Rd East App | 1 | 0 | 123 | 244 | 121 | 98% | 6.3 | 19 | 19 | 0 | 0% | 0.0 | 142 | 263 | 121 | 85% | 6.0 |
| 9345 | W | 2921_2581 | Ohaupo Rd / Raynes Rd East App | 1 | 0 | 114 | 285 | 171 | 150% | 8.6 | 19 | 21 | 2 | 11% | 0.3 | 133 | 306 | 173 | 130% | 8.3 |
| 9346 | N | 2922_2581 | Ohaupo Rd / Raynes Rd South App | 1 | 0 | 725 | 827 | 102 | 14% | 2.6 | 56 | 102 | 46 | 82% | 3.7 | 781 | 929 | 148 | 19% | 3.6 |
| 9346 | S | 2581_2922 | Ohaupo Rd / Raynes Rd South App | 1 | 0 | 641 | 777 | 136 | 21% | 3.6 | 53 | 95 | 42 | 79% | 3.5 | 694 | 872 | 178 | 26% | 4.5 |
| 9348 | N | 4923_4614 | Ohaupo Rd / Dixon Rd North App | 1 | 0 | 932 | 935 | 3 | 0% | 0.1 | 75 | 115 | 40 | 53% | 2.9 | 1,007 | 1,050 | 43 | 4% | 0.9 |
| 9348 | S | 4614_4923 | Ohaupo Rd / Dixon Rd North App | 1 | 0 | 860 | 833 | -27 | -3% | 0.7 | 58 | 106 | 48 | 83% | 3.7 | 918 | 939 | 21 | 2% | 0.5 |
| 9349 | E | 4923_13719 | Ohaupo Rd / Dixon Rd East App | 1 | 0 | 133 | 172 | 39 | 29% | 2.2 | 13 | 7 | -6 | -46% | 1.3 | 146 | 180 | 34 | 23% | 1.9 |
| 9349 | W | 13719_4923 | Ohaupo Rd / Dixon Rd East App | 1 | 0 | 118 | 184 | 66 | 56% | 3.8 | 12 | 8 | -4 | -33% | 0.9 | 130 | 192 | 62 | 48% | 3.5 |
| 9350 | N | 3157_4923 | Ohaupo Rd / Dixon Rd South App | 1 | 0 | 864 | 1,017 | 153 | 18% | 3.5 | 77 | 118 | 41 | 53% | 2.9 | 941 | 1,135 | 194 | 21% | 4.3 |
| 9350 | S | 4923_3157 | Ohaupo Rd / Dixon Rd South App | 1 | 0 | 777 | 927 | 150 | 19% | 3.6 | 59 | 109 | 50 | 85% | 3.9 | 836 | 1,037 | 201 | 24% | 4.6 |
| 9352 | N | 3496_3612 | River Rd / Discovery Dr North App | 1 | 0 | 333 | 300 | -33 | -10% | 1.3 | 46 | 14 | -32 | -70% | 4.1 | 379 | 315 | -64 | -17% | 2.4 |
| 9352 | S | 3612_3496 | River Rd / Discovery Dr North App | 1 | 0 | 386 | 227 | -159 | -41% | 6.4 | 46 | 7 | -39 | -85% | 5.4 | 432 | 234 | -198 | -46% | 7.7 |
| 9353 | E | 3496_3322 | River Rd / Discovery Dr East App | 1 | 0 | 42 | 51 | 9 | 21% | 0.9 | 3 | 1 | -2 | -67% | 1.0 | 45 | 52 | 7 | 16% | 0.7 |
| 9353 | W | 3322_3496 | River Rd / Discovery Dr East App | 1 | 0 | 40 | 43 | 3 | 8% | 0.3 | 3 | 1 | -2 | -67% | 1.0 | 43 | 44 | 1 | 2% | 0.1 |
| 9354 | N | 5082_3496 | River Rd / Discovery Dr South App | 1 | 0 | 595 | 698 | 103 | 17% | 2.9 | 30 | 36 | 6 | 20% | 0.7 | 625 | 733 | 108 | 17% | 2.9 |
| 9354 | S | 3496_5082 | River Rd / Discovery Dr South App | 1 | 0 | 663 | 580 | -83 | -13% | 2.4 | 29 | 28 | -1 | -3% | 0.1 | 692 | 608 | -84 | -12% | 2.3 |
| 9355 | E | 6640_3496 | River Rd / Discovery Dr West App | 1 | 0 | 423 | 405 | -18 | -4% | 0.6 | 40 | 22 | -18 | -45% | 2.3 | 463 | 427 | -36 | -8% | 1.2 |
| 9355 | W | 3496_6640 | River Rd / Discovery Dr West App | 1 | 0 | 406 | 441 | 35 | 9% | 1.2 | 41 | 22 | -19 | -46% | 2.4 | 447 | 463 | 16 | 4% | 0.5 |
| 9356 | N | 2793_2516 | Ruakura Rd / Morrinsville Rd North App | 1 | 0 | 197 | 260 | 63 | 32% | 2.9 | 10 | 20 | 10 | 100% | 1.8 | 207 | 280 | 73 | 35% | 3.3 |
| 9356 | S | 2516_2793 | Ruakura Rd / Morrinsville Rd North App | 1 | 0 | 193 | 268 | 75 | 39% | 3.5 | 4 | 32 | 28 | 700% | 4.7 | 197 | 300 | 103 | 52% | 4.6 |
| 9357 | E | 2793_13986 | Ruakura Rd / Morrinsville Rd East App | 1 | 0 | 381 | 591 | 210 | 55% | 6.7 | 19 | 74 | 55 | 289% | 5.7 | 400 | 665 | 265 | 66% | 8.1 |
| 9357 | W | 13986_2793 | Ruakura Rd / Morrinsville Rd East App | 1 | 0 | 407 | 595 | 188 | 46% | 5.9 | 24 | 79 | 55 | 229% | 5.4 | 431 | 674 | 243 | 56% | 7.3 |
| 9358 | N | 5716_2793 | Ruakura Rd / Morrinsville Rd South App | 1 | 0 | 11 | 0 | -11 | -100% | 3.3 | 1 | 0 | -1 | -100% | 1.0 | 12 | 0 | -12 | -100% | 3.5 |
| 9358 | S | 2793_5716 | Ruakura Rd / Morrinsville Rd South App | 1 | 0 | 10 | 0 | -10 | -100% | 3.2 | 1 | 0 | -1 | -100% | 1.0 | 11 | 0 | -11 | -100% | 3.3 |
| 9359 | E | 10565_2793 | Ruakura Rd / Morrinsville Rd West App | 1 | 0 | 334 | 537 | 203 | 61% | 6.9 | 21 | 65 | 44 | 210% | 4.7 | 355 | 602 | 247 | 70% | 8.0 |
| 9359 | W | 2793_10565 | Ruakura Rd / Morrinsville Rd West App | 1 | 0 | 357 | 549 | 192 | 54% | 6.4 | 20 | 82 | 62 | 310% | 6.1 | 377 | 631 | 254 | 67% | 8.0 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9360 | N | 14086_10336 | Thomas Rd / Gordonton Rd North App | 1 | 0 | 340 | 519 | 179 | 53% | 6.1 | 25 | 38 | 13 | 52% | 1.6 | 365 | 557 | 192 | 53% | 6.3 |
| 9360 | S | 10336_14086 | Thomas Rd / Gordonton Rd North App | 1 | 0 | 370 | 549 | 179 | 48% | 5.9 | 30 | 41 | 11 | 37% | 1.3 | 400 | 590 | 190 | 48% | 6.0 |
| 9362 | N | 2556_14085 | Thomas Rd / Gordonton Rd South App | 1 | 0 | 602 | 933 | 331 | 55% | 8.4 | 37 | 41 | 4 | 11% | 0.5 | 639 | 974 | 335 | 52% | 8.3 |
| 9362 | S | 14085_2556 | Thomas Rd / Gordonton Rd South App | 1 | 0 | 596 | 882 | 286 | 48% | 7.4 | 47 | 44 | -3 | -6% | 0.3 | 643 | 926 | 283 | 44% | 7.1 |
| 9363 | E | 3632_14084 | Thomas Rd / Gordonton Rd West App | 1 | 0 | 418 | 588 | 170 | 41% | 5.4 | 24 | 28 | 4 | 17% | 0.6 | 442 | 616 | 174 | 39% | 5.3 |
| 9363 | W | 14084_3632 | Thomas Rd / Gordonton Rd West App | 1 | 0 | 454 | 668 | 214 | 47% | 6.4 | 19 | 29 | 10 | 53% | 1.4 | 473 | 696 | 223 | 47% | 6.5 |
| 9364 | N | 3843_8188 | Thomas Rd / Resolution Dr North App | 1 | 0 | 532 | 754 | 222 | 42% | 6.2 | 29 | 11 | -18 | -62% | 2.8 | 561 | 765 | 204 | 36% | 5.6 |
| 9364 | S | 8188_3843 | Thomas Rd / Resolution Dr North App | 1 | 0 | 469 | 767 | 298 | 64% | 8.5 | 19 | 20 | 1 | 5% | 0.2 | 488 | 787 | 299 | 61% | 8.4 |
| 9365 | E | 3843_3840 | Thomas Rd / Resolution Dr East App | 1 | 0 | 808 | 986 | 178 | 22% | 4.2 | 25 | 30 | 5 | 20% | 0.7 | 833 | 1,016 | 183 | 22% | 4.3 |
| 9365 | W | 3840_3843 | Thomas Rd / Resolution Dr East App | 1 | 0 | 637 | 757 | 120 | 19% | 3.2 | 28 | 8 | -20 | -71% | 3.3 | 665 | 765 | 100 | 15% | 2.6 |
| 9366 | N | 2770_3843 | Thomas Rd / Resolution Dr South App | 1 | 0 | 922 | 1,337 | 415 | 45% | 8.7 | 31 | 35 | 4 | 13% | 0.5 | 953 | 1,372 | 419 | 44% | 8.7 |
| 9366 | S | 3843_2770 | Thomas Rd / Resolution Dr South App | 1 | 0 | 688 | 1,121 | 433 | 63% | 10.2 | 24 | 23 | -1 | -4% | 0.1 | 712 | 1,144 | 432 | 61% | 10.0 |
| 9368 | N | 3763_2672 | Thomas Rd / Horsham Downs Rd North App | 1 | 0 | 686 | 601 | -85 | -12% | 2.4 | 17 | 6 | -11 | -65% | 2.3 | 703 | 607 | -96 | -14% | 2.7 |
| 9368 | S | 2672_3763 | Thomas Rd / Horsham Downs Rd North App | 1 | 0 | 751 | 268 | -483 | -64% | 15.1 | 20 | 6 | -14 | -70% | 2.7 | 771 | 274 | -497 | -64% | 15.4 |
| 9369 | E | 3763_3765 | Thomas Rd / Horsham Downs Rd East App | 1 | 0 | 774 | 638 | -136 | -18% | 3.6 | 32 | 25 | -7 | -22% | 0.9 | 806 | 663 | -143 | -18% | 3.7 |
| 9369 | W | 3765_3763 | Thomas Rd / Horsham Downs Rd East App | 1 | 0 | 736 | 1,028 | 292 | 40% | 7.0 | 23 | 25 | 2 | 9% | 0.3 | 759 | 1,053 | 294 | 39% | 6.9 |
| 9370 | N | 3762_3763 | Thomas Rd / Horsham Downs Rd South App | 1 | 0 | 768 | 607 | -161 | -21% | 4.3 | 26 | 7 | -19 | -73% | 3.3 | 794 | 613 | -181 | -23% | 4.8 |
| 9370 | S | 3763_3762 | Thomas Rd / Horsham Downs Rd South App | 1 | 0 | 817 | 589 | -228 | -28% | 6.1 | 24 | 6 | -18 | -75% | 3.3 | 841 | 595 | -246 | -29% | 6.5 |
| 9371 | E | 3792_3763 | Thomas Rd / Horsham Downs Rd West App | 1 | 0 | 747 | 742 | -5 | -1% | 0.1 | 38 | 23 | -15 | -39% | 1.9 | 785 | 765 | -20 | -3% | 0.5 |
| 9371 | W | 3763_3792 | Thomas Rd / Horsham Downs Rd West App | 1 | 0 | 725 | 817 | 92 | 13% | 2.3 | 34 | 24 | -10 | -29% | 1.3 | 759 | 840 | 81 | 11% | 2.0 |
| 9372 | N | 6727_7101 | Waikato Expy NB Ramps / Koura Dr NB On Ramp | 1 | 0 | 80 | 149 | 69 | 86% | 4.6 | 45 | 10 | -35 | -78% | 4.7 | 125 | 159 | 34 | 27% | 2.0 |
| 9373 | E | 6727_6837 | Waikato Expy NB Ramps / Koura Dr East App | 1 | 0 | 223 | 259 | 36 | 16% | 1.6 | 24 | 12 | -12 | -50% | 2.0 | 247 | 271 | 24 | 10% | 1.1 |
| 9373 | W | 6837_6727 | Waikato Expy NB Ramps / Koura Dr East App | 1 | 0 | 236 | 301 | 65 | 28% | 2.8 | 53 | 20 | -33 | -62% | 3.9 | 289 | 321 | 32 | 11% | 1.3 |
| 9374 | N | 6866_6727 | Waikato Expy NB Ramps / Koura NB Off Ramp | 1 | 0 | 55 | 118 | 63 | 115% | 4.8 | 9 | 7 | -2 | -22% | 0.5 | 64 | 125 | 61 | 95% | 4.4 |
| 9375 | E | 2717_6727 | Waikato Expy NB Ramps / Koura Dr West App | 1 | 0 | 245 | 369 | 124 | 51% | 5.0 | 44 | 21 | -23 | -52% | 2.9 | 289 | 389 | 100 | 35% | 3.8 |
| 9375 | W | 6727_2717 | Waikato Expy NB Ramps / Koura Dr West App | 1 | 0 | 233 | 380 | 147 | 63% | 5.9 | 37 | 26 | -11 | -30% | 1.4 | 270 | 406 | 136 | 50% | 5.2 |
| 9376 | S | 7101_6837 | Waikato Expy SB Ramps / Koura Dr SB Off Ramp | 1 | 0 | 84 | 82 | -2 | -2% | 0.2 | 46 | 8 | -38 | -83% | 5.2 | 130 | 91 | -39 | -30% | 2.6 |
| 9377 | E | 6837_4713 | Waikato Expy SB Ramps / Koura Dr East App | 1 | 0 | 229 | 191 | -38 | -17% | 1.9 | 43 | 13 | -30 | -70% | 4.0 | 272 | 204 | -68 | -25% | 3.1 |
| 9377 | W | 4713_6837 | Waikato Expy SB Ramps / Koura Dr East App | 1 | 0 | 207 | 248 | 41 | 20% | 1.9 | 40 | 13 | -27 | -68% | 3.7 | 247 | 261 | 14 | 6% | 0.6 |
| 9378 | S | 6837_6866 | Waikato Expy SB Ramps / Koura Dr SB On Ramp | 1 | 0 | 55 | 97 | 42 | 76% | 3.4 | 13 | 0 | -13 | -100% | 3.6 | 68 | 98 | 30 | 44% | 2.3 |
| 9379 | E | 6727_6837 | Waikato Expy SB Ramps / Koura Dr West App | 1 | 0 | 227 | 259 | 32 | 14% | 1.5 | 21 | 12 | -9 | -43% | 1.6 | 248 | 271 | 23 | 9% | 1.0 |
| 9379 | W | 6837_6727 | Waikato Expy SB Ramps / Koura Dr West App | 1 | 0 | 234 | 301 | 67 | 29% | 2.9 | 51 | 20 | -31 | -61% | 3.7 | 285 | 321 | 36 | 13% | 1.5 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9380 | N | 5599_5600 | Airport Rd / Tamahere Dr / Devine Rd North App | 0 | 0 | 220 | 400 | 180 | 82% | 7.2 | 38 | 45 | 7 | 18% | 0.8 | 258 | 445 | 187 | 72% | 7.1 |
| 9380 | S | 5600_5599 | Airport Rd / Tamahere Dr / Devine Rd North App | 0 | 0 | 527 | 718 | 191 | 36% | 5.4 | 57 | 87 | 30 | 53% | 2.5 | 584 | 804 | 220 | 38% | 5.9 |
| 9381 | E | 5599_5624 | Airport Rd / Tamahere Dr / Devine Rd East App | 0 | 0 | 73 | 2 | -71 | -97% | 8.2 | 10 | 5 | -5 | -50% | 1.3 | 83 | 7 | -76 | -92% | 8.0 |
| 9381 | W | 5624_5599 | Airport Rd / Tamahere Dr / Devine Rd East App | 0 | 0 | 188 | 241 | 53 | 28% | 2.6 | 39 | 16 | -23 | -59% | 3.1 | 227 | 257 | 30 | 13% | 1.4 |
| 9382 | N | 10908_5599 | Airport Rd / Tamahere Dr / Devine Rd South App | 0 | 0 | 400 | 725 | 325 | 81% | 9.7 | 54 | 46 | -8 | -15% | 0.8 | 454 | 770 | 316 | 70% | 9.0 |
| 9382 | S | 5599_10908 | Airport Rd / Tamahere Dr / Devine Rd South App | 0 | 0 | 330 | 706 | 376 | 114% | 11.7 | 64 | 77 | 13 | 20% | 1.1 | 394 | 782 | 388 | 98% | 11.3 |
| 9383 | W | 5599_5790 | Airport Rd / Tamahere Dr / Devine Rd West App | 0 | 0 | 492 | 575 | 83 | 17% | 2.5 | 38 | 22 | -16 | -42% | 2.1 | 530 | 597 | 67 | 13% | 2.0 |
| 9384 | N | 5600_5616 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd North App | 0 | 0 | 309 | 502 | 193 | 62% | 6.8 | 32 | 55 | 23 | 72% | 2.5 | 341 | 557 | 216 | 63% | 7.2 |
| 9384 | S | 5616_5600 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd North App | 0 | 0 | 279 | 365 | 86 | 31% | 3.4 | 37 | 49 | 12 | 32% | 1.3 | 316 | 414 | 98 | 31% | 3.6 |
| 9385 | E | 5600_2861 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd East App | 0 | 0 | 102 | 171 | 69 | 68% | 4.2 | 20 | 10 | -10 | -50% | 1.8 | 122 | 181 | 59 | 48% | 3.4 |
| 9386 | N | 5599_5600 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd South App | 0 | 0 | 217 | 400 | 183 | 84% | 7.4 | 36 | 45 | 9 | 25% | 1.0 | 253 | 445 | 192 | 76% | 7.3 |
| 9386 | S | 5600_5599 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd South App | 0 | 0 | 527 | 718 | 191 | 36% | 5.4 | 57 | 87 | 30 | 53% | 2.5 | 584 | 804 | 220 | 38% | 5.9 |
| 9387 | E | 2858_5600 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd West App | 0 | 0 | 441 | 625 | 184 | 42% | 5.6 | 36 | 59 | 23 | 64% | 2.4 | 477 | 684 | 207 | 43% | 6.1 |
| 9388 | N | 6342_9632 | Waikato Expy / Te Rapa Rd South Facing Ramps | 0 | 0 | 229 | 337 | 108 | 47% | 4.5 | 47 | 114 | 67 | 143% | 5.3 | 276 | 451 | 175 | 63% | 6.5 |
| 9388 | S | 9632_6486 | Waikato Expy / Te Rapa Rd South Facing Ramps | 0 | 0 | 283 | 331 | 48 | 17% | 1.9 | 44 | 109 | 65 | 148% | 5.3 | 327 | 440 | 113 | 35% | 4.1 |
| 9389 | E | 6486_2680 | Waikato Expy / Te Rapa Rd East App | 0 | 0 | 726 | 735 | 9 | 1% | 0.2 | 77 | 159 | 82 | 106% | 5.3 | 803 | 894 | 91 | 11% | 2.2 |
| 9389 | W | 2680_6486 | Waikato Expy / Te Rapa Rd East App | 0 | 0 | 690 | 677 | -13 | -2% | 0.4 | 78 | 149 | 71 | 91% | 4.7 | 768 | 826 | 58 | 8% | 1.5 |
| 9390 | N | 6341_6342 | Waikato Expy / Te Rapa Rd North Facing Ramps | 0 | 0 | 193 | 304 | 111 | 58% | 5.0 | 47 | 43 | -4 | -9% | 0.4 | 240 | 347 | 107 | 45% | 4.4 |
| 9390 | S | 6486_6341 | Waikato Expy / Te Rapa Rd North Facing Ramps | 0 | 0 | 260 | 257 | -3 | -1% | 0.1 | 46 | 38 | -8 | -17% | 0.9 | 306 | 296 | -10 | -3% | 0.4 |
| 9391 | E | 10680_6342 | Waikato Expy / Te Rapa Rd West App | 0 | 0 | 688 | 722 | 34 | 5% | 0.9 | 73 | 92 | 19 | 26% | 1.5 | 761 | 814 | 53 | 7% | 1.3 |
| 9391 | W | 6342_10680 | Waikato Expy / Te Rapa Rd West App | 0 | 0 | 639 | 705 | 66 | 10% | 1.8 | 72 | 82 | 10 | 14% | 0.8 | 711 | 787 | 76 | 11% | 2.0 |
| 9392 | N | 7165_4194 | Whatawhata Rd / Newcastle Rd North App | 1 | 0 | 343 | 649 | 306 | 89% | 9.7 | 18 | 18 | 0 | 0% | 0.0 | 361 | 667 | 306 | 85% | 9.5 |
| 9392 | S | 4194_7165 | Whatawhata Rd / Newcastle Rd North App | 1 | 0 | 339 | 583 | 244 | 72% | 8.0 | 15 | 15 | 0 | 0% | 0.0 | 354 | 598 | 244 | 69% | 7.9 |
| 9393 | E | 7165_3412 | Whatawhata Rd / Newcastle Rd East App | 1 | 0 | 651 | 784 | 133 | 20% | 3.5 | 32 | 38 | 6 | 19% | 0.7 | 683 | 822 | 139 | 20% | 3.6 |
| 9393 | W | 3412_7165 | Whatawhata Rd / Newcastle Rd East App | 1 | 0 | 607 | 869 | 262 | 43% | 6.8 | 35 | 41 | 6 | 17% | 0.7 | 642 | 910 | 268 | 42% | 6.8 |
| 9395 | E | 4980_7165 | Whatawhata Rd / Newcastle Rd West App | 1 | 0 | 462 | 693 | 231 | 50% | 6.8 | 23 | 42 | 19 | 83% | 2.4 | 485 | 735 | 250 | 52% | 7.2 |
| 9395 | W | 7165_4980 | Whatawhata Rd / Newcastle Rd West App | 1 | 0 | 414 | 712 | 298 | 72% | 8.9 | 23 | 42 | 19 | 83% | 2.4 | 437 | 754 | 317 | 73% | 9.2 |
| 9396 | N | 3786_10920 | Ohaupo Rd / Airport Rd North App | 0 | 0 | 0 | 0 | 0 | - | 0.0 | 0 | 0 | 0 | - | 0.0 | 0 | 0 | 0 | - | 0.0 |
| 9396 | S | 10920_3786 | Ohaupo Rd / Airport Rd North App | 0 | 0 | 0 | 0 | 0 | - | 0.0 | 0 | 0 | 0 | - | 0.0 | 0 | 0 | 0 | - | 0.0 |
| 9397 | E | 3786_2635 | Ohaupo Rd / Airport Rd East App | 0 | 0 | 234 | 518 | 284 | 121% | 10.4 | 35 | 68 | 33 | 94% | 3.3 | 269 | 586 | 317 | 118% | 10.8 |
| 9397 | W | 2635_3786 | Ohaupo Rd / Airport Rd East App | 0 | 0 | 260 | 541 | 281 | 108% | 9.9 | 49 | 73 | 24 | 49% | 2.2 | 309 | 613 | 304 | 98% | 10.0 |
| 9398 | N | 6356_3786 | Ohaupo Rd / Airport Rd South App | 0 | 0 | 704 | 937 | 233 | 33% | 5.8 | 50 | 123 | 73 | 146% | 5.6 | 754 | 1,060 | 306 | 41% | 7.2 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9398 | S | 3786_6356 | Ohaupo Rd / Airport Rd South App | 0 | 0 | 666 | 904 | 238 | 36% | 6.0 | 60 | 121 | 61 | 102% | 4.5 | 726 | 1,025 | 299 | 41% | 7.1 |
| 9399 | E | 6358_3786 | Ohaupo Rd / Airport Rd West App | 0 | 0 | 592 | 674 | 82 | 14% | 2.3 | 49 | 91 | 42 | 86% | 3.5 | 641 | 765 | 124 | 19% | 3.3 |
| 9399 | W | 3786_6358 | Ohaupo Rd / Airport Rd West App | 0 | 0 | 656 | 730 | 74 | 11% | 2.0 | 54 | 98 | 44 | 81% | 3.6 | 710 | 827 | 117 | 16% | 3.0 |
| 9400 | N | 4518_5044 | Wariere Dr / Huntington Dr West North App | 1 | 0 | 139 | 120 | -19 | -14% | 1.2 | 4 | 1 | -3 | -75% | 1.3 | 143 | 122 | -21 | -15% | 1.3 |
| 9400 | S | 5044_4518 | Wariere Dr / Huntington Dr West North App | 1 | 0 | 129 | 113 | -16 | -12% | 1.0 | 4 | 1 | -3 | -75% | 1.3 | 133 | 115 | -18 | -14% | 1.1 |
| 9401 | E | 4518_4519 | Wariere Dr / Huntington Dr West East App | 1 | 0 | 899 | 1,008 | 109 | 12% | 2.5 | 74 | 66 | -8 | -11% | 0.7 | 973 | 1,074 | 101 | 10% | 2.2 |
| 9401 | W | 4519_4518 | Wariere Dr / Huntington Dr West East App | 1 | 0 | 974 | 976 | 2 | 0% | 0.0 | 63 | 62 | -1 | -2% | 0.1 | 1,037 | 1,038 | 1 | 0% | 0.0 |
| 9403 | E | 3560_4518 | Wariere Dr / Huntington Dr West West App | 1 | 0 | 1,003 | 1,077 | 74 | 7% | 1.6 | 76 | 66 | -10 | -13% | 0.8 | 1,079 | 1,144 | 65 | 6% | 1.4 |
| 9403 | W | 4518_3560 | Wariere Dr / Huntington Dr West West App | 1 | 0 | 1,068 | 1,038 | -30 | -3% | 0.7 | 65 | 63 | -2 | -3% | 0.2 | 1,133 | 1,101 | -32 | -3% | 0.7 |
| 9404 | N | 2768_4067 | Wariere Dr / Huntington Dr East North App | 1 | 0 | 97 | 219 | 122 | 126% | 6.9 | 2 | 7 | 5 | 250% | 1.7 | 99 | 226 | 127 | 128% | 7.0 |
| 9404 | S | 4067_2768 | Wariere Dr / Huntington Dr East North App | 1 | 0 | 104 | 222 | 118 | 113% | 6.5 | 2 | 7 | 5 | 250% | 1.7 | 106 | 229 | 123 | 116% | 6.7 |
| 9405 | E | 2768_4277 | Wariere Dr / Huntington Dr East East App | 1 | 0 | 909 | 938 | 29 | 3% | 0.7 | 72 | 61 | -11 | -15% | 1.0 | 981 | 999 | 18 | 2% | 0.4 |
| 9405 | W | 4277_2768 | Wariere Dr / Huntington Dr East East App | 1 | 0 | 969 | 903 | -66 | -7% | 1.5 | 61 | 58 | -3 | -5% | 0.3 | 1,030 | 960 | -70 | -7% | 1.6 |
| 9407 | E | 3665_2768 | Wariere Dr / Huntington Dr East West App | 1 | 0 | 915 | 1,008 | 93 | 10% | 2.1 | 74 | 66 | -8 | -11% | 0.7 | 989 | 1,074 | 85 | 9% | 1.9 |
| 9407 | W | 2768_3665 | Wariere Dr / Huntington Dr East West App | 1 | 0 | 982 | 976 | -6 | -1% | 0.1 | 63 | 62 | -1 | -2% | 0.1 | 1,045 | 1,038 | -7 | -1% | 0.2 |
| 9408 | N | 5200_11091 | Killarney Rd / Queens Ave North App | 1 | 0 | 758 | 609 | -149 | -20% | 4.0 | 33 | 14 | -19 | -58% | 2.8 | 791 | 623 | -168 | -21% | 4.5 |
| 9408 | S | 11091_5200 | Killarney Rd / Queens Ave North App | 1 | 0 | 544 | 194 | -350 | -64% | 12.9 | 31 | 10 | -21 | -68% | 3.3 | 575 | 204 | -371 | -65% | 13.3 |
| 9409 | E | 5200_3311 | Killarney Rd / Queens Ave East App | 1 | 0 | 398 | 254 | -144 | -36% | 5.6 | 8 | 24 | 16 | 200% | 2.8 | 406 | 278 | -128 | -32% | 4.9 |
| 9409 | W | 3311_5200 | Killarney Rd / Queens Ave East App | 1 | 0 | 591 | 676 | 85 | 14% | 2.4 | 17 | 25 | 8 | 47% | 1.2 | 608 | 701 | 93 | 15% | 2.6 |
| 9410 | N | 8047_5200 | Killarney Rd / Queens Ave South App | 1 | 0 | 13 | 0 | -13 | -100% | 3.6 | 0 | 0 | 0 | - | 0.0 | 13 | 0 | -13 | -100% | 3.6 |
| 9410 | S | 5200_8047 | Killarney Rd / Queens Ave South App | 1 | 0 | 30 | 0 | -30 | -100% | 5.5 | 1 | 0 | -1 | -100% | 1.0 | 31 | 0 | -31 | -100% | 5.6 |
| 9411 | E | 11030_5200 | Killarney Rd / Queens Ave West App | 1 | 0 | 1,062 | 787 | -275 | -26% | 6.4 | 42 | 37 | -5 | -12% | 0.6 | 1,104 | 824 | -280 | -25% | 6.4 |
| | | | TOTAL | | | 810,003 | 777,102 | -32,901 | -4% | | 49,235 | 55,475 | 6,240 | 13% | | 859,238 | 832,569 | -26,669 | -3% | |

PM Peak

| Count Ref | Direction | Nodes | Location | HTN? | Scrn Flag | Light | | | | | Medium + Heavy | | | | | Total | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Observed | Modelled | Diff | % Diff | GEH | Observed | Modelled | Diff | % Diff | GEH | Observed | Modelled | Diff | % Diff | GEH |
| 101 | N | 4603_5824 | Great South Rd (Ellery-Galileo) | 0 | 1 | 971 | 1,130 | 159 | 16% | 3.5 | 66 | 24 | -42 | -64% | 4.4 | 1,038 | 1,155 | 118 | 11% | 2.5 |
| 101 | S | 5824_4603 | Great South Rd (Ellery-Galileo) | 0 | 1 | 543 | 574 | 31 | 6% | 0.9 | 32 | 22 | -10 | -31% | 1.3 | 575 | 597 | 22 | 4% | 0.6 |
| 102 | N | 9556_9551 | Waikato Expressway, Waikato River Crossing at Horotiu | 0 | 1 | 1,287 | 1,379 | 92 | 7% | 1.8 | 137 | 157 | 20 | 14% | 1.1 | 1,424 | 1,536 | 112 | 8% | 2.1 |
| 102 | S | 9551_9556 | Waikato Expressway, Waikato River Crossing at Horotiu | 0 | 1 | 940 | 914 | -26 | -3% | 0.6 | 98 | 140 | 42 | 43% | 2.7 | 1,037 | 1,053 | 16 | 2% | 0.3 |
| 103 | N | 3652_8293 | Wairere Drive, Waikato River Crossing | 1 | 1 | 4,374 | 5,563 | 1,189 | 27% | 11.9 | 143 | 88 | -55 | -38% | 3.6 | 4,517 | 5,651 | 1,134 | 25% | 11.3 |
| 103 | S | 8293_3652 | Wairere Drive, Waikato River Crossing | 1 | 1 | 2,598 | 2,470 | -128 | -5% | 1.8 | 127 | 95 | -32 | -25% | 2.1 | 2,725 | 2,566 | -159 | -6% | 2.2 |
| 104 | N | 4907_3606 | Fairfield Rd Bridge WBD | 1 | 1 | 1,755 | 1,610 | -145 | -8% | 2.5 | 15 | 0 | -15 | -100% | 3.9 | 1,770 | 1,610 | -160 | -9% | 2.8 |
| 104 | S | 3606_4907 | Fairfield Rd Bridge WBD | 1 | 1 | 1,268 | 1,139 | -129 | -10% | 2.6 | 17 | 0 | -17 | -100% | 4.1 | 1,285 | 1,139 | -146 | -11% | 3.0 |
| 105 | N | 3953_6739 | Boundary Road, Waikato River Crossing | 1 | 1 | 3,489 | 3,663 | 174 | 5% | 2.1 | 35 | 76 | 41 | 117% | 3.9 | 3,524 | 3,738 | 214 | 6% | 2.5 |
| 105 | S | 6739_3953 | Boundary Road, Waikato River Crossing | 1 | 1 | 1,728 | 1,671 | -57 | -3% | 1.0 | 31 | 73 | 42 | 135% | 4.1 | 1,759 | 1,744 | -15 | -1% | 0.3 |
| 106 | N | 3453_9823 | Claudelands Rd Bridge RSI 16 WBD | 1 | 1 | 1,579 | 2,079 | 500 | 32% | 8.3 | 27 | 0 | -27 | -100% | 5.2 | 1,605 | 2,079 | 474 | 30% | 7.8 |
| 106 | S | 9823_3453 | Claudelands Rd Bridge RSI 16 WBD | 1 | 1 | 946 | 654 | -292 | -31% | 7.3 | 25 | 0 | -25 | -100% | 5.0 | 971 | 654 | -317 | -33% | 7.9 |
| 107 | N | 8233_9824 | Bridge St Anglesea to Victoria 109 | 1 | 1 | 2,533 | 3,004 | 471 | 19% | 6.3 | 43 | 60 | 17 | 40% | 1.7 | 2,576 | 3,064 | 488 | 19% | 6.5 |
| 107 | S | 9824_8233 | Bridge St Anglesea to Victoria 109 | 1 | 1 | 1,890 | 1,890 | 0 | 0% | 0.0 | 50 | 47 | -3 | -7% | 0.3 | 1,941 | 1,938 | -3 | 0% | 0.0 |
| 108 | N | 3509_3670 | Cobham Dr Bridge RSI 18 SBD | 1 | 1 | 3,020 | 3,472 | 452 | 15% | 5.6 | 159 | 87 | -72 | -45% | 4.6 | 3,179 | 3,559 | 380 | 12% | 4.6 |
| 108 | S | 3670_3509 | Cobham Dr Bridge RSI 18 SBD | 1 | 1 | 2,392 | 2,527 | 135 | 6% | 1.9 | 126 | 114 | -12 | -9% | 0.8 | 2,518 | 2,641 | 123 | 5% | 1.7 |
| 109 | N | 10685_6307 | Airport Rd - 02100004 Sth of Lochiel Rd | 0 | 1 | 675 | 1,022 | 347 | 51% | 8.4 | 32 | 47 | 15 | 48% | 1.7 | 707 | 1,069 | 362 | 51% | 8.6 |
| 109 | S | 6307_10685 | Airport Rd - 02100004 Sth of Lochiel Rd | 0 | 1 | 619 | 650 | 31 | 5% | 0.9 | 67 | 47 | -20 | -30% | 1.9 | 686 | 697 | 11 | 2% | 0.3 |
| 110 | N | 6550_6432 | Victoria St, Waikato River Crossing | 0 | 1 | 1,123 | 1,157 | 34 | 3% | 0.7 | 54 | 3 | -51 | -94% | 6.8 | 1,177 | 1,159 | -18 | -2% | 0.4 |
| 110 | S | 6432_6550 | Victoria St, Waikato River Crossing | 0 | 1 | 1,088 | 966 | -122 | -11% | 2.7 | 22 | 3 | -19 | -86% | 3.7 | 1,110 | 969 | -141 | -13% | 3.1 |
| 111 | N | 6132_6237 | Shakepeare Bridge (Cambridge) | 0 | 1 | 898 | 313 | -585 | -65% | 16.8 | 80 | 12 | -68 | -85% | 7.1 | 978 | 325 | -653 | -67% | 18.1 |
| 111 | S | 10228_6171 | Shakepeare Bridge (Cambridge) | 0 | 1 | 1,389 | 1,110 | -279 | -20% | 5.6 | 114 | 82 | -32 | -28% | 2.3 | 1,504 | 1,192 | -312 | -21% | 6.0 |
| 112 | E | 2607_9841 | Maungatautari Road - North of Hydro Road | 0 | 1 | 245 | 273 | 28 | 11% | 1.2 | 17 | 9 | -8 | -47% | 1.6 | 262 | 283 | 21 | 8% | 0.9 |
| 112 | W | 2608_4884 | Maungatautari Road - North of Hydro Road | 0 | 1 | 211 | 251 | 40 | 19% | 1.9 | 14 | 9 | -5 | -33% | 0.9 | 225 | 260 | 35 | 16% | 1.6 |
| 113 | N | 8992_8424 | Whakamaru Road, at Dam | 0 | 1 | 114 | 181 | 67 | 59% | 3.9 | 27 | 19 | -8 | -29% | 1.2 | 141 | 200 | 60 | 42% | 3.2 |
| 113 | S | 8424_8992 | Whakamaru Road, at Dam | 0 | 1 | 125 | 167 | 43 | 34% | 2.5 | 11 | 20 | 9 | 83% | 1.6 | 135 | 187 | 52 | 38% | 2.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 114 | N | 8958_8706 | SH1 south of Oruanui Road | 0 | 1 | 372 | 500 | 128 | 34% | 4.3 | 69 | 74 | 5 | 8% | 0.4 | 441 | 574 | 133 | 30% | 4.2 |
| 114 | S | 8706_8958 | SH1 south of Oruanui Road | 0 | 1 | 375 | 188 | -187 | -50% | 7.9 | 38 | 93 | 55 | 145% | 4.8 | 413 | 280 | -133 | -32% | 5.1 |
| 115 | N | 4408_8402 | 01N00702 Control Gates Bridge (Taupo) | 0 | 1 | 2,319 | 2,773 | 454 | 20% | 6.4 | 165 | 55 | -110 | -67% | 7.4 | 2,484 | 2,828 | 344 | 14% | 4.7 |
| 115 | S | 8402_4408 | 01N00702 Control Gates Bridge (Taupo) | 0 | 1 | 1,427 | 1,352 | -75 | -5% | 1.4 | 79 | 64 | -15 | -19% | 1.2 | 1,506 | 1,416 | -90 | -6% | 1.7 |
| 201 | N | 10244_13984 | SH3, south of Allen Road (NZTA: 105m before Tokanui Rd) | 0 | 1 | 626 | 776 | 150 | 24% | 4.0 | 33 | 70 | 37 | 112% | 3.6 | 659 | 847 | 188 | 28% | 4.8 |
| 201 | S | 13984_10244 | SH3, south of Allen Road (NZTA: 105m before Tokanui Rd) | 0 | 1 | 767 | 692 | -75 | -10% | 2.0 | 40 | 71 | 31 | 76% | 2.9 | 808 | 763 | -45 | -6% | 1.1 |
| 202 | N | 8438_10243 | Pokuru Road | 0 | 1 | 229 | 283 | 54 | 24% | 2.4 | 6 | 4 | -2 | -34% | 0.7 | 235 | 287 | 52 | 22% | 2.3 |
| 202 | S | 10243_8438 | Pokuru Road | 0 | 1 | 81 | 246 | 165 | 204% | 9.1 | 4 | 4 | 0 | -2% | 0.0 | 85 | 250 | 165 | 194% | 9.0 |
| 203 | N | 9936_8270 | 03900052 - SH39 sth of Hanning Piongia | 0 | 1 | 272 | 390 | 118 | 43% | 4.6 | 47 | 42 | -5 | -10% | 0.5 | 319 | 432 | 113 | 36% | 4.1 |
| 203 | S | 8270_9936 | 03900052 - SH39 sth of Hanning Piongia | 0 | 1 | 268 | 246 | -22 | -8% | 1.0 | 57 | 48 | -9 | -16% | 0.9 | 325 | 294 | -31 | -10% | 1.3 |
| 204 | E | 8267_13880 | 02300037 - SH23 90m East of Wrights Road | 0 | 1 | 190 | 294 | 104 | 55% | 4.7 | 21 | 31 | 10 | 46% | 1.4 | 211 | 326 | 115 | 55% | 5.0 |
| 204 | W | 13880_8267 | 02300037 - SH23 90m East of Wrights Road | 0 | 1 | 505 | 451 | -54 | -11% | 1.8 | 20 | 31 | 11 | 52% | 1.5 | 526 | 482 | -44 | -8% | 1.4 |
| 205 | E | 9593_10779 | Waingaro Road, South of Rotowaro Road | 0 | 1 | 47 | 88 | 41 | 87% | 3.5 | 5 | 11 | 6 | 104% | 1.4 | 52 | 98 | 46 | 87% | 3.7 |
| 205 | W | 10779_9593 | Waingaro Road, South of Rotowaro Road | 0 | 1 | 109 | 229 | 120 | 110% | 6.5 | 5 | 11 | 6 | 120% | 1.5 | 114 | 240 | 126 | 110% | 6.7 |
| 206 | N | 2854_11640 | Hakarimata Rd, North of Ngaruawahia | 0 | 1 | 235 | 219 | -16 | -7% | 0.8 | 20 | 4 | -16 | -80% | 3.2 | 255 | 223 | -32 | -12% | 1.5 |
| 206 | S | 11640_2854 | Hakarimata Rd, North of Ngaruawahia | 0 | 1 | 145 | 133 | -12 | -8% | 0.7 | 13 | 5 | -8 | -62% | 1.9 | 158 | 138 | -20 | -13% | 1.2 |
| 207 | N | 10323_9789 | SH1 sth of Tregoweth Huntly | 0 | 1 | 1,854 | 1,763 | -91 | -5% | 1.5 | 145 | 217 | 72 | 49% | 3.8 | 2,000 | 1,980 | -20 | -1% | 0.3 |
| 207 | S | 9789_10323 | SH1 sth of Tregoweth Huntly | 0 | 1 | 1,790 | 1,572 | -218 | -12% | 3.8 | 159 | 208 | 49 | 31% | 2.6 | 1,949 | 1,780 | -169 | -9% | 2.8 |
| 208 | N | 10781_9968 | Orini Rd | 0 | 1 | 113 | 169 | 56 | 49% | 3.3 | 10 | 10 | 0 | 3% | 0.1 | 123 | 179 | 56 | 46% | 3.2 |
| 208 | S | 9968_10781 | Orini Rd | 0 | 1 | 63 | 105 | 42 | 66% | 3.2 | 5 | 9 | 4 | 67% | 0.9 | 69 | 114 | 46 | 66% | 3.4 |
| 209 | N | 9913_13896 | Whitikahu Rd | 0 | 1 | 217 | 279 | 62 | 29% | 2.8 | 15 | 15 | 1 | 3% | 0.1 | 232 | 294 | 63 | 27% | 2.7 |
| 209 | S | 13896_9913 | Whitikahu Rd | 0 | 1 | 181 | 182 | 1 | 1% | 0.1 | 27 | 16 | -11 | -42% | 1.7 | 208 | 197 | -11 | -5% | 0.5 |
| 210 | E | 10707_9924 | Piako Road | 0 | 1 | 610 | 562 | -48 | -8% | 1.4 | 68 | 50 | -18 | -27% | 1.7 | 678 | 612 | -66 | -10% | 1.8 |
| 210 | W | 9924_10707 | Piako Road | 0 | 1 | 702 | 588 | -114 | -16% | 3.2 | 46 | 49 | 4 | 8% | 0.4 | 747 | 637 | -110 | -15% | 3.0 |
| 211 | E | 5650_5514 | Scotsman Valley Rd | 0 | 1 | 114 | 54 | -60 | -53% | 4.6 | 11 | 10 | -1 | -6% | 0.1 | 125 | 64 | -61 | -49% | 4.4 |
| 211 | W | 5514_5650 | Scotsman Valley Rd | 0 | 1 | 69 | 51 | -18 | -26% | 1.6 | 6 | 10 | 4 | 72% | 1.1 | 75 | 61 | -14 | -18% | 1.2 |
| 212 | N | 10788_6597 | 01N00580 | 0 | 1 | 1,485 | 978 | -507 | -34% | 10.2 | 136 | 138 | 2 | 2% | 0.1 | 1,621 | 1,116 | -505 | -31% | 9.6 |
| 212 | S | 6597_10788 | 01N00580 | 0 | 1 | 1,520 | 1,228 | -292 | -19% | 5.6 | 89 | 136 | 47 | 53% | 3.1 | 1,609 | 1,364 | -245 | -15% | 4.5 |
| 214 | N | 10775_10249 | Arapuni Road, south of Kimberley Road | 0 | 1 | 153 | 129 | -24 | -16% | 1.4 | 34 | 20 | -14 | -41% | 1.9 | 187 | 150 | -37 | -20% | 2.0 |
| 214 | S | 10249_10775 | Arapuni Road, south of Kimberley Road | 0 | 1 | 197 | 179 | -18 | -9% | 0.9 | 19 | 20 | 1 | 6% | 0.2 | 216 | 199 | -17 | -8% | 0.8 |
| 301 | N | 10206_9110 | SH5 - sth of Maraeroa Rd Rotorua | 0 | 1 | 424 | 327 | -97 | -23% | 3.5 | 40 | 40 | 0 | 1% | 0.0 | 463 | 367 | -96 | -21% | 3.3 |
| 301 | S | 9110_10206 | SH5 - sth of Maraeroa Rd Rotorua | 0 | 1 | 508 | 412 | -96 | -19% | 3.2 | 49 | 35 | -14 | -29% | 1.5 | 557 | 447 | -110 | -20% | 3.5 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 302 | N | 4051_8384 | 03000141 - 155m before Gun Club Road | 0 | 1 | 322 | 542 | 220 | 68% | 7.5 | 17 | 33 | 16 | 94% | 2.3 | 339 | 575 | 236 | 69% | 7.8 |
| 302 | S | 8384_4051 | 03000141 - 155m before Gun Club Road | 0 | 1 | 359 | 334 | -25 | -7% | 1.0 | 19 | 34 | 15 | 80% | 2.1 | 378 | 368 | -10 | -3% | 0.4 |
| 303 | N | 8989_8810 | 00500082 520m sth of ERP 7713.70 Waiotapu | 0 | 1 | 480 | 574 | 94 | 19% | 2.9 | 48 | 46 | -2 | -5% | 0.3 | 529 | 620 | 91 | 17% | 2.7 |
| 303 | S | 8810_8989 | 00500082 520m sth of ERP 7713.70 Waiotapu | 0 | 1 | 414 | 271 | -143 | -35% | 5.5 | 59 | 58 | -1 | -2% | 0.1 | 473 | 329 | -144 | -31% | 5.1 |
| 304 | N | 8792_8552 | 00500125 98m before SH1 (Wairakei) | 0 | 1 | 324 | 455 | 131 | 40% | 4.7 | 24 | 38 | 14 | 61% | 1.8 | 348 | 493 | 145 | 42% | 5.0 |
| 304 | S | 8552_8792 | 00500125 98m before SH1 (Wairakei) | 0 | 1 | 367 | 313 | -54 | -15% | 2.1 | 20 | 18 | -2 | -11% | 0.4 | 387 | 331 | -56 | -15% | 2.1 |
| 305 | N | 4246_8549 | 00500138 278m past crown road (Taupo) | 0 | 1 | 241 | 235 | -6 | -3% | 0.3 | 39 | 45 | 6 | 17% | 0.7 | 280 | 279 | -1 | 0% | 0.0 |
| 305 | S | 8549_4246 | 00500138 278m past crown road (Taupo) | 0 | 1 | 173 | 265 | 92 | 53% | 4.4 | 110 | 121 | 11 | 10% | 0.7 | 283 | 386 | 103 | 36% | 4.0 |
| 306 | N | 8518_8274 | SH1 sth of Taupahi Turangi | 0 | 1 | 199 | 191 | -8 | -4% | 0.4 | 34 | 48 | 14 | 40% | 1.5 | 233 | 239 | 6 | 2% | 0.3 |
| 306 | S | 8274_8518 | SH1 sth of Taupahi Turangi | 0 | 1 | 132 | 138 | 6 | 5% | 0.4 | 38 | 35 | -3 | -8% | 0.4 | 170 | 174 | 4 | 2% | 0.2 |
| 307 | N | 8522_8273 | 04700046 242m before SH41 | 0 | 1 | 55 | 70 | 15 | 27% | 1.3 | 5 | 18 | 13 | 291% | 2.8 | 60 | 88 | 28 | 47% | 2.3 |
| 307 | S | 8273_8522 | 04700046 242m before SH41 | 0 | 1 | 93 | 121 | 28 | 30% | 1.9 | 12 | 10 | -2 | -15% | 0.4 | 105 | 131 | 26 | 25% | 1.7 |
| 308 | E | 8779_8959 | 04100029 50m East of Moerangi Road | 0 | 1 | 31 | 31 | 0 | 0% | 0.0 | 13 | 13 | 0 | -3% | 0.1 | 44 | 44 | 0 | -1% | 0.0 |
| 308 | W | 8959_8779 | 04100029 50m East of Moerangi Road | 0 | 1 | 39 | 39 | 0 | 0% | 0.0 | 2 | 2 | 0 | 0% | 0.0 | 41 | 41 | 0 | 0% | 0.0 |
| 309 | E | 9550_9831 | 03000035 918m past Manaiti Street (Bennydal | 0 | 1 | 51 | 64 | 13 | 26% | 1.3 | 18 | 14 | -4 | -21% | 0.7 | 68 | 78 | 10 | 14% | 0.8 |
| 309 | W | 9831_9550 | 03000035 918m past Manaiti Street (Bennydal | 0 | 1 | 44 | 34 | -10 | -22% | 1.1 | 3 | 13 | 10 | 364% | 2.6 | 46 | 47 | 1 | 1% | 0.1 |
| 310 | N | 3497_10125 | 00300066 800m past SH 37 (Waitomo Road) | 0 | 1 | 547 | 841 | 294 | 54% | 7.9 | 85 | 75 | -10 | -12% | 0.8 | 632 | 916 | 284 | 45% | 7.2 |
| 310 | S | 10125_3497 | 00300066 800m past SH 37 (Waitomo Road) | 0 | 1 | 526 | 524 | -2 | 0% | 0.1 | 72 | 81 | 9 | 13% | 0.8 | 598 | 605 | 7 | 1% | 0.2 |
| 311 | E | 3506_8271 | 03100022 500m west of Ngutunui Road | 0 | 1 | 43 | 35 | -8 | -19% | 0.9 | 12 | 5 | -7 | -57% | 1.6 | 55 | 39 | -16 | -29% | 1.6 |
| 311 | W | 8271_3506 | 03100022 500m west of Ngutunui Road | 0 | 1 | 70 | 104 | 34 | 49% | 2.6 | 3 | 5 | 2 | 74% | 0.8 | 73 | 109 | 36 | 50% | 2.7 |
| 316 | E | 9671_13854 | Tahuna Road, east of Waiterimu Rd | 0 | 1 | 166 | 62 | -104 | -63% | 6.9 | 20 | 7 | -13 | -65% | 2.5 | 187 | 70 | -117 | -62% | 7.3 |
| 316 | W | 13854_9671 | Tahuna Road, east of Waiterimu Rd | 0 | 1 | 150 | 62 | -88 | -59% | 6.0 | 26 | 8 | -18 | -70% | 3.1 | 176 | 70 | -106 | -60% | 6.8 |
| 317 | N | 9950_8301 | Taniwha Road, north of Waiterimu Rd | 0 | 1 | 23 | 44 | 21 | 91% | 2.6 | 1 | 6 | 5 | 900% | 2.1 | 24 | 50 | 26 | 112% | 3.1 |
| 317 | S | 8301_9950 | Taniwha Road, north of Waiterimu Rd | 0 | 1 | 29 | 17 | -12 | -42% | 1.8 | 3 | 5 | 2 | 47% | 0.6 | 33 | 22 | -11 | -33% | 1.4 |
| 318 | N | 8308_9964 | 02700011 SH27 Kaihere - Telemetry Site 33 | 0 | 1 | 338 | 255 | -83 | -25% | 3.4 | 67 | 48 | -19 | -29% | 1.8 | 405 | 304 | -101 | -25% | 3.8 |
| 318 | S | 9964_8308 | 02700011 SH27 Kaihere - Telemetry Site 33 | 0 | 1 | 260 | 335 | 75 | 29% | 3.1 | 48 | 42 | -6 | -13% | 0.7 | 308 | 377 | 69 | 22% | 2.6 |
| 319 | N | 10167_8179 | 02600055 515m nth of Patuwhao Stream Bridge | 0 | 1 | 174 | 225 | 51 | 29% | 2.5 | 10 | 8 | -2 | -21% | 0.5 | 185 | 233 | 48 | 26% | 2.4 |
| 319 | S | 8179_10167 | 02600055 515m nth of Patuwhao Stream Bridge | 0 | 1 | 155 | 132 | -23 | -15% | 1.4 | 13 | 10 | -3 | -24% | 0.7 | 168 | 142 | -26 | -16% | 1.5 |
| 320 | N | 9145_14134 | 02900034 Kaimai - Telemetry Site 12 - 1 | 0 | 1 | 949 | 1,076 | 127 | 13% | 2.8 | 108 | 84 | -24 | -22% | 1.7 | 1,056 | 1,160 | 104 | 10% | 2.2 |
| 320 | S | 14134_9145 | 02900034 Kaimai - Telemetry Site 12 - 1 | 0 | 1 | 802 | 543 | -259 | -32% | 7.1 | 100 | 102 | 2 | 2% | 0.2 | 902 | 644 | -258 | -29% | 6.6 |
| 601 | E | 8328_9387 | 00200141 near Tga RSI Site 23 | 0 | 1 | 1,464 | 1,170 | -294 | -20% | 5.7 | 101 | 95 | -6 | -6% | 0.4 | 1,566 | 1,265 | -301 | -19% | 5.6 |
| 601 | W | 9387_8328 | 00200141 near Tga RSI Site 23 | 0 | 1 | 2,081 | 2,352 | 271 | 13% | 4.1 | 86 | 93 | 7 | 8% | 0.5 | 2,167 | 2,446 | 279 | 13% | 4.1 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 603 | N | 9138_10815 | 03600012 760m sth of Williams Rd | 0 | 1 | 312 | 278 | -34 | -11% | 1.4 | 46 | 3 | -43 | -94% | 6.2 | 358 | 281 | -77 | -22% | 3.1 |
| 603 | S | 10815_9138 | 03600012 760m sth of Williams Rd | 0 | 1 | 404 | 488 | 84 | 21% | 2.8 | 26 | 3 | -23 | -89% | 4.3 | 430 | 491 | 61 | 14% | 2.0 |
| 604 | E | 10798_10800 | Te Puke Highway, west of Tauranga Eastern Link | 0 | 1 | 867 | 1,061 | 194 | 22% | 4.4 | 63 | 36 | -27 | -43% | 2.7 | 930 | 1,097 | 167 | 18% | 3.7 |
| 604 | W | 10800_10798 | Te Puke Highway, west of Tauranga Eastern Link | 0 | 1 | 862 | 1,324 | 462 | 54% | 9.9 | 56 | 37 | -19 | -33% | 1.9 | 918 | 1,361 | 443 | 48% | 9.3 |
| 901 | N | 7164_5645 | Ruffell Rd West of Te Rapa Rd | 1 | 1 | 220 | 171 | -49 | -22% | 2.5 | 17 | 12 | -5 | -31% | 1.0 | 237 | 183 | -54 | -23% | 2.6 |
| 901 | S | 5645_7164 | Ruffell Rd West of Te Rapa Rd | 1 | 1 | 650 | 715 | 65 | 10% | 1.8 | 32 | 14 | -18 | -57% | 2.7 | 682 | 729 | 47 | 7% | 1.2 |
| 902 | E | 3287_3512 | Te Kowhai Rd East of Tasman Rd | 1 | 1 | 595 | 523 | -72 | -12% | 2.2 | 60 | 50 | -10 | -17% | 1.0 | 655 | 573 | -82 | -13% | 2.3 |
| 902 | W | 3512_3287 | Te Kowhai Rd East of Tasman Rd | 1 | 1 | 1,125 | 1,311 | 186 | 17% | 3.8 | 80 | 61 | -19 | -24% | 1.6 | 1,205 | 1,372 | 167 | 14% | 3.3 |
| 903 | W | 3483_7706 | Wairere Drive, West of Te Rapa Road | 1 | 1 | 1,532 | 1,634 | 102 | 7% | 1.8 | 36 | 46 | 10 | 28% | 1.1 | 1,568 | 1,679 | 111 | 7% | 2.0 |
| 903 | E | 7706_3483 | Wairere Drive, West of Te Rapa Road | 1 | 1 | 1,702 | 1,792 | 90 | 5% | 1.5 | 52 | 50 | -2 | -4% | 0.2 | 1,754 | 1,842 | 88 | 5% | 1.5 |
| 904 | W | 4904_3476 | Forest lake Rd Railway Underpass | 1 | 1 | 1,870 | 2,128 | 258 | 14% | 4.1 | 44 | 46 | 2 | 4% | 0.2 | 1,915 | 2,174 | 260 | 14% | 4.1 |
| 904 | E | 3476_4904 | Forest lake Rd Railway Underpass | 1 | 1 | 1,362 | 1,129 | -233 | -17% | 4.7 | 41 | 39 | -2 | -5% | 0.2 | 1,403 | 1,168 | -235 | -17% | 4.6 |
| 905 | E | 3456_4721 | Norton Rd at Railway | 1 | 1 | 1,111 | 1,259 | 148 | 13% | 3.0 | 55 | 41 | -14 | -26% | 1.4 | 1,166 | 1,300 | 134 | 12% | 2.7 |
| 905 | W | 4721_3456 | Norton Rd at Railway | 1 | 1 | 862 | 1,225 | 363 | 42% | 7.9 | 39 | 37 | -2 | -4% | 0.2 | 901 | 1,263 | 362 | 40% | 7.8 |
| 906 | N | 8889_6664 | Hall St overpass | 1 | 1 | 1,414 | 1,401 | -13 | -1% | 0.2 | 33 | 42 | 9 | 26% | 1.0 | 1,447 | 1,443 | -4 | 0% | 0.1 |
| 906 | S | 6664_8889 | Hall St overpass | 1 | 1 | 2,058 | 2,456 | 398 | 19% | 5.9 | 63 | 57 | -6 | -9% | 0.5 | 2,121 | 2,513 | 392 | 18% | 5.8 |
| 907 | E | 5199_14256 | Killarney Rd Railway Crossing | 1 | 1 | 1,440 | 1,531 | 91 | 6% | 1.7 | 71 | 39 | -32 | -45% | 3.0 | 1,511 | 1,571 | 61 | 4% | 1.1 |
| 907 | W | 14256_5199 | Killarney Rd Railway Crossing | 1 | 1 | 1,572 | 1,617 | 45 | 3% | 0.8 | 39 | 31 | -8 | -21% | 1.0 | 1,611 | 1,648 | 37 | 2% | 0.6 |
| 908 | E | 3175_4709 | 01N00552 120m east of Railway Crossing | 1 | 1 | 2,236 | 2,107 | -129 | -6% | 2.0 | 118 | 119 | 1 | 1% | 0.1 | 2,354 | 2,226 | -128 | -5% | 1.9 |
| 908 | W | 4709_3175 | 01N00552 120m east of Railway Crossing | 1 | 1 | 2,087 | 2,339 | 252 | 12% | 3.8 | 110 | 130 | 20 | 18% | 1.3 | 2,197 | 2,469 | 272 | 12% | 4.0 |
| 909 | E | 3168_4788 | Collins Rd Railway Crossing | 1 | 1 | 448 | 377 | -71 | -16% | 2.5 | 28 | 10 | -18 | -64% | 2.9 | 476 | 388 | -88 | -19% | 3.0 |
| 909 | W | 4788_3168 | Collins Rd Railway Crossing | 1 | 1 | 506 | 477 | -29 | -6% | 0.9 | 11 | 9 | -2 | -16% | 0.4 | 517 | 486 | -31 | -6% | 1.0 |
| 1101 | E | 10696_10598 | Puketaha Rd, east of Gordonton Rd | 1 | 1 | 471 | 478 | 7 | 1% | 0.2 | 15 | 23 | 8 | 56% | 1.4 | 486 | 501 | 15 | 3% | 0.5 |
| 1101 | W | 10598_10696 | Puketaha Rd, east of Gordonton Rd | 1 | 1 | 431 | 478 | 47 | 11% | 1.6 | 20 | 25 | 5 | 25% | 0.7 | 451 | 502 | 51 | 11% | 1.7 |
| 1102 | E | 8157_7024 | Powells Rd east of Wairere Dr | 1 | 1 | 789 | 701 | -88 | -11% | 2.3 | 10 | 6 | -4 | -40% | 1.0 | 799 | 707 | -92 | -12% | 2.4 |
| 1102 | W | 7024_8157 | Powells Rd east of Wairere Dr | 1 | 1 | 395 | 347 | -48 | -12% | 1.8 | 11 | 7 | -4 | -36% | 0.9 | 406 | 353 | -53 | -13% | 1.9 |
| 1103 | E | 6874_3920 | Ruakura Rd East of Silverdale | 1 | 1 | 576 | 778 | 202 | 35% | 5.5 | 59 | 32 | -27 | -46% | 2.8 | 635 | 810 | 175 | 28% | 4.6 |
| 1103 | W | 3920_6874 | Ruakura Rd East of Silverdale | 1 | 1 | 432 | 545 | 113 | 26% | 3.6 | 29 | 20 | -9 | -31% | 1.3 | 461 | 565 | 104 | 23% | 3.3 |
| 1104 | E | 4111_10565 | 02600002 875m West of Lissette Road | 1 | 1 | 732 | 834 | 102 | 14% | 2.6 | 49 | 41 | -8 | -16% | 0.8 | 781 | 875 | 94 | 12% | 2.3 |
| 1104 | W | 10565_4111 | 02600002 875m West of Lissette Road | 1 | 1 | 610 | 747 | 137 | 23% | 3.7 | 46 | 54 | 8 | 17% | 0.8 | 656 | 801 | 145 | 22% | 3.8 |
| 1201 | N | 3514_5874 | Te Rapa Road, south of Eagle Way | 1 | 1 | 2,181 | 2,040 | -141 | -6% | 2.2 | 164 | 115 | -49 | -30% | 2.9 | 2,345 | 2,155 | -190 | -8% | 2.8 |
| 1201 | S | 5874_3514 | Te Rapa Road, south of Eagle Way | 1 | 1 | 2,511 | 3,441 | 930 | 37% | 12.1 | 151 | 107 | -44 | -29% | 2.8 | 2,662 | 3,548 | 886 | 33% | 11.2 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1202 | N | 3938_7174 | Pukete Rd, north of Wairere Dr | 1 | 1 | 808 | 798 | -10 | -1% | 0.2 | 9 | 23 | 14 | 160% | 2.5 | 817 | 821 | 4 | 1% | 0.1 |
| 1202 | S | 7174_3938 | Pukete Rd, north of Wairere Dr | 1 | 1 | 975 | 679 | -296 | -30% | 7.3 | 37 | 19 | -18 | -48% | 2.4 | 1,012 | 698 | -314 | -31% | 7.6 |
| 1203 | N | 3477_5195 | Totara Dr, north of Wairere Dr | 1 | 1 | 595 | 529 | -66 | -11% | 2.0 | 33 | 6 | -27 | -82% | 4.3 | 628 | 534 | -94 | -15% | 2.8 |
| 1203 | S | 5195_3477 | Totara Dr, north of Wairere Dr | 1 | 1 | 279 | 400 | 121 | 43% | 4.6 | 17 | 7 | -10 | -59% | 2.1 | 297 | 407 | 111 | 37% | 4.2 |
| 1204 | N | 4745_4746 | Delamare Rd, north of Wairere Dr | 1 | 1 | 80 | 25 | -55 | -69% | 5.3 | 1 | 0 | -1 | -100% | 0.9 | 81 | 25 | -56 | -69% | 5.4 |
| 1204 | S | 4746_4745 | Delamare Rd, north of Wairere Dr | 1 | 1 | 42 | 30 | -12 | -29% | 1.4 | 2 | 0 | -2 | -100% | 1.3 | 44 | 30 | -14 | -32% | 1.6 |
| 1205 | N | 8295_3527 | River Road, north of Wairere Dr | 1 | 1 | 1,932 | 2,415 | 483 | 25% | 7.3 | 54 | 30 | -24 | -44% | 2.6 | 1,985 | 2,445 | 460 | 23% | 6.9 |
| 1205 | S | 3527_8295 | River Road, north of Wairere Dr | 1 | 1 | 1,097 | 886 | -211 | -19% | 4.7 | 45 | 28 | -17 | -38% | 2.0 | 1,142 | 914 | -228 | -20% | 5.0 |
| 1206 | N | 2770_3843 | Resolution Dr, north of Wairere Dr | 1 | 1 | 2,175 | 2,117 | -58 | -3% | 0.9 | 67 | 23 | -44 | -66% | 4.6 | 2,242 | 2,139 | -103 | -5% | 1.6 |
| 1206 | S | 3843_2770 | Resolution Dr, north of Wairere Dr | 1 | 1 | 1,033 | 1,049 | 16 | 2% | 0.3 | 35 | 15 | -20 | -57% | 2.8 | 1,068 | 1,064 | -4 | 0% | 0.1 |
| 1207 | N | 3558_3557 | Hukanui Rd, north of Wairere Dr | 1 | 1 | 977 | 1,595 | 618 | 63% | 12.2 | 30 | 10 | -20 | -67% | 3.2 | 1,007 | 1,605 | 598 | 59% | 11.7 |
| 1207 | S | 3557_3558 | Hukanui Rd, north of Wairere Dr | 1 | 1 | 907 | 915 | 8 | 1% | 0.2 | 31 | 8 | -23 | -74% | 3.6 | 937 | 923 | -14 | -2% | 0.3 |
| 1208 | N | 3932_4978 | Gordonton Rd, north of Wairere Dr | 1 | 1 | 1,982 | 2,051 | 69 | 3% | 1.1 | 48 | 38 | -10 | -21% | 1.1 | 2,031 | 2,089 | 59 | 3% | 0.9 |
| 1208 | S | 4978_3932 | Gordonton Rd, north of Wairere Dr | 1 | 1 | 1,335 | 1,363 | 28 | 2% | 0.5 | 87 | 57 | -30 | -34% | 2.5 | 1,422 | 1,420 | -2 | 0% | 0.0 |
| 1301 | E | 3694_3334 | Tuhikaramea Road, south of Kahikatea Dr | 1 | 1 | 608 | 590 | -18 | -3% | 0.5 | 50 | 59 | 9 | 18% | 0.9 | 658 | 650 | -8 | -1% | 0.2 |
| 1301 | W | 3334_3694 | Tuhikaramea Road, south of Kahikatea Dr | 1 | 1 | 1,201 | 1,059 | -142 | -12% | 3.0 | 76 | 64 | -12 | -16% | 1.0 | 1,277 | 1,123 | -154 | -12% | 3.1 |
| 1302 | N | 3770_14254 | SH3 Ohaupo Rd, south of Thermal Explorer Highway | 1 | 1 | 1,522 | 1,633 | 111 | 7% | 2.0 | 158 | 82 | -76 | -48% | 4.9 | 1,679 | 1,715 | 36 | 2% | 0.6 |
| 1302 | S | 14254_3770 | SH3 Ohaupo Rd, south of Thermal Explorer Highway | 1 | 1 | 2,205 | 2,199 | -6 | 0% | 0.1 | 236 | 73 | -163 | -69% | 9.3 | 2,441 | 2,271 | -170 | -7% | 2.5 |
| 1303 | N | 13912_3679 | Normandy Ave north of SH1 (should be south of SH1) | 1 | 1 | 2,053 | 2,572 | 519 | 25% | 7.6 | 116 | 65 | -51 | -44% | 3.8 | 2,169 | 2,636 | 467 | 22% | 6.7 |
| 1303 | S | 3679_13912 | Normandy Ave north of SH1 (should be south of SH1) | 1 | 1 | 3,334 | 3,318 | -16 | 0% | 0.2 | 177 | 78 | -99 | -56% | 6.2 | 3,511 | 3,396 | -115 | -3% | 1.4 |
| 1304 | N | 3587_4157 | 01N10558, 01N20558 135m north of Riverlea R | 1 | 1 | 2,830 | 2,786 | -44 | -2% | 0.6 | 196 | 135 | -61 | -31% | 3.4 | 3,026 | 2,921 | -105 | -3% | 1.4 |
| 1304 | S | 4157_3587 | 01N10558, 01N20558 135m north of Riverlea R | 1 | 1 | 2,855 | 2,782 | -73 | -3% | 1.0 | 186 | 121 | -65 | -35% | 3.7 | 3,041 | 2,902 | -139 | -5% | 1.8 |
| 1305 | N | 2899_4113 | Matangi Rd at Bridge | 1 | 1 | 295 | 381 | 86 | 29% | 3.3 | 8 | 13 | 5 | 69% | 1.2 | 303 | 393 | 90 | 30% | 3.4 |
| 1305 | S | 4113_2899 | Matangi Rd at Bridge | 1 | 1 | 636 | 605 | -31 | -5% | 0.9 | 11 | 14 | 3 | 27% | 0.6 | 647 | 619 | -28 | -4% | 0.8 |
| 1601 | N | 12430_12431 | BOMBAY | 0 | 1 | 2,811 | 2,577 | -234 | -8% | 3.2 | 324 | 315 | -9 | -3% | 0.4 | 3,135 | 2,891 | -244 | -8% | 3.1 |
| 1601 | S | 12522_12387 | BOMBAY | 0 | 1 | 3,589 | 3,803 | 214 | 6% | 2.5 | 292 | 286 | -6 | -2% | 0.3 | 3,881 | 4,089 | 208 | 5% | 2.3 |
| 1602 | E | 11582_14131 | 00200002 Maungatawhiri - Telemetry Site 74 | 0 | 1 | 1,082 | 992 | -90 | -8% | 2.0 | 98 | 91 | -7 | -7% | 0.5 | 1,180 | 1,083 | -97 | -8% | 2.0 |
| 1602 | W | 14131_11582 | 00200002 Maungatawhiri - Telemetry Site 74 | 0 | 1 | 928 | 681 | -247 | -27% | 6.2 | 118 | 101 | -17 | -14% | 1.1 | 1,045 | 781 | -264 | -25% | 6.2 |
| 1701 | N | 8666_8698 | 00200106 500m East of Athenree Road (Tauranga Side) | 0 | 1 | 721 | 511 | -210 | -29% | 6.0 | 66 | 53 | -13 | -20% | 1.2 | 787 | 564 | -223 | -28% | 6.1 |
| 1701 | S | 8698_8666 | 00200106 500m East of Athenree Road (Tauranga Side) | 0 | 1 | 675 | 790 | 115 | 17% | 3.0 | 49 | 55 | 6 | 13% | 0.6 | 724 | 845 | 121 | 17% | 3.1 |
| 1801 | N | 9685_9629 | SH1, north of Huntly at Rangiriri | 0 | 1 | 1,541 | 1,564 | 23 | 1% | 0.4 | 128 | 190 | 62 | 49% | 3.5 | 1,669 | 1,754 | 85 | 5% | 1.5 |
| 1801 | S | 9691_9689 | SH1, north of Huntly at Rangiriri | 0 | 1 | 1,629 | 1,618 | -11 | -1% | 0.2 | 151 | 181 | 30 | 20% | 1.6 | 1,780 | 1,799 | 19 | 1% | 0.3 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1901 | N | 8854_8642 | 02500177 Swampy Stream Bridge | 0 | 1 | 268 | 124 | -144 | -54% | 7.3 | 33 | 11 | -22 | -66% | 3.3 | 300 | 134 | -166 | -55% | 8.0 |
| 1901 | S | 8642_8854 | 02500177 Swampy Stream Bridge | 0 | 1 | 183 | 256 | 73 | 40% | 3.5 | 21 | 11 | -10 | -49% | 1.8 | 205 | 267 | 62 | 30% | 2.9 |
| 1902 | N | 8832_9232 | 02500036 Speed Restriction Sign (WhakateteBay Sth End) | 0 | 1 | 384 | 330 | -54 | -14% | 2.0 | 20 | 10 | -10 | -49% | 1.8 | 404 | 340 | -64 | -16% | 2.3 |
| 1902 | S | 9232_8832 | 02500036 Speed Restriction Sign (WhakateteBay Sth End) | 0 | 1 | 155 | 247 | 92 | 60% | 4.6 | 17 | 10 | -7 | -39% | 1.3 | 171 | 258 | 87 | 51% | 4.2 |
| 2001 | N | 4773_14094 | Gillard Rd South Fletcher Road | 0 | 1 | 30 | 73 | 43 | 141% | 4.2 | 4 | 5 | 1 | 35% | 0.4 | 34 | 78 | 44 | 129% | 4.2 |
| 2001 | S | 14094_4773 | Gillard Rd South Fletcher Road | 0 | 1 | 102 | 124 | 22 | 22% | 1.5 | 10 | 5 | -5 | -48% | 1.2 | 111 | 129 | 18 | 16% | 1.1 |
| 2002 | N | 2917_3157 | 00300003 - 285m sth of Dixons Road | 1 | 1 | 1,266 | 1,498 | 232 | 18% | 4.4 | 79 | 79 | 0 | 0% | 0.0 | 1,344 | 1,577 | 233 | 17% | 4.3 |
| 2002 | S | 3157_2917 | 00300003 - 285m sth of Dixons Road | 1 | 1 | 1,974 | 1,967 | -7 | 0% | 0.1 | 95 | 76 | -19 | -20% | 1.5 | 2,069 | 2,043 | -26 | -1% | 0.4 |
| 2003 | N | 3079_2645 | Peacockes Rd North Stubbs Rd | 1 | 1 | 79 | 85 | 6 | 8% | 0.5 | 3 | 2 | -1 | -39% | 0.6 | 82 | 87 | 5 | 6% | 0.4 |
| 2003 | S | 2645_3079 | Peacockes Rd North Stubbs Rd | 1 | 1 | 82 | 172 | 90 | 111% | 5.7 | 5 | 2 | -3 | -57% | 1.0 | 86 | 174 | 88 | 102% | 5.4 |
| 2004 | N | 4134_4926 | Newell Rd | 1 | 1 | 167 | 176 | 9 | 5% | 0.5 | 5 | 24 | 19 | 400% | 3.6 | 172 | 200 | 28 | 16% | 1.4 |
| 2004 | S | 4926_4134 | Newell Rd | 1 | 1 | 257 | 236 | -21 | -8% | 0.9 | 4 | 5 | 1 | 19% | 0.3 | 261 | 241 | -20 | -8% | 0.9 |
| 2005 | N | 2786_3907 | 01N00559 - 355m past Cherry Lane (TamahereMotels) | 0 | 1 | 2,293 | 2,350 | 57 | 2% | 0.8 | 308 | 101 | -207 | -67% | 10.2 | 2,601 | 2,451 | -150 | -6% | 2.1 |
| 2005 | S | 3907_2786 | 01N00559 - 355m past Cherry Lane (TamahereMotels) | 0 | 1 | 2,622 | 2,491 | -131 | -5% | 1.8 | 285 | 114 | -171 | -60% | 8.6 | 2,907 | 2,604 | -303 | -10% | 4.1 |
| 3101 | N | 9874_13978 | Puketutu Rd (Btn Matai & Bucklands) | 0 | 1 | 23 | 54 | 31 | 131% | 3.5 | 4 | 14 | 10 | 218% | 2.2 | 28 | 68 | 40 | 145% | 4.1 |
| 3101 | S | 13978_9874 | Puketutu Rd (Btn Matai & Bucklands) | 0 | 1 | 30 | 56 | 26 | 87% | 2.8 | 4 | 14 | 10 | 289% | 2.5 | 34 | 70 | 36 | 108% | 3.6 |
| 3102 | N | 10144_13974 | Hopkins Rd - Hinuera Rd to SH29 | 0 | 1 | 332 | 308 | -24 | -7% | 1.0 | 45 | 16 | -29 | -64% | 3.7 | 377 | 325 | -52 | -14% | 2.0 |
| 3102 | S | 13974_10144 | Hopkins Rd - Hinuera Rd to SH29 | 0 | 1 | 274 | 373 | 99 | 36% | 3.9 | 41 | 16 | -25 | -61% | 3.3 | 315 | 389 | 74 | 24% | 2.8 |
| 3103 | N | 8479_13975 | 600m Nth of SH 29 Junction | 0 | 1 | 335 | 222 | -113 | -34% | 4.8 | 70 | 23 | -47 | -67% | 4.9 | 405 | 244 | -161 | -40% | 6.3 |
| 3103 | S | 13975_8479 | 600m Nth of SH 29 Junction | 0 | 1 | 339 | 284 | -55 | -16% | 2.2 | 48 | 24 | -24 | -50% | 2.8 | 387 | 308 | -79 | -20% | 3.0 |
| 3104 | N | 9544_8485 | Te Poi Rd (Btn SH29 & Temm) | 0 | 1 | 167 | 151 | -16 | -9% | 0.9 | 24 | 20 | -4 | -17% | 0.6 | 191 | 171 | -20 | -10% | 1.0 |
| 3104 | S | 8485_9544 | Te Poi Rd (Btn SH29 & Temm) | 0 | 1 | 190 | 257 | 67 | 35% | 3.2 | 23 | 18 | -5 | -22% | 0.8 | 213 | 275 | 62 | 29% | 2.8 |
| 3105 | N | 9713_9877 | 140m before State Highway 29 | 0 | 1 | 366 | 203 | -163 | -45% | 6.8 | 41 | 43 | 2 | 6% | 0.3 | 407 | 246 | -161 | -39% | 6.3 |
| 3105 | S | 9877_9713 | 140m before State Highway 29 | 0 | 1 | 411 | 603 | 192 | 47% | 6.0 | 34 | 37 | 3 | 10% | 0.4 | 445 | 640 | 195 | 44% | 5.9 |
| 3201 | E | 10184_10096 | Mangatangi Rd (Btn Mangatawhiri & Montana) | 0 | 1 | 207 | 211 | 4 | 2% | 0.2 | 27 | 12 | -15 | -56% | 2.4 | 234 | 224 | -10 | -4% | 0.5 |
| 3201 | W | 10096_10184 | Mangatangi Rd (Btn Mangatawhiri & Montana) | 0 | 1 | 101 | 190 | 89 | 87% | 5.2 | 12 | 12 | 0 | 0% | 0.0 | 113 | 202 | 89 | 78% | 5.0 |
| 3202 | E | 9559_9719 | 00200033 - By RS peg 32/1 | 0 | 1 | 752 | 779 | 27 | 4% | 0.7 | 63 | 89 | 26 | 41% | 2.1 | 815 | 868 | 53 | 7% | 1.3 |
| 3202 | W | 9719_9559 | 00200033 - By RS peg 32/1 | 0 | 1 | 690 | 628 | -62 | -9% | 1.7 | 91 | 99 | 8 | 9% | 0.6 | 781 | 727 | -54 | -7% | 1.4 |
| 3203 | E | 9960_10705 | Tahuna-Ohinewai Rd (Btn Mohring & Distr. BDY) | 0 | 1 | 92 | 98 | 6 | 6% | 0.4 | 19 | 8 | -11 | -58% | 2.1 | 111 | 106 | -5 | -5% | 0.4 |
| 3203 | W | 10705_9960 | Tahuna-Ohinewai Rd (Btn Mohring & Distr. BDY) | 0 | 1 | 117 | 72 | -45 | -39% | 3.3 | 15 | 8 | -7 | -45% | 1.4 | 132 | 80 | -52 | -39% | 3.6 |
| 3204 | E | 10708_9916 | Tauhei Rd (Btn Cameron & Matuku) | 0 | 1 | 184 | 165 | -19 | -10% | 1.0 | 20 | 15 | -5 | -25% | 0.8 | 204 | 180 | -24 | -12% | 1.2 |
| 3204 | W | 9916_10708 | Tauhei Rd (Btn Cameron & Matuku) | 0 | 1 | 144 | 139 | -5 | -4% | 0.3 | 30 | 15 | -15 | -49% | 2.2 | 174 | 154 | -20 | -11% | 1.1 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3205 | E | 9924_9863 | 02600023 - 150m East of Piako Rd | 0 | 1 | 1,109 | 1,005 | -104 | -9% | 2.3 | 65 | 87 | 22 | 34% | 1.8 | 1,174 | 1,092 | -82 | -7% | 1.7 |
| 3205 | W | 9863_9924 | 02600023 - 150m East of Piako Rd | 0 | 1 | 1,000 | 1,065 | 65 | 7% | 1.4 | 69 | 87 | 18 | 26% | 1.4 | 1,069 | 1,152 | 83 | 8% | 1.8 |
| 3206 | E | 9923_10784 | Kuranui Rd - Dodd Rd to Dingle Rd | 0 | 1 | 103 | 76 | -27 | -26% | 2.0 | 11 | 9 | -2 | -19% | 0.5 | 114 | 85 | -29 | -25% | 2.1 |
| 3206 | W | 10784_9923 | Kuranui Rd - Dodd Rd to Dingle Rd | 0 | 1 | 109 | 76 | -33 | -31% | 2.5 | 10 | 9 | -1 | -13% | 0.3 | 120 | 85 | -35 | -29% | 2.4 |
| 3207 | E | 10785_9589 | Tahuroa Rd - Morrinsville to Tauwhare | 0 | 1 | 27 | 21 | -6 | -22% | 0.9 | 2 | 2 | 0 | 25% | 0.2 | 29 | 23 | -6 | -20% | 0.8 |
| 3207 | W | 9589_10785 | Tahuroa Rd - Morrinsville to Tauwhare | 0 | 1 | 30 | 38 | 8 | 25% | 0.9 | 2 | 2 | 0 | 11% | 0.1 | 32 | 39 | 7 | 21% | 0.8 |
| 3208 | E | 10786_9879 | Bell Rd (Btn Chepmell & Starky) | 0 | 1 | 81 | 77 | -4 | -5% | 0.3 | 9 | 12 | 3 | 30% | 0.6 | 90 | 89 | -1 | -2% | 0.1 |
| 3208 | W | 9879_10786 | Bell Rd (Btn Chepmell & Starky) | 0 | 1 | 60 | 85 | 25 | 42% | 2.1 | 4 | 12 | 8 | 173% | 1.9 | 64 | 97 | 33 | 51% | 2.6 |
| 3301 | N | 4189_3274 | Newcastle Rd (Btn Dunvegan & The Dales) | 1 | 1 | 666 | 811 | 145 | 22% | 3.8 | 53 | 10 | -43 | -81% | 5.4 | 719 | 821 | 102 | 14% | 2.6 |
| 3301 | S | 3274_4189 | Newcastle Rd (Btn Dunvegan & The Dales) | 1 | 1 | 773 | 665 | -108 | -14% | 2.9 | 14 | 9 | -5 | -37% | 1.1 | 788 | 675 | -113 | -14% | 2.9 |
| 3302 | N | 3466_6647 | Dinsdale Rd O S 43 | 1 | 1 | 525 | 368 | -157 | -30% | 5.3 | 25 | 7 | -18 | -72% | 3.1 | 550 | 375 | -175 | -32% | 5.7 |
| 3302 | S | 6647_3466 | Dinsdale Rd O S 43 | 1 | 1 | 320 | 144 | -176 | -55% | 8.2 | 6 | 6 | 0 | 0% | 0.0 | 326 | 149 | -177 | -54% | 8.1 |
| 3303 | N | 3404_10651 | Rifle Range Rd (Btn Johnson & Aberdeen) | 1 | 1 | 662 | 791 | 129 | 20% | 3.4 | 23 | 46 | 23 | 97% | 2.7 | 685 | 837 | 152 | 22% | 3.9 |
| 3303 | S | 10651_3404 | Rifle Range Rd (Btn Johnson & Aberdeen) | 1 | 1 | 633 | 753 | 120 | 19% | 3.2 | 13 | 46 | 33 | 243% | 4.2 | 647 | 799 | 152 | 24% | 4.0 |
| 3304 | N | 7777_6636 | Weka St (Btn Kaka & Kareru) | 1 | 1 | 288 | 236 | -52 | -18% | 2.3 | 15 | 2 | -13 | -87% | 3.2 | 303 | 237 | -66 | -22% | 2.8 |
| 3304 | S | 6636_7777 | Weka St (Btn Kaka & Kareru) | 1 | 1 | 155 | 64 | -91 | -59% | 6.2 | 7 | 1 | -6 | -86% | 2.2 | 162 | 65 | -97 | -60% | 6.5 |
| 3305 | N | 6650_4892 | Kereru St (Btn Pukeko & Makomako) | 1 | 1 | 72 | 19 | -53 | -74% | 5.6 | 2 | 0 | -2 | -100% | 1.5 | 74 | 19 | -55 | -74% | 5.7 |
| 3305 | S | 4892_6650 | Kereru St (Btn Pukeko & Makomako) | 1 | 1 | 24 | 16 | -8 | -32% | 1.2 | 2 | 0 | -2 | -100% | 1.5 | 26 | 16 | -10 | -38% | 1.5 |
| 3306 | N | 8211_4755 | Lincoln Rd btwn SH23 & West St | 1 | 1 | 2,146 | 2,261 | 115 | 5% | 1.7 | 129 | 147 | 18 | 14% | 1.1 | 2,275 | 2,407 | 132 | 6% | 1.9 |
| 3306 | S | 4755_8211 | Lincoln Rd btwn SH23 & West St | 1 | 1 | 1,717 | 1,935 | 218 | 13% | 3.6 | 126 | 136 | 10 | 8% | 0.6 | 1,843 | 2,071 | 228 | 12% | 3.6 |
| 3307 | N | 6665_5198 | Kent St - Massey Hall to Empire St | 1 | 1 | 143 | 126 | -17 | -12% | 1.0 | 8 | 5 | -3 | -40% | 0.9 | 151 | 130 | -21 | -14% | 1.3 |
| 3307 | S | 5198_6665 | Kent St - Massey Hall to Empire St | 1 | 1 | 392 | 97 | -295 | -75% | 13.3 | 19 | 3 | -16 | -84% | 3.4 | 411 | 100 | -311 | -76% | 13.8 |
| 3308 | N | 6662_10493 | Lake Rd - Hall St to Empire St | 1 | 1 | 428 | 421 | -7 | -2% | 0.2 | 14 | 8 | -6 | -43% | 1.3 | 442 | 430 | -12 | -3% | 0.4 |
| 3308 | S | 10493_6662 | Lake Rd - Hall St to Empire St | 1 | 1 | 325 | 306 | -19 | -6% | 0.8 | 5 | 7 | 2 | 40% | 0.6 | 330 | 313 | -17 | -5% | 0.7 |
| 3309 | N | 6750_7901 | Norton Rd (Btn Torrington & Hall) | 1 | 1 | 1,347 | 1,132 | -215 | -16% | 4.3 | 44 | 32 | -12 | -27% | 1.4 | 1,390 | 1,164 | -226 | -16% | 4.5 |
| 3309 | S | 7901_6750 | Norton Rd (Btn Torrington & Hall) | 1 | 1 | 1,234 | 1,051 | -183 | -15% | 3.8 | 37 | 33 | -4 | -11% | 0.5 | 1,271 | 1,084 | -187 | -15% | 3.9 |
| 3310 | N | 3378_2533 | Seddon Rd - Mill to Goldsmith | 1 | 1 | 200 | 568 | 368 | 184% | 13.3 | 24 | 9 | -15 | -62% | 2.6 | 224 | 577 | 353 | 158% | 12.5 |
| 3310 | S | 2533_3378 | Seddon Rd - Mill to Goldsmith | 1 | 1 | 429 | 196 | -233 | -54% | 9.3 | 7 | 6 | -1 | -12% | 0.2 | 436 | 202 | -234 | -54% | 9.3 |
| 3311 | N | 8219_10511 | Abbotsford St - Mill to Willoughby E-W | 1 | 1 | 498 | 674 | 176 | 35% | 5.1 | 4 | 7 | 3 | 75% | 0.9 | 502 | 681 | 179 | 36% | 5.2 |
| 3311 | S | 10511_8219 | Abbotsford St - Mill to Willoughby E-W | 1 | 1 | 21 | 0 | -21 | -100% | 4.6 | 0 | 0 | 0 | - | 0.0 | 21 | 0 | -21 | -100% | 4.6 |
| 3312 | N | 3469_6728 | Willoughby St (Btn Abbotsford & Mill) | 1 | 1 | 336 | 471 | 135 | 40% | 4.8 | 8 | 33 | 25 | 334% | 4.0 | 343 | 504 | 161 | 47% | 5.5 |
| 3312 | S | 6728_3469 | Willoughby St (Btn Abbotsford & Mill) | 1 | 1 | 509 | 102 | -407 | -80% | 16.5 | 9 | 6 | -3 | -32% | 0.7 | 518 | 107 | -411 | -79% | 16.4 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3313 | N | 3129_10509 | Ulster St - Mill to Abbotsford | 1 | 1 | 1,534 | 1,803 | 269 | 18% | 4.7 | 36 | 12 | -24 | -67% | 3.5 | 1,570 | 1,816 | 246 | 16% | 4.2 |
| 3313 | S | 10509_3129 | Ulster St - Mill to Abbotsford | 1 | 1 | 1,702 | 2,182 | 480 | 28% | 7.7 | 38 | 35 | -3 | -8% | 0.4 | 1,740 | 2,217 | 477 | 27% | 7.6 |
| 3314 | N | 4951_4952 | Victoria St - Mill St to Mill Lane | 1 | 1 | 1,159 | 681 | -478 | -41% | 11.1 | 18 | 31 | 13 | 72% | 1.9 | 1,177 | 712 | -465 | -40% | 10.7 |
| 3314 | S | 4952_4951 | Victoria St - Mill St to Mill Lane | 1 | 1 | 948 | 1,275 | 327 | 34% | 6.9 | 19 | 45 | 26 | 137% | 3.3 | 967 | 1,320 | 353 | 37% | 7.4 |
| 3315 | N | 7073_3605 | River Rd - Riverview to Ingleton | 1 | 1 | 1,355 | 1,108 | -247 | -18% | 5.0 | 9 | 13 | 4 | 44% | 0.9 | 1,364 | 1,121 | -243 | -18% | 4.9 |
| 3315 | S | 3605_7073 | River Rd - Riverview to Ingleton | 1 | 1 | 937 | 939 | 2 | 0% | 0.0 | 4 | 13 | 9 | 225% | 2.2 | 941 | 952 | 11 | 1% | 0.3 |
| 3316 | N | 3121_4976 | Casey Ave (Btn Ranfurly & Moule) | 1 | 1 | 513 | 472 | -41 | -8% | 1.3 | 10 | 6 | -4 | -41% | 1.0 | 523 | 478 | -45 | -9% | 1.4 |
| 3316 | S | 4976_3121 | Casey Ave (Btn Ranfurly & Moule) | 1 | 1 | 53 | 55 | 2 | 4% | 0.2 | 3 | 0 | -3 | -100% | 1.8 | 56 | 55 | -1 | -2% | 0.1 |
| 3317 | N | 3012_4132 | Heaphy Tce (Btn Claude & Boundary) | 1 | 1 | 1,643 | 1,397 | -246 | -15% | 4.5 | 44 | 11 | -33 | -75% | 4.4 | 1,687 | 1,408 | -279 | -17% | 5.0 |
| 3317 | S | 4132_3012 | Heaphy Tce (Btn Claude & Boundary) | 1 | 1 | 839 | 721 | -118 | -14% | 3.0 | 34 | 11 | -23 | -68% | 3.4 | 873 | 732 | -141 | -16% | 3.5 |
| 3318 | N | 4998_4151 | Peachgrove Rd (Btn Holland & Insoll) | 1 | 1 | 1,236 | 1,499 | 263 | 21% | 5.0 | 17 | 11 | -6 | -35% | 1.1 | 1,253 | 1,510 | 257 | 21% | 4.9 |
| 3318 | S | 4151_4998 | Peachgrove Rd (Btn Holland & Insoll) | 1 | 1 | 1,096 | 936 | -160 | -15% | 3.5 | 25 | 10 | -15 | -61% | 2.6 | 1,121 | 947 | -174 | -16% | 3.8 |
| 3319 | N | 7125_6773 | Tramway Rd (Btn Snells & Carr) | 1 | 1 | 385 | 608 | 223 | 58% | 7.1 | 9 | 10 | 1 | 14% | 0.3 | 393 | 618 | 225 | 57% | 7.1 |
| 3319 | S | 6773_7125 | Tramway Rd (Btn Snells & Carr) | 1 | 1 | 231 | 304 | 73 | 32% | 3.2 | 8 | 3 | -5 | -61% | 1.4 | 239 | 307 | 68 | 29% | 2.9 |
| 3321 | N | 8157_8201 | Wairere Dr Rng Rd Sth (Btn Carrs & Powell) | 1 | 1 | 2,900 | 2,154 | -746 | -26% | 10.5 | 51 | 58 | 7 | 14% | 0.7 | 2,951 | 2,212 | -739 | -25% | 10.3 |
| 3321 | S | 8201_8157 | Wairere Dr Rng Rd Sth (Btn Carrs & Powell) | 1 | 1 | 1,752 | 1,844 | 92 | 5% | 1.5 | 40 | 70 | 30 | 75% | 2.9 | 1,792 | 1,915 | 123 | 7% | 2.0 |
| 3401 | E | 8183_4307 | Ruakura Rd - Wairere to Substation Rd | 1 | 1 | 1,627 | 1,783 | 156 | 10% | 2.7 | 21 | 47 | 26 | 124% | 3.2 | 1,648 | 1,830 | 182 | 11% | 3.1 |
| 3401 | W | 4307_8183 | Ruakura Rd - Wairere to Substation Rd | 1 | 1 | 1,516 | 1,242 | -274 | -18% | 5.2 | 22 | 45 | 23 | 105% | 2.8 | 1,538 | 1,287 | -251 | -16% | 4.7 |
| 3402 | E | 9976_4095 | Clyde St - Wairere to York | 1 | 1 | 1,058 | 1,040 | -18 | -2% | 0.4 | 31 | 14 | -17 | -55% | 2.5 | 1,089 | 1,055 | -34 | -3% | 0.7 |
| 3402 | W | 4095_9976 | Clyde St - Wairere to York | 1 | 1 | 1,224 | 680 | -544 | -44% | 12.5 | 34 | 12 | -22 | -65% | 3.2 | 1,258 | 692 | -566 | -45% | 12.8 |
| 3403 | E | 9983_4899 | Cambridge Rd (Btn Wairere & Prescott) | 1 | 1 | 1,569 | 1,655 | 86 | 5% | 1.5 | 100 | 81 | -19 | -19% | 1.4 | 1,670 | 1,736 | 66 | 4% | 1.1 |
| 3403 | W | 4899_9983 | Cambridge Rd (Btn Wairere & Prescott) | 1 | 1 | 1,370 | 1,521 | 151 | 11% | 2.8 | 77 | 63 | -14 | -18% | 1.2 | 1,448 | 1,584 | 136 | 9% | 2.5 |
| 3404 | E | 5706_10900 | 01N10557 - 50m East of Cambridge Rd Rbt | 1 | 1 | 3,175 | 3,828 | 653 | 21% | 7.8 | 175 | 147 | -28 | -16% | 1.6 | 3,350 | 3,974 | 624 | 19% | 7.3 |
| 3405 | W | 10900_5706 | 01N10557 - 50m East of Cambridge Rd Rbt | 1 | 1 | 3,350 | 3,518 | 168 | 5% | 2.0 | 268 | 167 | -101 | -38% | 4.8 | 3,618 | 3,684 | 66 | 2% | 0.8 |
| 3406 | E | 7865_7692 | Howell Ave (Btn Chesterman & Hudson) | 1 | 1 | 285 | 167 | -118 | -41% | 5.5 | 6 | 2 | -4 | -68% | 1.5 | 291 | 169 | -122 | -42% | 5.7 |
| 3406 | W | 7692_7865 | Howell Ave (Btn Chesterman & Hudson) | 1 | 1 | 60 | 107 | 47 | 78% | 3.6 | 1 | 2 | 1 | 67% | 0.4 | 61 | 110 | 49 | 80% | 3.7 |
| 3501 | NW | 4979_10665 | Brymer Rd (Btn Bagust & Rotokauru) | 1 | 1 | 58 | 62 | 4 | 7% | 0.4 | 3 | 1 | -2 | -64% | 0.9 | 61 | 64 | 3 | 6% | 0.3 |
| 3501 | SE | 10665_4979 | Brymer Rd (Btn Bagust & Rotokauru) | 1 | 1 | 55 | 109 | 54 | 97% | 4.2 | 8 | 2 | -6 | -75% | 1.9 | 63 | 110 | 47 | 74% | 3.5 |
| 3502 | NW | 4046_10842 | Rotokauri Rd - Baverstock Rd to Kawariki Dr | 1 | 1 | 179 | 288 | 109 | 61% | 5.1 | 11 | 2 | -9 | -81% | 2.5 | 190 | 291 | 101 | 53% | 4.6 |
| 3502 | SE | 10842_4046 | Rotokauri Rd - Baverstock Rd to Kawariki Dr | 1 | 1 | 257 | 230 | -27 | -10% | 1.2 | 13 | 4 | -9 | -69% | 2.1 | 270 | 234 | -36 | -13% | 1.6 |
| 3503 | SE | 10664_2518 | 01N10548 - 340m South Forman Rd | 1 | 1 | 4,100 | 3,929 | -171 | -4% | 1.9 | 280 | 200 | -80 | -29% | 3.7 | 4,380 | 4,129 | -251 | -6% | 2.7 |
| 3504 | NW | 2518_10664 | 01N20548 - 340m South Forman Rd | 1 | 1 | 2,905 | 3,480 | 575 | 20% | 7.2 | 142 | 219 | 77 | 54% | 4.0 | 3,048 | 3,699 | 652 | 21% | 7.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3601 | N | 3433_7547 | Garnett Rd (Btn Storey & Seifert) | 1 | 1 | 435 | 238 | -197 | -45% | 7.6 | 27 | 30 | 3 | 10% | 0.4 | 462 | 268 | -194 | -42% | 7.2 |
| 3601 | S | 7547_3433 | Garnett Rd (Btn Storey & Seifert) | 1 | 1 | 480 | 750 | 270 | 56% | 7.7 | 15 | 28 | 13 | 89% | 2.0 | 494 | 778 | 284 | 57% | 8.0 |
| 3602 | S | 6671_8222 | Te Rapa Rd / Forest Lake Rd North App | 1 | 1 | 2,906 | 3,638 | 732 | 25% | 9.0 | 43 | 84 | 41 | 95% | 3.6 | 2,949 | 3,722 | 773 | 26% | 9.5 |
| 3602 | N | 8222_6671 | Te Rapa Rd / Forest Lake Rd North App | 1 | 1 | 2,632 | 2,636 | 4 | 0% | 0.1 | 82 | 80 | -2 | -2% | 0.2 | 2,714 | 2,716 | 2 | 0% | 0.0 |
| 3603 | N | 7247_7248 | Beerescourt St (Btn Galbrath & charles) | 1 | 1 | 505 | 531 | 26 | 5% | 0.8 | 17 | 7 | -10 | -58% | 2.0 | 521 | 538 | 17 | 3% | 0.5 |
| 3603 | S | 7248_7247 | Beerescourt St (Btn Galbrath & charles) | 1 | 1 | 396 | 408 | 12 | 3% | 0.4 | 14 | 7 | -7 | -51% | 1.6 | 410 | 415 | 5 | 1% | 0.2 |
| 3701 | E | 2717_6727 | Koura Dr - Te Kowhai to Te Rapa Bypass | 1 | 1 | 286 | 409 | 123 | 43% | 4.7 | 43 | 16 | -27 | -63% | 3.5 | 329 | 425 | 96 | 29% | 3.5 |
| 3701 | W | 6727_2717 | Koura Dr - Te Kowhai to Te Rapa Bypass | 1 | 1 | 845 | 778 | -67 | -8% | 1.7 | 41 | 17 | -24 | -59% | 3.2 | 886 | 795 | -91 | -10% | 2.2 |
| 3702 | E | 4047_10840 | Rotokauri Rd (Btn Kawariki & Brymer) | 1 | 1 | 79 | 202 | 123 | 155% | 7.3 | 6 | 3 | -3 | -50% | 1.0 | 85 | 205 | 120 | 141% | 7.0 |
| 3702 | W | 10840_4047 | Rotokauri Rd (Btn Kawariki & Brymer) | 1 | 1 | 119 | 238 | 119 | 100% | 6.3 | 6 | 2 | -4 | -64% | 1.3 | 125 | 240 | 115 | 92% | 6.0 |
| 3703 | E | 4775_10662 | Baverstock Rd (Btn Jack & Ruske) | 1 | 1 | 155 | 33 | -122 | -79% | 8.9 | 12 | 7 | -5 | -42% | 1.1 | 167 | 41 | -126 | -75% | 8.7 |
| 3703 | W | 10662_4775 | Baverstock Rd (Btn Jack & Ruske) | 1 | 1 | 134 | 44 | -90 | -67% | 6.7 | 6 | 7 | 1 | 25% | 0.4 | 139 | 51 | -88 | -63% | 6.4 |
| 3704 | E | 5190_4351 | Brymer Rd - Glenside to Angus | 1 | 1 | 259 | 187 | -72 | -28% | 3.4 | 20 | 5 | -15 | -75% | 3.0 | 279 | 192 | -87 | -31% | 4.0 |
| 3704 | W | 4351_5190 | Brymer Rd - Glenside to Angus | 1 | 1 | 406 | 375 | -31 | -8% | 1.1 | 25 | 5 | -20 | -80% | 3.6 | 431 | 380 | -51 | -12% | 1.8 |
| 3705 | E | 7165_3412 | 02300004 - 40m East of Newcastle Rd | 1 | 1 | 959 | 797 | -162 | -17% | 3.9 | 50 | 25 | -25 | -50% | 2.9 | 1,009 | 822 | -187 | -19% | 4.4 |
| 3705 | W | 3412_7165 | 02300004 - 40m East of Newcastle Rd | 1 | 1 | 1,864 | 1,633 | -231 | -12% | 3.9 | 98 | 26 | -72 | -73% | 6.5 | 1,962 | 1,659 | -303 | -15% | 5.0 |
| 3706 | E | 3336_4906 | Tuhikaramea Rd (Btn Pygmalion & Cowly) | 1 | 1 | 589 | 590 | 1 | 0% | 0.0 | 48 | 59 | 11 | 22% | 1.0 | 638 | 650 | 12 | 2% | 0.3 |
| 3706 | W | 4906_3336 | Tuhikaramea Rd (Btn Pygmalion & Cowly) | 1 | 1 | 1,068 | 1,059 | -9 | -1% | 0.2 | 35 | 64 | 29 | 81% | 2.9 | 1,103 | 1,123 | 20 | 2% | 0.4 |
| 3801 | In | 9138_3925 | 03600028 - 275m Nth of Te Matai Rd | 0 | 1 | 343 | 361 | 18 | 5% | 0.7 | 15 | 0 | -15 | -100% | 3.9 | 358 | 361 | 3 | 1% | 0.1 |
| 3801 | Out | 3925_9138 | 03600028 - 275m Nth of Te Matai Rd | 0 | 1 | 344 | 237 | -107 | -31% | 4.4 | 15 | 0 | -15 | -100% | 3.9 | 359 | 237 | -122 | -34% | 5.0 |
| 3802 | In | 9110_10206 | 00500034 - TARUKENGA - 4.45km West of Dalbeth Rd - Tel Site 15 | 0 | 1 | 508 | 412 | -96 | -19% | 3.2 | 49 | 35 | -14 | -29% | 1.5 | 557 | 447 | -110 | -20% | 3.5 |
| 3802 | Out | 10206_9110 | 00500034 - TARUKENGA - 4.45km West of Dalbeth Rd - Tel Site 15 | 0 | 1 | 424 | 327 | -97 | -23% | 3.5 | 40 | 40 | 0 | 1% | 0.0 | 463 | 367 | -96 | -21% | 3.3 |
| 3803 | In | 8592_4039 | 00500057 - WAIPA Sth of SH30 - Tel Site 41 | 0 | 1 | 739 | 1,039 | 300 | 41% | 7.1 | 71 | 71 | 0 | 0% | 0.0 | 810 | 1,110 | 300 | 37% | 6.9 |
| 3803 | Out | 4039_8592 | 00500057 - WAIPA Sth of SH30 - Tel Site 41 | 0 | 1 | 632 | 612 | -20 | -3% | 0.6 | 49 | 63 | 14 | 30% | 1.4 | 680 | 675 | -5 | -1% | 0.1 |
| 3901 | N | 10714_10135 | Rotongata Rd - Bulmer to Te Ana | 0 | 1 | 29 | 35 | 6 | 22% | 0.8 | 7 | 6 | -1 | -14% | 0.3 | 36 | 42 | 6 | 17% | 0.7 |
| 3901 | S | 10135_10714 | Rotongata Rd - Bulmer to Te Ana | 0 | 1 | 21 | 10 | -11 | -52% | 1.9 | 3 | 7 | 4 | 169% | 1.4 | 23 | 17 | -6 | -27% | 1.0 |
| 3902 | N | 8846_9123 | Old Taupo North - Arapuni to Huihuitaha | 0 | 1 | 50 | 43 | -7 | -13% | 0.7 | 4 | 10 | 6 | 178% | 1.7 | 53 | 53 | 0 | 0% | 0.0 |
| 3902 | S | 9123_8846 | Old Taupo North - Arapuni to Huihuitaha | 0 | 1 | 42 | 49 | 7 | 16% | 0.7 | 8 | 9 | 1 | 18% | 0.3 | 50 | 59 | 9 | 18% | 0.9 |
| 3903 | N | 8846_8813 | Tomalin - Waotu to Old Taupo | 0 | 1 | 17 | 12 | -5 | -28% | 0.9 | 1 | 2 | 1 | 43% | 0.3 | 18 | 14 | -4 | -22% | 0.7 |
| 3903 | S | 8813_8846 | Tomalin - Waotu to Old Taupo | 0 | 1 | 15 | 14 | -1 | -7% | 0.2 | 6 | 2 | -4 | -67% | 1.4 | 21 | 16 | -5 | -24% | 0.8 |
| 3904 | N | 9117_8812 | Lichfield End LHS Golf Club to Sneddon | 0 | 1 | 20 | 11 | -9 | -46% | 1.7 | 1 | 2 | 1 | 54% | 0.4 | 22 | 13 | -9 | -40% | 1.5 |
| 3904 | S | 8812_9117 | Lichfield End LHS Golf Club to Sneddon | 0 | 1 | 17 | 8 | -9 | -53% | 1.8 | 2 | 2 | 0 | 0% | 0.0 | 19 | 10 | -9 | -47% | 1.7 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3905 | N | 10192_8565 | 01N00620 - LICHFIELD Sth of Baldwin Rd - Tel Site 21 | 0 | 1 | 785 | 683 | -102 | -13% | 2.7 | 107 | 94 | -13 | -12% | 0.9 | 892 | 777 | -115 | -13% | 2.8 |
| 3905 | S | 8565_10192 | 01N00620 - LICHFIELD Sth of Baldwin Rd - Tel Site 21 | 0 | 1 | 741 | 594 | -147 | -20% | 4.0 | 81 | 109 | 28 | 35% | 2.1 | 821 | 703 | -118 | -14% | 3.0 |
| 4001 | N | 9788_10236 | Te Pahu Rd - Speed restriction to Limeworks Loop Rd | 0 | 1 | 65 | 72 | 7 | 11% | 0.6 | 8 | 4 | -4 | -47% | 1.1 | 73 | 76 | 3 | 5% | 0.3 |
| 4001 | S | 10236_9788 | Te Pahu Rd - Speed restriction to Limeworks Loop Rd | 0 | 1 | 77 | 49 | -28 | -36% | 2.5 | 8 | 4 | -4 | -51% | 1.2 | 85 | 53 | -32 | -38% | 2.7 |
| 4002 | N | 5871_5872 | 03900034 - 100m before Meadway Rd Intersection | 0 | 1 | 893 | 829 | -64 | -7% | 1.5 | 106 | 67 | -39 | -37% | 3.0 | 1,000 | 896 | -104 | -10% | 2.4 |
| 4002 | S | 5872_5871 | 03900034 - 100m before Meadway Rd Intersection | 0 | 1 | 609 | 691 | 82 | 14% | 2.3 | 72 | 60 | -12 | -17% | 1.1 | 681 | 751 | 70 | 10% | 1.8 |
| 4003 | N | 4863_4501 | Ngahinapouri Road - Speed derestriction to Gillard Rd | 0 | 1 | 116 | 68 | -48 | -41% | 3.5 | 4 | 2 | -2 | -44% | 0.7 | 119 | 70 | -49 | -41% | 3.6 |
| 4003 | S | 4501_4863 | Ngahinapouri Road - Speed derestriction to Gillard Rd | 0 | 1 | 67 | 66 | -1 | -1% | 0.1 | 3 | 2 | -1 | -41% | 0.6 | 70 | 68 | -2 | -3% | 0.2 |
| 4004 | N | 4867_4868 | McGregor Rd - Rukuhia Rd to Ngahinapouri Rd | 0 | 1 | 17 | 38 | 21 | 126% | 2.9 | 5 | 2 | -3 | -63% | 1.2 | 22 | 41 | 19 | 85% | 2.4 |
| 4004 | S | 4868_4867 | McGregor Rd - Rukuhia Rd to Ngahinapouri Rd | 0 | 1 | 52 | 49 | -3 | -5% | 0.3 | 6 | 2 | -4 | -64% | 1.3 | 57 | 51 | -6 | -11% | 0.6 |
| 4005 | N | 2917_3157 | Ohaupo Rd - Nth of SH21 | 1 | 1 | 1,266 | 1,498 | 232 | 18% | 4.4 | 79 | 79 | 0 | 0% | 0.0 | 1,344 | 1,577 | 233 | 17% | 4.3 |
| 4005 | S | 3157_2917 | Ohaupo Rd - Nth of SH21 | 1 | 1 | 1,974 | 1,967 | -7 | 0% | 0.1 | 95 | 76 | -19 | -20% | 1.5 | 2,069 | 2,043 | -26 | -1% | 0.4 |
| 4006 | N | 10685_6307 | 02100004 - 55m Sth of Lochiel Rd | 0 | 1 | 675 | 1,022 | 347 | 51% | 8.4 | 32 | 47 | 15 | 48% | 1.7 | 707 | 1,069 | 362 | 51% | 8.6 |
| 4006 | S | 6307_10685 | 02100004 - 55m Sth of Lochiel Rd | 0 | 1 | 619 | 650 | 31 | 5% | 0.9 | 67 | 47 | -20 | -30% | 1.9 | 686 | 697 | 11 | 2% | 0.3 |
| 4007 | N | 5378_5443 | Pencarrow Rd - Markevin to Te Awa | 0 | 1 | 69 | 31 | -38 | -55% | 3.8 | 0 | 0 | 0 | -100% | 0.6 | 70 | 31 | -39 | -56% | 3.9 |
| 4007 | S | 5443_5378 | Pencarrow Rd - Markevin to Te Awa | 0 | 1 | 71 | 33 | -38 | -54% | 3.7 | 0 | 0 | 0 | -100% | 0.5 | 71 | 33 | -38 | -54% | 3.8 |
| 4008 | S | 5849_6119 | 01N10564 - 800m Southeast of Pickering Road Fly Over | 0 | 1 | 2,212 | 1,900 | -312 | -14% | 4.9 | 153 | 88 | -65 | -42% | 4.2 | 2,365 | 1,987 | -378 | -16% | 5.7 |
| 4009 | N | 6119_5849 | 01N20564 - 800m Southeast of Pickering Road Fly Over | 0 | 1 | 1,777 | 1,842 | 65 | 4% | 1.1 | 169 | 98 | -71 | -42% | 4.3 | 1,946 | 1,939 | -7 | 0% | 0.1 |
| 4010 | N | 4842_5500 | Pickering Rd - Discombe to Cambridge | 0 | 1 | 47 | 60 | 13 | 29% | 1.3 | 0 | 4 | 4 | 1574 % | 1.8 | 47 | 64 | 17 | 37% | 1.6 |
| 4010 | S | 5500_4842 | Pickering Rd - Discombe to Cambridge | 0 | 1 | 48 | 39 | -9 | -18% | 0.9 | 0 | 4 | 4 | 2503 % | 1.9 | 48 | 42 | -6 | -12% | 0.6 |
| 4011 | N | 10302_4454 | Bruntwood Rd - Peake Rd to Mill Rd | 0 | 1 | 239 | 162 | -77 | -32% | 3.8 | 31 | 10 | -21 | -67% | 3.2 | 269 | 172 | -97 | -36% | 4.6 |
| 4011 | S | 4454_10302 | Bruntwood Rd - Peake Rd to Mill Rd | 0 | 1 | 250 | 341 | 91 | 37% | 3.8 | 19 | 15 | -4 | -21% | 0.7 | 269 | 356 | 87 | 32% | 3.5 |
| 4101 | In | 4470_13584 | 01B00043 - Outside Cemetery | 0 | 1 | 942 | 858 | -84 | -9% | 2.0 | 60 | 68 | 8 | 13% | 0.7 | 1,003 | 926 | -76 | -8% | 1.7 |
| 4101 | Out | 13584_4470 | 01B00043 - Outside Cemetery | 0 | 1 | 639 | 816 | 177 | 28% | 4.6 | 60 | 60 | 0 | 0% | 0.0 | 699 | 875 | 176 | 25% | 4.4 |
| 4102 | In | 5963_13594 | Swayne Rd - Speed derestriction to Zig Zag Rd | 0 | 1 | 202 | 180 | -22 | -11% | 1.1 | 12 | 5 | -7 | -60% | 1.8 | 215 | 185 | -30 | -14% | 1.5 |
| 4102 | Out | 13594_5963 | Swayne Rd - Speed derestriction to Zig Zag Rd | 0 | 1 | 146 | 155 | 9 | 6% | 0.5 | 10 | 5 | -5 | -50% | 1.3 | 156 | 160 | 4 | 2% | 0.2 |
| 4103 | In | 4811_13112 | Wells Place - Zig Zag Rd to Culdesac | 0 | 1 | 31 | 59 | 28 | 89% | 2.9 | 5 | 1 | -4 | -78% | 1.5 | 36 | 60 | 24 | 68% | 2.5 |
| 4103 | Out | 13112_4811 | Wells Place - Zig Zag Rd to Culdesac | 0 | 1 | 42 | 37 | -5 | -11% | 0.5 | 1 | 1 | 0 | -29% | 0.3 | 43 | 39 | -4 | -9% | 0.4 |
| 4104 | In | 13180_13179 | St Kildav Rd - Near Mid block | 0 | 1 | 228 | 100 | -128 | -56% | 7.1 | 14 | 2 | -12 | -86% | 3.0 | 242 | 102 | -140 | -58% | 7.5 |
| 4104 | Out | 13179_13180 | St Kildav Rd - Near Mid block | 0 | 1 | 246 | 182 | -64 | -26% | 3.1 | 19 | 2 | -17 | -90% | 3.8 | 265 | 185 | -80 | -30% | 3.8 |
| 4105 | Out | 10088_10087 | 01N10576 - 850m past Koo Utu Bridge Abutment Inc | 0 | 1 | 954 | 484 | -470 | -49% | 12.4 | 89 | 92 | 3 | 4% | 0.2 | 1,042 | 576 | -466 | -45% | 11.6 |
| 4106 | In | 10087_10088 | 01N10576 - 850m past Koo Utu Bridge Abutment Dec | 0 | 1 | 977 | 569 | -408 | -42% | 10.4 | 147 | 92 | -55 | -37% | 3.5 | 1,124 | 661 | -463 | -41% | 11.0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4107 | In | 4808_10272 | Tirau Rd - Speed derestriction to SH1 | 0 | 1 | 557 | 409 | -148 | -27% | 4.8 | 41 | 47 | 6 | 14% | 0.6 | 599 | 456 | -143 | -24% | 4.4 |
| 4107 | Out | 10272_4808 | Tirau Rd - Speed derestriction to SH1 | 0 | 1 | 634 | 684 | 50 | 8% | 1.4 | 34 | 45 | 12 | 34% | 1.3 | 668 | 729 | 61 | 9% | 1.6 |
| 4108 | In | 4884_4177 | Lamb St - Carlyle St to Speed derestriction | 0 | 1 | 77 | 130 | 53 | 68% | 3.7 | 4 | 3 | -1 | -29% | 0.4 | 82 | 133 | 52 | 63% | 3.5 |
| 4108 | Out | 4177_4884 | Lamb St - Carlyle St to Speed derestriction | 0 | 1 | 84 | 119 | 35 | 42% | 2.5 | 7 | 3 | -4 | -58% | 1.3 | 91 | 121 | 30 | 33% | 2.1 |
| 4109 | In | 4178_4177 | Roto-o-rangi Rd - Near Amelia Pl | 0 | 1 | 174 | 257 | 83 | 48% | 4.0 | 17 | 11 | -6 | -35% | 1.1 | 191 | 268 | 77 | 41% | 3.6 |
| 4109 | Out | 4177_4178 | Roto-o-rangi Rd - Near Amelia Pl | 0 | 1 | 259 | 250 | -9 | -4% | 0.4 | 22 | 10 | -12 | -54% | 2.1 | 281 | 260 | -21 | -8% | 0.9 |
| 4110 | In | 4161_4984 | Lamb Street - Grace Ave to Burns St | 0 | 1 | 335 | 304 | -31 | -9% | 1.2 | 21 | 5 | -16 | -76% | 3.1 | 355 | 310 | -45 | -13% | 1.8 |
| 4110 | Out | 4984_4161 | Lamb Street - Grace Ave to Burns St | 0 | 1 | 235 | 169 | -66 | -28% | 3.3 | 13 | 6 | -7 | -55% | 1.6 | 249 | 176 | -73 | -29% | 3.5 |
| 4111 | In | 4527_9148 | Cambridge Rd - Matos Segedin Dr to Ihimaera Tce | 0 | 1 | 600 | 811 | 211 | 35% | 5.6 | 81 | 46 | -35 | -43% | 3.1 | 681 | 857 | 176 | 26% | 4.5 |
| 4111 | Out | 9148_4527 | Cambridge Rd - Matos Segedin Dr to Ihimaera Tce | 0 | 1 | 526 | 700 | 174 | 33% | 5.0 | 74 | 47 | -27 | -36% | 2.4 | 599 | 747 | 148 | 25% | 4.0 |
| 4112 | In | 4825_4551 | Cambridge Rd - End Passing lane to Hamilton Rd | 0 | 1 | 953 | 641 | -312 | -33% | 7.8 | 56 | 6 | -50 | -89% | 6.4 | 1,009 | 647 | -362 | -36% | 8.9 |
| 4112 | Out | 4551_4825 | Cambridge Rd - End Passing lane to Hamilton Rd | 0 | 1 | 671 | 690 | 19 | 3% | 0.5 | 45 | 6 | -39 | -87% | 5.4 | 715 | 696 | -19 | -3% | 0.5 |
| 4113 | In | 4875_4874 | Abergeldie Way - Speed derestriction to Racecourse Rd | 0 | 1 | 207 | 126 | -81 | -39% | 4.4 | 13 | 3 | -10 | -77% | 2.5 | 220 | 129 | -91 | -41% | 4.9 |
| 4113 | Out | 4874_4875 | Abergeldie Way - Speed derestriction to Racecourse Rd | 0 | 1 | 105 | 92 | -13 | -13% | 1.0 | 6 | 3 | -3 | -45% | 0.9 | 111 | 95 | -16 | -14% | 1.1 |
| 4114 | In | 10072_10080 | SH1 - 25m East of Peake Road Over Bridge | 0 | 1 | 1,444 | 1,259 | -185 | -13% | 3.6 | 73 | 80 | 7 | 10% | 0.6 | 1,516 | 1,339 | -177 | -12% | 3.3 |
| 4115 | Out | 10080_10072 | SH1 - 25m East of Peake Road Over Bridge | 0 | 1 | 1,178 | 1,215 | 37 | 3% | 0.8 | 136 | 89 | -47 | -34% | 3.1 | 1,313 | 1,303 | -10 | -1% | 0.2 |
| 4201 | In | 2594_5428 | Paterangi Rd - Harrison Dr to Speed derestriction | 0 | 1 | 492 | 409 | -83 | -17% | 2.8 | 32 | 20 | -12 | -37% | 1.6 | 524 | 429 | -95 | -18% | 3.1 |
| 4201 | Out | 5428_2594 | Paterangi Rd - Harrison Dr to Speed derestriction | 0 | 1 | 324 | 448 | 124 | 38% | 4.5 | 9 | 18 | 9 | 98% | 1.7 | 333 | 466 | 133 | 40% | 4.7 |
| 4202 | In | 4533_10741 | Racecourse Road - End of K & C to start of K & C | 0 | 1 | 128 | 41 | -87 | -68% | 6.7 | 3 | 1 | -2 | -64% | 0.9 | 131 | 42 | -89 | -68% | 6.7 |
| 4202 | Out | 10741_4533 | Racecourse Road - End of K & C to start of K & C | 0 | 1 | 118 | 45 | -73 | -62% | 5.7 | 3 | 1 | -2 | -66% | 1.0 | 121 | 46 | -75 | -62% | 5.8 |
| 4203 | In | 4168_4528 | Bond Rd - End K & C to Moxham Rd | 0 | 1 | 55 | 22 | -33 | -60% | 3.8 | 7 | 2 | -5 | -73% | 1.8 | 63 | 24 | -39 | -62% | 4.2 |
| 4203 | Out | 4528_4168 | Bond Rd - End K & C to Moxham Rd | 0 | 1 | 115 | 52 | -63 | -55% | 4.9 | 10 | 2 | -8 | -80% | 2.3 | 125 | 54 | -71 | -57% | 5.3 |
| 4204 | In | 5945_5944 | Te Rahu Rd - Warburton Cres to Pekarau Cres | 0 | 1 | 332 | 152 | -180 | -54% | 8.2 | 11 | 7 | -4 | -35% | 0.9 | 342 | 159 | -183 | -54% | 8.2 |
| 4204 | Out | 5944_5945 | Te Rahu Rd - Warburton Cres to Pekarau Cres | 0 | 1 | 222 | 357 | 135 | 61% | 5.6 | 6 | 8 | 2 | 33% | 0.5 | 228 | 365 | 137 | 60% | 5.6 |
| 4205 | In | 14109_11645 | Cambridge Rd (TA) - Gleneagles Dr to Piquet Hill Rd | 0 | 1 | 370 | 373 | 3 | 1% | 0.1 | 35 | 5 | -30 | -86% | 4.7 | 405 | 378 | -27 | -7% | 1.0 |
| 4205 | Out | 11645_14109 | Cambridge Rd (TA) - Gleneagles Dr to Piquet Hill Rd | 0 | 1 | 510 | 699 | 189 | 37% | 5.4 | 44 | 5 | -39 | -89% | 5.6 | 554 | 704 | 150 | 27% | 4.2 |
| 4206 | In | 6214_6178 | Cambridge Rd - Speed derestriction to Golf Rd | 0 | 1 | 345 | 436 | 91 | 26% | 3.3 | 29 | 28 | -1 | -4% | 0.2 | 374 | 464 | 90 | 24% | 3.1 |
| 4206 | Out | 6178_6214 | Cambridge Rd - Speed derestriction to Golf Rd | 0 | 1 | 422 | 508 | 86 | 20% | 2.8 | 22 | 28 | 7 | 30% | 0.9 | 444 | 536 | 93 | 21% | 3.0 |
| 4207 | In | 6179_10618 | Puahue Rd - Cambridge Rd to Hairini Rd | 0 | 1 | 39 | 88 | 49 | 127% | 4.4 | 2 | 2 | 0 | 11% | 0.1 | 41 | 90 | 49 | 122% | 4.3 |
| 4207 | Out | 10618_6179 | Puahue Rd - Cambridge Rd to Hairini Rd | 0 | 1 | 56 | 129 | 73 | 132% | 5.4 | 2 | 3 | 1 | 25% | 0.3 | 58 | 131 | 73 | 126% | 5.3 |
| 4208 | In | 6330_4880 | Arapuni Rd - Dick St to Kimberley Rd | 0 | 1 | 168 | 129 | -39 | -23% | 2.2 | 31 | 20 | -11 | -35% | 1.5 | 198 | 150 | -48 | -24% | 2.6 |
| 4208 | Out | 4880_6330 | Arapuni Rd - Dick St to Kimberley Rd | 0 | 1 | 218 | 179 | -39 | -18% | 1.9 | 13 | 20 | 7 | 52% | 1.2 | 231 | 199 | -32 | -14% | 1.5 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4209 | In | 5416_2628 | Allen Rd - SH3 to Brotherhood Rd | 0 | 1 | 22 | 16 | -6 | -27% | 1.0 | 4 | 2 | -2 | -55% | 0.9 | 26 | 19 | -7 | -28% | 1.1 |
| 4209 | Out | 2628_5416 | Allen Rd - SH3 to Brotherhood Rd | 0 | 1 | 33 | 24 | -9 | -27% | 1.2 | 7 | 2 | -5 | -71% | 1.6 | 40 | 27 | -13 | -32% | 1.5 |
| 4210 | In | 10244_13984 | 00300034 - 105m before Tokanui Rd | 0 | 1 | 767 | 776 | 9 | 1% | 0.2 | 40 | 70 | 30 | 73% | 2.8 | 808 | 847 | 39 | 5% | 1.0 |
| 4210 | Out | 13984_10244 | 00300034 - 105m before Tokanui Rd | 0 | 1 | 626 | 692 | 66 | 10% | 1.8 | 33 | 71 | 38 | 115% | 3.7 | 659 | 763 | 104 | 16% | 2.7 |
| 4211 | In | 6134_5391 | Brill Rd - Haultain St to St Leger Rd | 0 | 1 | 10 | 16 | 6 | 58% | 1.1 | 0 | 2 | 2 | 1400 % | 1.3 | 10 | 18 | 8 | 75% | 1.5 |
| 4211 | Out | 5391_6134 | Brill Rd - Haultain St to St Leger Rd | 0 | 1 | 14 | 32 | 18 | 131% | 2.7 | 0 | 1 | 1 | 200% | 0.6 | 14 | 33 | 19 | 132% | 2.7 |
| 4212 | In | 3967_3966 | St Leger Rd - Leger Grv to Linehan Rd | 0 | 1 | 40 | 26 | -14 | -36% | 1.8 | 1 | 1 | 0 | -29% | 0.3 | 42 | 27 | -15 | -35% | 1.8 |
| 4212 | Out | 3966_3967 | St Leger Rd - Leger Grv to Linehan Rd | 0 | 1 | 69 | 35 | -34 | -49% | 3.3 | 3 | 1 | -2 | -67% | 1.0 | 72 | 36 | -36 | -50% | 3.4 |
| 4213 | In | 6279_6458 | Pokuru Road - Puniu Rd to Bridge 1st Abutt | 0 | 1 | 260 | 400 | 140 | 54% | 5.5 | 17 | 11 | -6 | -36% | 1.2 | 277 | 411 | 134 | 48% | 5.1 |
| 4213 | Out | 6458_6279 | Pokuru Road - Puniu Rd to Bridge 1st Abutt | 0 | 1 | 310 | 394 | 84 | 27% | 3.1 | 8 | 11 | 3 | 31% | 0.6 | 319 | 404 | 85 | 27% | 3.2 |
| 4214 | In | 4121_6002 | Frontier Rd - Rewi St to Speed derestriction | 0 | 1 | 102 | 117 | 15 | 14% | 1.0 | 7 | 3 | -4 | -57% | 1.3 | 109 | 120 | 11 | 10% | 0.7 |
| 4214 | Out | 6002_4121 | Frontier Rd - Rewi St to Speed derestriction | 0 | 1 | 188 | 187 | -1 | -1% | 0.1 | 10 | 3 | -7 | -69% | 1.9 | 198 | 190 | -8 | -4% | 0.4 |
| 4215 | In | 10304_11630 | Pirongia Road - Alexandra St to Speed derestriction | 0 | 1 | 121 | 138 | 17 | 14% | 1.0 | 18 | 5 | -13 | -73% | 2.8 | 140 | 144 | 4 | 3% | 0.2 |
| 4215 | Out | 11630_10304 | Pirongia Road - Alexandra St to Speed derestriction | 0 | 1 | 204 | 231 | 27 | 13% | 1.3 | 17 | 5 | -12 | -71% | 2.6 | 221 | 237 | 16 | 7% | 0.7 |
| 9000 | N | 4997_4995 | Alexandra St / Collingwood St North App | 1 | 0 | 206 | 276 | 70 | 34% | 3.2 | 2 | 1 | -1 | -50% | 0.6 | 208 | 277 | 69 | 33% | 3.1 |
| 9000 | S | 4995_4997 | Alexandra St / Collingwood St North App | 1 | 0 | 401 | 1,027 | 626 | 156% | 16.6 | 11 | 7 | -4 | -36% | 0.9 | 412 | 1,034 | 622 | 151% | 16.4 |
| 9001 | E | 4997_3616 | Alexandra St / Collingwood St East App | 1 | 0 | 599 | 234 | -365 | -61% | 12.6 | 19 | 6 | -13 | -68% | 2.6 | 618 | 240 | -378 | -61% | 12.9 |
| 9001 | W | 3616_4997 | Alexandra St / Collingwood St East App | 1 | 0 | 350 | 325 | -25 | -7% | 1.0 | 15 | 3 | -12 | -80% | 2.8 | 365 | 328 | -37 | -10% | 1.4 |
| 9002 | N | 10460_4997 | Alexandra St / Collingwood St South App | 1 | 0 | 552 | 493 | -59 | -11% | 1.8 | 6 | 2 | -4 | -67% | 1.4 | 558 | 494 | -64 | -11% | 2.0 |
| 9002 | S | 4997_10460 | Alexandra St / Collingwood St South App | 1 | 0 | 298 | 563 | 265 | 89% | 9.0 | 10 | 2 | -8 | -80% | 2.3 | 308 | 565 | 257 | 83% | 8.7 |
| 9003 | E | 7193_4997 | Alexandra St / Collingwood St West App | 1 | 0 | 403 | 261 | -142 | -35% | 5.5 | 17 | 2 | -15 | -88% | 3.4 | 420 | 263 | -157 | -37% | 6.0 |
| 9003 | W | 4997_7193 | Alexandra St / Collingwood St West App | 1 | 0 | 603 | 1,033 | 430 | 71% | 10.6 | 18 | 4 | -14 | -78% | 3.0 | 621 | 1,037 | 416 | 67% | 10.2 |
| 9004 | N | 7069_10463 | Anglesea St / Bryce St North App | 1 | 0 | 1,195 | 1,475 | 280 | 23% | 5.4 | 111 | 23 | -88 | -79% | 7.6 | 1,306 | 1,498 | 192 | 15% | 3.6 |
| 9004 | S | 10463_7069 | Anglesea St / Bryce St North App | 1 | 0 | 869 | 1,202 | 333 | 38% | 7.3 | 16 | 21 | 5 | 31% | 0.8 | 885 | 1,223 | 338 | 38% | 7.4 |
| 9005 | E | 7069_10462 | Anglesea St / Bryce St East App | 1 | 0 | 847 | 1,380 | 533 | 63% | 11.3 | 44 | 4 | -40 | -91% | 5.8 | 891 | 1,383 | 492 | 55% | 10.3 |
| 9005 | W | 10462_7069 | Anglesea St / Bryce St East App | 1 | 0 | 878 | 611 | -267 | -30% | 6.9 | 44 | 2 | -42 | -95% | 6.2 | 922 | 613 | -309 | -34% | 7.9 |
| 9006 | N | 5384_7069 | Anglesea St / Bryce St South App | 1 | 0 | 1,307 | 1,706 | 399 | 31% | 7.3 | 51 | 22 | -29 | -57% | 3.4 | 1,358 | 1,729 | 371 | 27% | 6.7 |
| 9006 | S | 7069_5384 | Anglesea St / Bryce St South App | 1 | 0 | 1,004 | 1,353 | 349 | 35% | 7.2 | 43 | 21 | -22 | -51% | 2.8 | 1,047 | 1,374 | 327 | 31% | 6.6 |
| 9007 | E | 10472_7069 | Anglesea St / Bryce St West App | 1 | 0 | 588 | 891 | 303 | 52% | 7.9 | 90 | 6 | -84 | -93% | 8.6 | 678 | 897 | 219 | 32% | 5.5 |
| 9007 | W | 7069_10472 | Anglesea St / Bryce St West App | 1 | 0 | 596 | 203 | -393 | -66% | 13.9 | 3 | 4 | 1 | 33% | 0.4 | 599 | 207 | -392 | -65% | 13.8 |
| 9008 | N | 7193_10461 | Anglesea St / Collingwood St North App | 1 | 0 | 1,139 | 1,757 | 618 | 54% | 11.5 | 41 | 23 | -18 | -44% | 2.3 | 1,180 | 1,781 | 601 | 51% | 11.0 |
| 9008 | S | 10461_7193 | Anglesea St / Collingwood St North App | 1 | 0 | 1,036 | 852 | -184 | -18% | 4.2 | 22 | 12 | -10 | -45% | 1.7 | 1,058 | 864 | -194 | -18% | 4.4 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9009 | E | 7193_4997 | Anglesea St / Collingwood St East App | 1 | 0 | 340 | 261 | -79 | -23% | 3.2 | 20 | 2 | -18 | -90% | 3.8 | 360 | 263 | -97 | -27% | 3.9 |
| 9009 | W | 4997_7193 | Anglesea St / Collingwood St East App | 1 | 0 | 573 | 1,033 | 460 | 80% | 11.5 | 19 | 4 | -15 | -79% | 3.1 | 592 | 1,037 | 445 | 75% | 11.0 |
| 9010 | N | 10474_7193 | Anglesea St / Collingwood St South App | 1 | 0 | 861 | 542 | -319 | -37% | 8.5 | 24 | 16 | -8 | -33% | 1.3 | 885 | 557 | -328 | -37% | 8.6 |
| 9010 | S | 7193_10474 | Anglesea St / Collingwood St South App | 1 | 0 | 1,099 | 1,005 | -94 | -9% | 2.0 | 25 | 17 | -8 | -32% | 1.2 | 1,124 | 1,023 | -101 | -9% | 2.2 |
| 9011 | E | 9137_7193 | Anglesea St / Collingwood St West App | 1 | 0 | 487 | 1,091 | 604 | 124% | 15.2 | 24 | 12 | -12 | -50% | 2.0 | 511 | 1,104 | 593 | 116% | 14.8 |
| 9011 | W | 7193_9137 | Anglesea St / Collingwood St West App | 1 | 0 | 379 | 494 | 115 | 30% | 3.9 | 3 | 2 | -1 | -33% | 0.4 | 382 | 496 | 114 | 30% | 3.8 |
| 9012 | N | 3457_3768 | Anglesea St / Cobham Dr North App | 1 | 0 | 683 | 813 | 130 | 19% | 3.4 | 15 | 30 | 15 | 100% | 2.2 | 698 | 842 | 144 | 21% | 3.7 |
| 9012 | S | 3768_3457 | Anglesea St / Cobham Dr North App | 1 | 0 | 1,319 | 1,350 | 31 | 2% | 0.6 | 20 | 13 | -7 | -35% | 1.2 | 1,339 | 1,364 | 25 | 2% | 0.5 |
| 9013 | E | 3457_10458 | Anglesea St / Cobham Dr East App | 1 | 0 | 1,522 | 2,383 | 861 | 57% | 13.8 | 23 | 33 | 10 | 43% | 1.3 | 1,545 | 2,416 | 871 | 56% | 13.8 |
| 9013 | W | 10458_3457 | Anglesea St / Cobham Dr East App | 1 | 0 | 1,605 | 1,872 | 267 | 17% | 4.5 | 21 | 34 | 13 | 62% | 1.8 | 1,626 | 1,906 | 280 | 17% | 4.7 |
| 9014 | N | 3458_3457 | Anglesea St / Cobham Dr South App | 1 | 0 | 1,034 | 808 | -226 | -22% | 5.3 | 14 | 8 | -6 | -43% | 1.3 | 1,048 | 816 | -232 | -22% | 5.4 |
| 9014 | S | 3457_3458 | Anglesea St / Cobham Dr South App | 1 | 0 | 848 | 580 | -268 | -32% | 7.1 | 13 | 7 | -6 | -46% | 1.3 | 861 | 586 | -275 | -32% | 7.2 |
| 9015 | E | 8195_3457 | Anglesea St / Cobham Dr West App | 1 | 0 | 710 | 1,480 | 770 | 108% | 16.5 | 4 | 24 | 20 | 500% | 3.8 | 714 | 1,505 | 791 | 111% | 16.8 |
| 9015 | W | 3457_8195 | Anglesea St / Cobham Dr West App | 1 | 0 | 1,615 | 1,735 | 120 | 7% | 2.1 | 8 | 11 | 3 | 38% | 0.7 | 1,623 | 1,746 | 123 | 8% | 2.1 |
| 9016 | N | 6868_10466 | Anglesea St / London St North App | 1 | 0 | 1,112 | 1,419 | 307 | 28% | 6.1 | 9 | 21 | 12 | 133% | 2.2 | 1,121 | 1,440 | 319 | 28% | 6.3 |
| 9016 | S | 10466_6868 | Anglesea St / London St North App | 1 | 0 | 783 | 1,187 | 404 | 52% | 9.1 | 18 | 19 | 1 | 6% | 0.2 | 801 | 1,206 | 405 | 51% | 9.0 |
| 9017 | E | 6868_6856 | Anglesea St / London St East App | 1 | 0 | 675 | 340 | -335 | -50% | 10.5 | 11 | 3 | -8 | -73% | 2.1 | 686 | 343 | -343 | -50% | 10.7 |
| 9017 | W | 6856_6868 | Anglesea St / London St East App | 1 | 0 | 479 | 76 | -403 | -84% | 17.1 | 12 | 2 | -10 | -83% | 2.7 | 491 | 78 | -413 | -84% | 17.3 |
| 9018 | N | 10463_6868 | Anglesea St / London St South App | 1 | 0 | 1,297 | 1,599 | 302 | 23% | 5.6 | 19 | 25 | 6 | 32% | 0.9 | 1,316 | 1,623 | 307 | 23% | 5.7 |
| 9018 | S | 6868_10463 | Anglesea St / London St South App | 1 | 0 | 848 | 1,068 | 220 | 26% | 5.0 | 32 | 21 | -11 | -34% | 1.5 | 880 | 1,089 | 209 | 24% | 4.7 |
| 9019 | E | 10717_6868 | Anglesea St / London St West App | 1 | 0 | 584 | 47 | -537 | -92% | 21.4 | 7 | 3 | -4 | -57% | 1.3 | 591 | 51 | -540 | -91% | 21.3 |
| 9019 | W | 6868_10717 | Anglesea St / London St West App | 1 | 0 | 508 | 83 | -425 | -84% | 17.5 | 4 | 5 | 1 | 25% | 0.3 | 512 | 88 | -424 | -83% | 17.3 |
| 9020 | N | 3757_10467 | Anglesea St / Rostrevor St North App | 1 | 0 | 1,398 | 742 | -656 | -47% | 14.2 | 16 | 16 | 0 | 0% | 0.0 | 1,414 | 758 | -656 | -46% | 14.1 |
| 9020 | S | 10467_3757 | Anglesea St / Rostrevor St North App | 1 | 0 | 786 | 467 | -319 | -41% | 9.0 | 20 | 11 | -9 | -45% | 1.6 | 806 | 478 | -328 | -41% | 9.2 |
| 9021 | E | 3757_6857 | Anglesea St / Rostrevor St East App | 1 | 0 | 784 | 1,287 | 503 | 64% | 11.1 | 5 | 14 | 9 | 180% | 2.1 | 789 | 1,301 | 512 | 65% | 11.2 |
| 9021 | W | 6857_3757 | Anglesea St / Rostrevor St East App | 1 | 0 | 512 | 507 | -5 | -1% | 0.2 | 2 | 8 | 6 | 300% | 1.9 | 514 | 515 | 1 | 0% | 0.0 |
| 9022 | N | 10466_3757 | Anglesea St / Rostrevor St South App | 1 | 0 | 1,372 | 1,487 | 115 | 8% | 2.2 | 15 | 22 | 7 | 47% | 1.2 | 1,387 | 1,509 | 122 | 9% | 2.3 |
| 9022 | S | 3757_10466 | Anglesea St / Rostrevor St South App | 1 | 0 | 786 | 1,087 | 301 | 38% | 7.0 | 17 | 20 | 3 | 18% | 0.5 | 803 | 1,107 | 304 | 38% | 7.0 |
| 9023 | E | 6859_3757 | Anglesea St / Rostrevor St West App | 1 | 0 | 839 | 1,165 | 326 | 39% | 7.3 | 5 | 16 | 11 | 220% | 2.4 | 844 | 1,181 | 337 | 40% | 7.5 |
| 9023 | W | 3757_6859 | Anglesea St / Rostrevor St West App | 1 | 0 | 541 | 510 | -31 | -6% | 1.0 | 4 | 7 | 3 | 75% | 0.9 | 545 | 517 | -28 | -5% | 0.9 |
| 9024 | N | 8202_2513 | Anglesea St / Thackeray St North App | 1 | 0 | 792 | 542 | -250 | -32% | 6.8 | 26 | 16 | -10 | -38% | 1.5 | 818 | 557 | -261 | -32% | 7.0 |
| 9024 | S | 2513_8202 | Anglesea St / Thackeray St North App | 1 | 0 | 1,087 | 1,005 | -82 | -8% | 1.8 | 26 | 17 | -9 | -35% | 1.4 | 1,113 | 1,023 | -90 | -8% | 1.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9025 | E | 8199_4747 | Anglesea St / Thackeray St East App | 1 | 0 | 534 | 508 | -26 | -5% | 0.8 | 3 | 8 | 5 | 167% | 1.5 | 537 | 516 | -21 | -4% | 0.6 |
| 9025 | W | 4747_8199 | Anglesea St / Thackeray St East App | 1 | 0 | 378 | 550 | 172 | 46% | 5.6 | 11 | 1 | -10 | -91% | 2.9 | 389 | 552 | 163 | 42% | 5.3 |
| 9026 | N | 7442_6685 | Anglesea St / Thackeray St South App | 1 | 0 | 871 | 800 | -71 | -8% | 1.7 | 14 | 30 | 16 | 114% | 2.4 | 885 | 830 | -55 | -6% | 1.3 |
| 9026 | S | 6685_7442 | Anglesea St / Thackeray St South App | 1 | 0 | 980 | 1,082 | 102 | 10% | 2.2 | 23 | 13 | -10 | -43% | 1.7 | 1,003 | 1,096 | 93 | 9% | 2.0 |
| 9027 | E | 2522_8198 | Anglesea St / Thackeray St West App | 1 | 0 | 654 | 527 | -127 | -19% | 3.7 | 14 | 4 | -10 | -71% | 2.4 | 668 | 531 | -137 | -21% | 4.0 |
| 9027 | W | 8198_2522 | Anglesea St / Thackeray St West App | 1 | 0 | 684 | 750 | 66 | 10% | 1.7 | 13 | 16 | 3 | 23% | 0.6 | 697 | 766 | 69 | 10% | 1.8 |
| 9028 | N | 6984_10716 | Tristram St / Bryce St North App | 1 | 0 | 1,254 | 1,282 | 28 | 2% | 0.6 | 25 | 49 | 24 | 96% | 2.8 | 1,279 | 1,331 | 52 | 4% | 1.0 |
| 9028 | S | 10716_6984 | Tristram St / Bryce St North App | 1 | 0 | 1,256 | 1,144 | -112 | -9% | 2.3 | 13 | 22 | 9 | 69% | 1.5 | 1,269 | 1,166 | -103 | -8% | 2.1 |
| 9029 | E | 6984_10472 | Tristram St / Bryce St East App | 1 | 0 | 522 | 837 | 315 | 60% | 8.5 | 9 | 9 | 0 | 0% | 0.0 | 531 | 846 | 315 | 59% | 8.5 |
| 9029 | W | 10472_6984 | Tristram St / Bryce St East App | 1 | 0 | 647 | 283 | -364 | -56% | 11.9 | 36 | 7 | -29 | -81% | 4.4 | 683 | 289 | -394 | -58% | 12.6 |
| 9030 | N | 3233_6984 | Tristram St / Bryce St South App | 1 | 0 | 1,304 | 1,880 | 576 | 44% | 10.2 | 19 | 48 | 29 | 153% | 3.5 | 1,323 | 1,928 | 605 | 46% | 10.6 |
| 9030 | S | 6984_3233 | Tristram St / Bryce St South App | 1 | 0 | 1,393 | 1,193 | -200 | -14% | 3.9 | 30 | 22 | -8 | -27% | 1.1 | 1,423 | 1,215 | -208 | -15% | 4.0 |
| 9031 | E | 3231_6984 | Tristram St / Bryce St West App | 1 | 0 | 266 | 118 | -148 | -56% | 7.6 | 0 | 5 | 5 | - | 2.2 | 266 | 123 | -143 | -54% | 7.3 |
| 9031 | W | 6984_3231 | Tristram St / Bryce St West App | 1 | 0 | 304 | 112 | -192 | -63% | 9.4 | 4 | 3 | -1 | -25% | 0.4 | 308 | 115 | -193 | -63% | 9.4 |
| 9032 | N | 3370_3397 | Tristram St / Cobham Dr North App | 1 | 0 | 1,353 | 1,646 | 293 | 22% | 5.4 | 23 | 48 | 25 | 109% | 3.0 | 1,376 | 1,693 | 317 | 23% | 5.7 |
| 9032 | S | 3397_3370 | Tristram St / Cobham Dr North App | 1 | 0 | 1,731 | 2,231 | 500 | 29% | 7.9 | 9 | 43 | 34 | 378% | 4.7 | 1,740 | 2,274 | 534 | 31% | 8.4 |
| 9033 | E | 8195_3457 | Tristram St / Cobham Dr East App | 1 | 0 | 878 | 1,480 | 602 | 69% | 12.4 | 5 | 24 | 19 | 380% | 3.5 | 883 | 1,505 | 622 | 70% | 12.7 |
| 9033 | W | 3457_8195 | Tristram St / Cobham Dr East App | 1 | 0 | 1,598 | 1,735 | 137 | 9% | 2.4 | 7 | 11 | 4 | 57% | 0.9 | 1,605 | 1,746 | 141 | 9% | 2.4 |
| 9034 | N | 3936_8194 | Tristram St / Cobham Dr South App | 1 | 0 | 1,273 | 1,923 | 650 | 51% | 11.5 | 24 | 62 | 38 | 158% | 4.1 | 1,297 | 1,985 | 688 | 53% | 12.0 |
| 9034 | S | 8194_3936 | Tristram St / Cobham Dr South App | 1 | 0 | 2,587 | 3,253 | 666 | 26% | 8.7 | 11 | 43 | 32 | 291% | 4.4 | 2,598 | 3,296 | 698 | 27% | 9.1 |
| 9035 | E | 3067_3370 | Tristram St / Cobham Dr West App | 1 | 0 | 568 | 896 | 328 | 58% | 8.6 | 1 | 1 | 0 | 0% | 0.0 | 569 | 897 | 328 | 58% | 8.6 |
| 9035 | W | 3370_3067 | Tristram St / Cobham Dr West App | 1 | 0 | 352 | 407 | 55 | 16% | 2.0 | 2 | 1 | -1 | -50% | 0.6 | 354 | 407 | 53 | 15% | 1.9 |
| 9036 | N | 3390_3060 | Tristram St / Collingwood St North App | 1 | 0 | 1,564 | 1,382 | -182 | -12% | 3.4 | 29 | 47 | 18 | 62% | 2.1 | 1,593 | 1,428 | -165 | -10% | 3.0 |
| 9036 | S | 3060_3390 | Tristram St / Collingwood St North App | 1 | 0 | 1,919 | 1,864 | -55 | -3% | 0.9 | 28 | 33 | 5 | 18% | 0.6 | 1,947 | 1,897 | -50 | -3% | 0.8 |
| 9037 | E | 3390_3630 | Tristram St / Collingwood St East App | 1 | 0 | 456 | 1,063 | 607 | 133% | 15.6 | 21 | 13 | -8 | -38% | 1.4 | 477 | 1,076 | 599 | 126% | 15.2 |
| 9037 | W | 3630_3390 | Tristram St / Collingwood St East App | 1 | 0 | 447 | 671 | 224 | 50% | 6.7 | 4 | 3 | -1 | -25% | 0.4 | 451 | 674 | 223 | 49% | 6.6 |
| 9038 | N | 3631_3390 | Tristram St / Collingwood St South App | 1 | 0 | 1,612 | 1,861 | 249 | 15% | 4.2 | 28 | 53 | 25 | 89% | 2.8 | 1,640 | 1,914 | 274 | 17% | 4.6 |
| 9038 | S | 3390_3631 | Tristram St / Collingwood St South App | 1 | 0 | 2,177 | 2,251 | 74 | 3% | 1.1 | 9 | 40 | 31 | 344% | 4.4 | 2,186 | 2,292 | 106 | 5% | 1.6 |
| 9039 | E | 3068_3390 | Tristram St / Collingwood St West App | 1 | 0 | 550 | 814 | 264 | 48% | 7.1 | 2 | 15 | 13 | 650% | 3.2 | 552 | 830 | 278 | 50% | 7.5 |
| 9039 | W | 3390_3068 | Tristram St / Collingwood St West App | 1 | 0 | 331 | 514 | 183 | 55% | 6.3 | 3 | 4 | 1 | 33% | 0.4 | 334 | 519 | 185 | 55% | 6.3 |
| 9040 | N | 8219_10511 | Tristram St / Mill St North App | 1 | 0 | 498 | 674 | 176 | 35% | 5.1 | 4 | 7 | 3 | 75% | 0.9 | 502 | 681 | 179 | 36% | 5.2 |
| 9040 | S | 10511_8219 | Tristram St / Mill St North App | 1 | 0 | 21 | 0 | -21 | -100% | 4.6 | 0 | 0 | 0 | - | 0.0 | 21 | 0 | -21 | -100% | 4.6 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9041 | E | 8218_3469 | Tristram St / Mill St East App | 1 | 0 | 2,164 | 1,632 | -532 | -25% | 8.6 | 33 | 49 | 16 | 48% | 1.8 | 2,197 | 1,681 | -516 | -23% | 8.3 |
| 9041 | W | 3469_8218 | Tristram St / Mill St East App | 1 | 0 | 1,947 | 2,312 | 365 | 19% | 5.6 | 34 | 55 | 21 | 62% | 2.2 | 1,981 | 2,367 | 386 | 19% | 5.9 |
| 9042 | N | 6729_3473 | Tristram St / Mill St South App | 1 | 0 | 1,267 | 1,479 | 212 | 17% | 4.0 | 11 | 30 | 19 | 173% | 3.0 | 1,278 | 1,509 | 231 | 18% | 4.4 |
| 9042 | S | 3473_6729 | Tristram St / Mill St South App | 1 | 0 | 842 | 921 | 79 | 9% | 1.9 | 7 | 21 | 14 | 200% | 2.6 | 849 | 941 | 92 | 11% | 2.2 |
| 9043 | E | 3378_8220 | Tristram St / Mill St West App | 1 | 0 | 1,880 | 1,511 | -369 | -20% | 6.3 | 31 | 34 | 3 | 10% | 0.4 | 1,911 | 1,545 | -366 | -19% | 6.2 |
| 9043 | W | 8220_3378 | Tristram St / Mill St West App | 1 | 0 | 1,611 | 2,076 | 465 | 29% | 7.7 | 32 | 42 | 10 | 31% | 1.2 | 1,643 | 2,118 | 475 | 29% | 7.7 |
| 9044 | N | 3124_6687 | Tristram St / London St North App | 1 | 0 | 962 | 711 | -251 | -26% | 6.1 | 7 | 23 | 16 | 229% | 2.9 | 969 | 734 | -235 | -24% | 5.7 |
| 9044 | S | 6687_3124 | Tristram St / London St North App | 1 | 0 | 896 | 1,026 | 130 | 15% | 3.0 | 2 | 21 | 19 | 950% | 4.0 | 898 | 1,047 | 149 | 17% | 3.4 |
| 9045 | E | 3125_10717 | Tristram St / London St East App | 1 | 0 | 543 | 67 | -476 | -88% | 19.3 | 7 | 6 | -1 | -14% | 0.3 | 550 | 73 | -477 | -87% | 19.1 |
| 9045 | W | 10717_3125 | Tristram St / London St East App | 1 | 0 | 514 | 76 | -438 | -85% | 18.0 | 5 | 3 | -2 | -40% | 0.7 | 519 | 79 | -440 | -85% | 18.0 |
| 9046 | N | 10716_3125 | Tristram St / London St South App | 1 | 0 | 1,238 | 1,294 | 56 | 5% | 1.1 | 23 | 47 | 24 | 104% | 2.9 | 1,261 | 1,341 | 80 | 6% | 1.6 |
| 9046 | S | 3125_10716 | Tristram St / London St South App | 1 | 0 | 1,219 | 1,073 | -146 | -12% | 3.0 | 15 | 18 | 3 | 20% | 0.5 | 1,234 | 1,091 | -143 | -12% | 3.0 |
| 9047 | E | 3388_3126 | Tristram St / London St West App | 1 | 0 | 640 | 107 | -533 | -83% | 19.5 | 20 | 3 | -17 | -85% | 3.5 | 660 | 110 | -550 | -83% | 19.8 |
| 9047 | W | 3126_3388 | Tristram St / London St West App | 1 | 0 | 564 | 652 | 88 | 16% | 2.5 | 21 | 27 | 6 | 29% | 0.9 | 585 | 679 | 94 | 16% | 2.6 |
| 9048 | N | 6687_9785 | Tristram St / Rostrevor St North App | 1 | 0 | 1,172 | 1,133 | -39 | -3% | 0.8 | 9 | 26 | 17 | 189% | 2.9 | 1,181 | 1,159 | -22 | -2% | 0.5 |
| 9048 | S | 9785_6687 | Tristram St / Rostrevor St North App | 1 | 0 | 969 | 1,069 | 100 | 10% | 2.2 | 6 | 23 | 17 | 283% | 3.2 | 975 | 1,092 | 117 | 12% | 2.6 |
| 9049 | E | 6687_10471 | Tristram St / Rostrevor St East App | 1 | 0 | 763 | 1,125 | 362 | 47% | 8.3 | 9 | 18 | 9 | 100% | 1.7 | 772 | 1,143 | 371 | 48% | 8.5 |
| 9049 | W | 10471_6687 | Tristram St / Rostrevor St East App | 1 | 0 | 663 | 801 | 138 | 21% | 3.6 | 6 | 8 | 2 | 33% | 0.5 | 669 | 809 | 140 | 21% | 3.6 |
| 9050 | N | 3124_6687 | Tristram St / Rostrevor St South App | 1 | 0 | 1,001 | 711 | -290 | -29% | 7.0 | 10 | 23 | 13 | 130% | 2.3 | 1,011 | 734 | -277 | -27% | 6.6 |
| 9050 | S | 6687_3124 | Tristram St / Rostrevor St South App | 1 | 0 | 899 | 1,026 | 127 | 14% | 2.9 | 2 | 21 | 19 | 950% | 4.0 | 901 | 1,047 | 146 | 16% | 3.3 |
| 9051 | E | 3387_6687 | Tristram St / Rostrevor St West App | 1 | 0 | 848 | 1,451 | 603 | 71% | 12.6 | 8 | 24 | 16 | 200% | 2.8 | 856 | 1,475 | 619 | 72% | 12.8 |
| 9051 | W | 6687_3387 | Tristram St / Rostrevor St West App | 1 | 0 | 647 | 747 | 100 | 15% | 2.7 | 10 | 14 | 4 | 40% | 0.8 | 657 | 760 | 103 | 16% | 2.7 |
| 9052 | N | 3232_3233 | Tristram St / Ward St North App | 1 | 0 | 1,328 | 1,829 | 501 | 38% | 8.9 | 18 | 48 | 30 | 167% | 3.7 | 1,346 | 1,878 | 532 | 40% | 9.4 |
| 9052 | S | 3233_3232 | Tristram St / Ward St North App | 1 | 0 | 1,386 | 1,222 | -164 | -12% | 3.2 | 29 | 22 | -7 | -24% | 1.0 | 1,415 | 1,244 | -171 | -12% | 3.3 |
| 9053 | E | 8251_10914 | Tristram St / Ward St East App | 1 | 0 | 342 | 98 | -244 | -71% | 11.6 | 11 | 1 | -10 | -91% | 2.9 | 353 | 98 | -255 | -72% | 12.0 |
| 9053 | W | 10914_8251 | Tristram St / Ward St East App | 1 | 0 | 622 | 727 | 105 | 17% | 2.9 | 11 | 4 | -7 | -64% | 1.8 | 633 | 732 | 99 | 16% | 2.7 |
| 9054 | N | 7222_8252 | Tristram St / Ward St South App | 1 | 0 | 1,635 | 1,694 | 59 | 4% | 1.0 | 25 | 47 | 22 | 88% | 2.6 | 1,660 | 1,742 | 82 | 5% | 1.4 |
| 9054 | S | 8252_7222 | Tristram St / Ward St South App | 1 | 0 | 1,871 | 1,630 | -241 | -13% | 4.1 | 28 | 35 | 7 | 25% | 0.9 | 1,899 | 1,664 | -235 | -12% | 3.9 |
| 9055 | E | 7071_3232 | Tristram St / Ward St West App | 1 | 0 | 541 | 558 | 17 | 3% | 0.5 | 10 | 14 | 4 | 40% | 0.8 | 551 | 572 | 21 | 4% | 0.6 |
| 9055 | W | 3232_7071 | Tristram St / Ward St West App | 1 | 0 | 643 | 645 | 2 | 0% | 0.1 | 18 | 4 | -14 | -78% | 3.0 | 661 | 649 | -12 | -2% | 0.3 |
| 9056 | N | 4766_3631 | Tristram St / Thackeray St North App | 1 | 0 | 1,653 | 1,861 | 208 | 13% | 3.5 | 29 | 53 | 24 | 83% | 2.7 | 1,682 | 1,914 | 232 | 14% | 3.9 |
| 9056 | S | 3631_4766 | Tristram St / Thackeray St North App | 1 | 0 | 2,156 | 2,251 | 95 | 4% | 1.4 | 8 | 40 | 32 | 400% | 4.6 | 2,164 | 2,292 | 128 | 6% | 1.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9057 | E | 4766_2522 | Tristram St / Thackeray St East App | 1 | 0 | 599 | 510 | -89 | -15% | 2.7 | 14 | 4 | -10 | -71% | 2.4 | 613 | 514 | -99 | -16% | 2.9 |
| 9057 | W | 2522_4766 | Tristram St / Thackeray St East App | 1 | 0 | 722 | 1,070 | 348 | 48% | 8.2 | 13 | 16 | 3 | 23% | 0.6 | 735 | 1,086 | 351 | 48% | 8.2 |
| 9058 | N | 3397_4766 | Tristram St / Thackeray St South App | 1 | 0 | 1,273 | 1,687 | 414 | 33% | 7.6 | 25 | 47 | 22 | 88% | 2.6 | 1,298 | 1,734 | 436 | 34% | 7.9 |
| 9058 | S | 4766_3397 | Tristram St / Thackeray St South App | 1 | 0 | 1,946 | 2,264 | 318 | 16% | 4.9 | 8 | 43 | 35 | 438% | 4.9 | 1,954 | 2,307 | 353 | 18% | 5.4 |
| 9059 | E | 6709_4766 | Tristram St / Thackeray St West App | 1 | 0 | 1,124 | 1,596 | 472 | 42% | 9.1 | 18 | 37 | 19 | 106% | 2.6 | 1,142 | 1,633 | 491 | 43% | 9.3 |
| 9059 | W | 4766_6709 | Tristram St / Thackeray St West App | 1 | 0 | 1,077 | 1,969 | 892 | 83% | 16.2 | 13 | 41 | 28 | 215% | 3.8 | 1,090 | 2,010 | 920 | 84% | 16.5 |
| 9060 | N | 3129_4951 | Ulster St / Mill St North App | 1 | 0 | 2,403 | 1,262 | -1,141 | -47% | 18.8 | 21 | 31 | 10 | 48% | 1.4 | 2,424 | 1,293 | -1,131 | -47% | 18.6 |
| 9060 | S | 4951_3129 | Ulster St / Mill St North App | 1 | 0 | 1,451 | 1,082 | -369 | -25% | 7.3 | 19 | 40 | 21 | 111% | 2.7 | 1,470 | 1,122 | -348 | -24% | 6.8 |
| 9061 | E | 3129_3133 | Ulster St / Mill St East App | 1 | 0 | 740 | 513 | -227 | -31% | 6.4 | 28 | 6 | -22 | -79% | 3.8 | 768 | 519 | -249 | -32% | 6.9 |
| 9061 | W | 3133_3129 | Ulster St / Mill St East App | 1 | 0 | 1,213 | 847 | -366 | -30% | 8.1 | 19 | 4 | -15 | -79% | 3.1 | 1,232 | 851 | -381 | -31% | 8.3 |
| 9062 | N | 3470_3129 | Ulster St / Mill St South App | 1 | 0 | 2,482 | 2,027 | -455 | -18% | 6.8 | 32 | 31 | -1 | -3% | 0.1 | 2,514 | 2,057 | -457 | -18% | 6.8 |
| 9062 | S | 3129_3470 | Ulster St / Mill St South App | 1 | 0 | 2,171 | 2,559 | 388 | 18% | 5.6 | 23 | 60 | 37 | 161% | 4.1 | 2,194 | 2,620 | 426 | 19% | 6.1 |
| 9063 | E | 10509_3129 | Ulster St / Mill St West App | 1 | 0 | 1,702 | 2,182 | 480 | 28% | 7.7 | 38 | 35 | -3 | -8% | 0.4 | 1,740 | 2,217 | 477 | 27% | 7.6 |
| 9063 | W | 3129_10509 | Ulster St / Mill St West App | 1 | 0 | 1,534 | 1,803 | 269 | 18% | 4.7 | 36 | 12 | -24 | -67% | 3.5 | 1,570 | 1,816 | 246 | 16% | 4.2 |
| 9064 | N | 8235_10445 | Victoria St / Bridge St North App | 1 | 0 | 589 | 204 | -385 | -65% | 13.7 | 28 | 10 | -18 | -64% | 2.9 | 617 | 214 | -403 | -65% | 14.0 |
| 9064 | S | 10445_8235 | Victoria St / Bridge St North App | 1 | 0 | 1,182 | 713 | -469 | -40% | 10.8 | 15 | 27 | 12 | 80% | 1.9 | 1,197 | 740 | -457 | -38% | 10.4 |
| 9065 | E | 8233_9824 | Victoria St / Bridge St East App | 1 | 0 | 2,626 | 3,004 | 378 | 14% | 5.0 | 29 | 60 | 31 | 107% | 3.3 | 2,655 | 3,064 | 409 | 15% | 5.4 |
| 9065 | W | 9824_8233 | Victoria St / Bridge St East App | 1 | 0 | 1,942 | 1,890 | -52 | -3% | 0.8 | 38 | 47 | 9 | 24% | 1.0 | 1,980 | 1,938 | -42 | -2% | 0.7 |
| 9066 | N | 8234_2738 | Victoria St / Bridge St South App | 1 | 0 | 363 | 28 | -335 | -92% | 16.9 | 1 | 0 | -1 | -100% | 1.0 | 364 | 28 | -336 | -92% | 17.0 |
| 9066 | S | 2738_8234 | Victoria St / Bridge St South App | 1 | 0 | 126 | 45 | -81 | -64% | 6.2 | 0 | 4 | 4 | - | 2.0 | 126 | 49 | -77 | -61% | 5.8 |
| 9067 | E | 10458_2738 | Victoria St / Bridge St West App | 1 | 0 | 1,395 | 2,352 | 957 | 69% | 15.6 | 24 | 33 | 9 | 38% | 1.2 | 1,419 | 2,385 | 966 | 68% | 15.7 |
| 9067 | W | 2738_10458 | Victoria St / Bridge St West App | 1 | 0 | 1,541 | 1,729 | 188 | 12% | 3.3 | 21 | 33 | 12 | 57% | 1.6 | 1,562 | 1,763 | 201 | 13% | 3.5 |
| 9068 | N | 3614_2512 | Victoria St / Collingwood St North App | 1 | 0 | 917 | 255 | -662 | -72% | 19.3 | 19 | 10 | -9 | -47% | 1.7 | 936 | 265 | -671 | -72% | 19.4 |
| 9068 | S | 2512_3614 | Victoria St / Collingwood St North App | 1 | 0 | 1,030 | 862 | -168 | -16% | 3.9 | 7 | 20 | 13 | 186% | 2.5 | 1,037 | 882 | -155 | -15% | 3.5 |
| 9070 | N | 8695_10457 | Victoria St / Collingwood St South App | 1 | 0 | 679 | 303 | -376 | -55% | 12.0 | 31 | 11 | -20 | -65% | 3.1 | 710 | 314 | -396 | -56% | 12.4 |
| 9070 | S | 10457_8695 | Victoria St / Collingwood St South App | 1 | 0 | 1,031 | 819 | -212 | -21% | 4.9 | 26 | 24 | -2 | -8% | 0.3 | 1,057 | 843 | -214 | -20% | 4.9 |
| 9071 | E | 4997_3616 | Victoria St / Collingwood St West App | 1 | 0 | 613 | 234 | -379 | -62% | 13.0 | 21 | 6 | -15 | -71% | 2.9 | 634 | 240 | -394 | -62% | 13.3 |
| 9071 | W | 3616_4997 | Victoria St / Collingwood St West App | 1 | 0 | 374 | 325 | -49 | -13% | 1.9 | 14 | 3 | -11 | -79% | 2.7 | 388 | 328 | -60 | -15% | 2.2 |
| 9072 | N | 3453_3448 | Victoria St / Claudelands Rd North App | 1 | 0 | 1,772 | 927 | -845 | -48% | 16.3 | 35 | 10 | -25 | -71% | 3.7 | 1,807 | 937 | -870 | -48% | 16.6 |
| 9072 | S | 3448_3453 | Victoria St / Claudelands Rd North App | 1 | 0 | 2,343 | 2,665 | 322 | 14% | 4.6 | 24 | 20 | -4 | -17% | 0.6 | 2,367 | 2,685 | 318 | 13% | 4.5 |
| 9073 | E | 3453_9823 | Victoria St / Claudelands Rd East App | 1 | 0 | 1,607 | 2,079 | 472 | 29% | 7.8 | 18 | 0 | -18 | -100% | 4.2 | 1,625 | 2,079 | 454 | 28% | 7.5 |
| 9073 | W | 9823_3453 | Victoria St / Claudelands Rd East App | 1 | 0 | 1,066 | 654 | -412 | -39% | 9.9 | 18 | 0 | -18 | -100% | 4.2 | 1,084 | 654 | -430 | -40% | 10.3 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9074 | N | 4706_3453 | Victoria St / Claudelands Rd South App | 1 | 0 | 1,154 | 654 | -500 | -43% | 11.8 | 19 | 10 | -9 | -47% | 1.7 | 1,173 | 664 | -509 | -43% | 11.9 |
| 9074 | S | 3453_4706 | Victoria St / Claudelands Rd South App | 1 | 0 | 1,184 | 966 | -218 | -18% | 4.7 | 8 | 20 | 12 | 150% | 2.3 | 1,192 | 987 | -205 | -17% | 4.4 |
| 9076 | N | 7102_6712 | Victoria St / Grantham St North App | 1 | 0 | 560 | 206 | -354 | -63% | 12.8 | 30 | 10 | -20 | -67% | 3.2 | 590 | 216 | -374 | -63% | 13.2 |
| 9076 | S | 6712_7102 | Victoria St / Grantham St North App | 1 | 0 | 633 | 1,110 | 477 | 75% | 11.4 | 15 | 29 | 14 | 93% | 2.1 | 648 | 1,139 | 491 | 76% | 11.6 |
| 9077 | E | 7102_3064 | Victoria St / Grantham St East App | 1 | 0 | 45 | 368 | 323 | 718% | 15.9 | 2 | 2 | 0 | 0% | 0.0 | 47 | 370 | 323 | 687% | 15.8 |
| 9078 | N | 10445_7102 | Victoria St / Grantham St South App | 1 | 0 | 562 | 207 | -355 | -63% | 12.8 | 32 | 10 | -22 | -69% | 3.4 | 594 | 217 | -377 | -63% | 13.2 |
| 9078 | S | 7102_10445 | Victoria St / Grantham St South App | 1 | 0 | 590 | 743 | 153 | 26% | 4.2 | 15 | 27 | 12 | 80% | 1.9 | 605 | 770 | 165 | 27% | 4.4 |
| 9080 | N | 3452_14117 | Victoria St / London St North App | 1 | 0 | 1,403 | 1,380 | -23 | -2% | 0.4 | 58 | 14 | -44 | -76% | 5.2 | 1,461 | 1,395 | -66 | -5% | 1.2 |
| 9080 | S | 14117_3452 | Victoria St / London St North App | 1 | 0 | 1,208 | 1,207 | -1 | 0% | 0.0 | 44 | 22 | -22 | -50% | 2.7 | 1,252 | 1,229 | -23 | -2% | 0.5 |
| 9081 | E | 3452_5381 | Victoria St / London St East App | 1 | 0 | 83 | 64 | -19 | -23% | 1.6 | 1 | 0 | -1 | -100% | 1.0 | 84 | 64 | -20 | -24% | 1.6 |
| 9081 | W | 5381_3452 | Victoria St / London St East App | 1 | 0 | 173 | 38 | -135 | -78% | 9.3 | 3 | 0 | -3 | -100% | 1.7 | 176 | 38 | -138 | -78% | 9.4 |
| 9082 | N | 3449_3452 | Victoria St / London St South App | 1 | 0 | 1,219 | 1,264 | 45 | 4% | 0.9 | 66 | 14 | -52 | -79% | 5.8 | 1,285 | 1,277 | -8 | -1% | 0.2 |
| 9082 | S | 3452_3449 | Victoria St / London St South App | 1 | 0 | 1,585 | 1,444 | -141 | -9% | 2.6 | 54 | 21 | -33 | -61% | 3.8 | 1,639 | 1,466 | -173 | -11% | 3.1 |
| 9083 | E | 6867_3452 | Victoria St / London St West App | 1 | 0 | 837 | 480 | -357 | -43% | 9.8 | 10 | 1 | -9 | -90% | 2.7 | 847 | 482 | -365 | -43% | 10.0 |
| 9083 | W | 3452_6867 | Victoria St / London St West App | 1 | 0 | 366 | 100 | -266 | -73% | 12.3 | 10 | 2 | -8 | -80% | 2.3 | 376 | 101 | -275 | -73% | 12.6 |
| 9084 | N | 6732_10455 | Victoria St / Rostrevor St North App | 1 | 0 | 1,727 | 1,913 | 186 | 11% | 3.1 | 59 | 20 | -39 | -66% | 4.4 | 1,786 | 1,933 | 147 | 8% | 2.4 |
| 9084 | S | 10455_6732 | Victoria St / Rostrevor St North App | 1 | 0 | 1,188 | 1,099 | -89 | -7% | 1.9 | 44 | 25 | -19 | -43% | 2.3 | 1,232 | 1,125 | -107 | -9% | 2.2 |
| 9085 | E | 6732_14118 | Victoria St / Rostrevor St East App | 1 | 0 | 91 | 70 | -21 | -23% | 1.7 | 2 | 0 | -2 | -100% | 1.4 | 93 | 70 | -23 | -25% | 1.8 |
| 9085 | W | 14118_6732 | Victoria St / Rostrevor St East App | 1 | 0 | 276 | 247 | -29 | -11% | 1.3 | 2 | 2 | 0 | 0% | 0.0 | 278 | 249 | -29 | -10% | 1.3 |
| 9086 | N | 14117_6732 | Victoria St / Rostrevor St South App | 1 | 0 | 1,486 | 1,395 | -91 | -6% | 1.7 | 55 | 15 | -40 | -73% | 4.8 | 1,541 | 1,410 | -131 | -9% | 2.4 |
| 9086 | S | 6732_14117 | Victoria St / Rostrevor St South App | 1 | 0 | 1,347 | 1,239 | -108 | -8% | 2.1 | 44 | 23 | -21 | -48% | 2.6 | 1,391 | 1,262 | -129 | -9% | 2.5 |
| 9087 | E | 2517_6732 | Victoria St / Rostrevor St West App | 1 | 0 | 536 | 808 | 272 | 51% | 7.4 | 7 | 7 | 0 | 0% | 0.0 | 543 | 815 | 272 | 50% | 7.4 |
| 9087 | W | 6732_2517 | Victoria St / Rostrevor St West App | 1 | 0 | 321 | 328 | 7 | 2% | 0.3 | 3 | 5 | 2 | 67% | 0.7 | 324 | 333 | 9 | 3% | 0.4 |
| 9088 | N | 4951_4952 | Victoria St / Boundary Rd North App | 1 | 0 | 1,159 | 681 | -478 | -41% | 11.1 | 18 | 31 | 13 | 72% | 1.9 | 1,177 | 712 | -465 | -40% | 10.7 |
| 9088 | S | 4952_4951 | Victoria St / Boundary Rd North App | 1 | 0 | 948 | 1,275 | 327 | 34% | 6.9 | 19 | 45 | 26 | 137% | 3.3 | 967 | 1,320 | 353 | 37% | 7.4 |
| 9089 | E | 8249_3953 | Victoria St / Boundary Rd East App | 1 | 0 | 3,489 | 3,663 | 174 | 5% | 2.1 | 35 | 76 | 41 | 117% | 3.9 | 3,524 | 3,738 | 214 | 6% | 2.5 |
| 9089 | W | 3953_8249 | Victoria St / Boundary Rd East App | 1 | 0 | 1,728 | 1,671 | -57 | -3% | 1.0 | 31 | 73 | 42 | 135% | 4.1 | 1,759 | 1,744 | -15 | -1% | 0.3 |
| 9090 | N | 10469_8250 | Victoria St / Boundary Rd South App | 1 | 0 | 1,597 | 2,028 | 431 | 27% | 7.2 | 31 | 23 | -8 | -26% | 1.1 | 1,628 | 2,050 | 422 | 26% | 7.0 |
| 9090 | S | 8250_10469 | Victoria St / Boundary Rd South App | 1 | 0 | 566 | 810 | 244 | 43% | 6.6 | 25 | 26 | 1 | 4% | 0.1 | 591 | 835 | 244 | 41% | 6.5 |
| 9091 | E | 3129_4951 | Victoria St / Boundary Rd West App | 1 | 0 | 2,375 | 1,262 | -1,113 | -47% | 18.5 | 17 | 31 | 14 | 82% | 2.0 | 2,392 | 1,293 | -1,099 | -46% | 18.1 |
| 9091 | W | 4951_3129 | Victoria St / Boundary Rd West App | 1 | 0 | 1,434 | 1,082 | -352 | -25% | 7.0 | 20 | 40 | 20 | 100% | 2.6 | 1,454 | 1,122 | -332 | -23% | 6.5 |
| 9092 | N | 8221_3470 | Willoughby St / Mill St North App | 1 | 0 | 2,438 | 1,875 | -563 | -23% | 8.6 | 29 | 31 | 2 | 7% | 0.3 | 2,467 | 1,906 | -561 | -23% | 8.5 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9092 | S | 3470_8221 | Willoughby St / Mill St North App | 1 | 0 | 2,174 | 2,829 | 655 | 30% | 9.3 | 29 | 60 | 31 | 107% | 3.3 | 2,203 | 2,889 | 686 | 31% | 9.6 |
| 9093 | E | 3471_3131 | Willoughby St / Mill St East App | 1 | 0 | 869 | 685 | -184 | -21% | 4.7 | 10 | 12 | 2 | 20% | 0.4 | 879 | 697 | -182 | -21% | 4.6 |
| 9093 | W | 3131_3471 | Willoughby St / Mill St East App | 1 | 0 | 996 | 782 | -214 | -21% | 5.1 | 12 | 16 | 4 | 33% | 0.8 | 1,008 | 797 | -211 | -21% | 5.0 |
| 9094 | N | 8218_3469 | Willoughby St / Mill St South App | 1 | 0 | 2,177 | 1,632 | -545 | -25% | 8.8 | 31 | 49 | 18 | 58% | 2.0 | 2,208 | 1,681 | -527 | -24% | 8.5 |
| 9094 | S | 3469_8218 | Willoughby St / Mill St South App | 1 | 0 | 2,004 | 2,312 | 308 | 15% | 4.7 | 36 | 55 | 19 | 53% | 2.0 | 2,040 | 2,367 | 327 | 16% | 4.9 |
| 9095 | E | 6728_3469 | Willoughby St / Mill St West App | 1 | 0 | 397 | 102 | -295 | -74% | 13.2 | 5 | 6 | 1 | 20% | 0.3 | 402 | 107 | -295 | -73% | 13.1 |
| 9095 | W | 3469_6728 | Willoughby St / Mill St West App | 1 | 0 | 433 | 471 | 38 | 9% | 1.3 | 2 | 33 | 31 | 1550 % | 5.2 | 435 | 504 | 69 | 16% | 2.3 |
| 9096 | N | 3523_10488 | Ruakiwi Rd / Lake Domain Dr / Tainui St North App | 1 | 0 | 318 | 318 | 0 | 0% | 0.0 | 2 | 4 | 2 | 100% | 0.8 | 320 | 322 | 2 | 1% | 0.1 |
| 9096 | S | 10488_3523 | Ruakiwi Rd / Lake Domain Dr / Tainui St North App | 1 | 0 | 347 | 224 | -123 | -35% | 5.1 | 5 | 3 | -2 | -40% | 0.7 | 352 | 228 | -124 | -35% | 5.1 |
| 9097 | E | 3522_7191 | Ruakiwi Rd / Lake Domain Dr / Tainui St East App | 1 | 0 | 1,287 | 1,911 | 624 | 48% | 11.0 | 6 | 39 | 33 | 550% | 4.9 | 1,293 | 1,951 | 658 | 51% | 11.6 |
| 9097 | W | 7191_3522 | Ruakiwi Rd / Lake Domain Dr / Tainui St East App | 1 | 0 | 1,936 | 2,145 | 209 | 11% | 3.3 | 31 | 39 | 8 | 26% | 1.0 | 1,967 | 2,183 | 216 | 11% | 3.4 |
| 9098 | N | 4765_3234 | Ruakiwi Rd / Lake Domain Dr / Tainui St South App | 1 | 0 | 445 | 284 | -161 | -36% | 6.0 | 6 | 18 | 12 | 200% | 2.4 | 451 | 302 | -149 | -33% | 5.4 |
| 9098 | S | 3234_4765 | Ruakiwi Rd / Lake Domain Dr / Tainui St South App | 1 | 0 | 798 | 1,059 | 261 | 33% | 6.1 | 12 | 16 | 4 | 33% | 0.8 | 810 | 1,075 | 265 | 33% | 6.1 |
| 9099 | E | 7220_3523 | Ruakiwi Rd / Lake Domain Dr / Tainui St West App | 1 | 0 | 1,124 | 1,615 | 491 | 44% | 9.4 | 7 | 22 | 15 | 214% | 2.8 | 1,131 | 1,637 | 506 | 45% | 9.6 |
| 9099 | W | 3523_7220 | Ruakiwi Rd / Lake Domain Dr / Tainui St West App | 1 | 0 | 1,449 | 980 | -469 | -32% | 9.5 | 29 | 22 | -7 | -24% | 1.0 | 1,478 | 1,002 | -476 | -32% | 9.6 |
| 9100 | N | 5538_2521 | Avalon Dr / Crawford St North App | 1 | 0 | 48 | 38 | -10 | -21% | 1.1 | 31 | 6 | -25 | -81% | 4.1 | 79 | 44 | -35 | -44% | 3.2 |
| 9100 | S | 2521_5538 | Avalon Dr / Crawford St North App | 1 | 0 | 91 | 175 | 84 | 92% | 5.2 | 21 | 10 | -11 | -52% | 2.0 | 112 | 185 | 73 | 65% | 4.2 |
| 9101 | E | 5538_3456 | Avalon Dr / Crawford St East App | 1 | 0 | 2,043 | 2,550 | 507 | 25% | 7.5 | 139 | 152 | 13 | 9% | 0.8 | 2,182 | 2,702 | 520 | 24% | 7.4 |
| 9101 | W | 3456_5538 | Avalon Dr / Crawford St East App | 1 | 0 | 1,624 | 2,749 | 1,125 | 69% | 17.0 | 127 | 161 | 34 | 27% | 2.0 | 1,751 | 2,910 | 1,159 | 66% | 17.0 |
| 9102 | N | 5557_5538 | Avalon Dr / Crawford St South App | 1 | 0 | 1,260 | 1,350 | 90 | 7% | 1.8 | 54 | 62 | 8 | 15% | 0.7 | 1,314 | 1,412 | 98 | 7% | 1.9 |
| 9102 | S | 5538_5557 | Avalon Dr / Crawford St South App | 1 | 0 | 2,271 | 2,121 | -150 | -7% | 2.3 | 55 | 53 | -2 | -4% | 0.2 | 2,326 | 2,174 | -152 | -7% | 2.3 |
| 9103 | E | 10660_5538 | Avalon Dr / Crawford St West App | 1 | 0 | 4,024 | 3,912 | -112 | -3% | 1.3 | 205 | 195 | -10 | -5% | 0.5 | 4,229 | 4,107 | -122 | -3% | 1.3 |
| 9103 | W | 5538_10660 | Avalon Dr / Crawford St West App | 1 | 0 | 2,637 | 3,477 | 840 | 32% | 10.7 | 182 | 218 | 36 | 20% | 1.8 | 2,819 | 3,695 | 876 | 31% | 10.9 |
| 9104 | N | 9961_3047 | Clyde St / Wairere Dr North App | 1 | 0 | 1,649 | 1,017 | -632 | -38% | 12.2 | 54 | 30 | -24 | -44% | 2.6 | 1,703 | 1,047 | -656 | -39% | 12.5 |
| 9104 | S | 3047_9961 | Clyde St / Wairere Dr North App | 1 | 0 | 1,513 | 1,064 | -449 | -30% | 8.8 | 36 | 37 | 1 | 3% | 0.1 | 1,549 | 1,101 | -448 | -29% | 8.7 |
| 9105 | E | 9976_4095 | Clyde St / Wairere Dr East App | 1 | 0 | 1,058 | 1,040 | -18 | -2% | 0.4 | 31 | 14 | -17 | -55% | 2.5 | 1,089 | 1,055 | -34 | -3% | 0.7 |
| 9105 | W | 4095_9976 | Clyde St / Wairere Dr East App | 1 | 0 | 1,224 | 680 | -544 | -44% | 12.5 | 34 | 12 | -22 | -65% | 3.2 | 1,258 | 692 | -566 | -45% | 12.8 |
| 9106 | N | 7447_9980 | Clyde St / Wairere Dr South App | 1 | 0 | 943 | 625 | -318 | -34% | 8.0 | 81 | 27 | -54 | -67% | 5.2 | 1,024 | 653 | -371 | -36% | 9.1 |
| 9106 | S | 9980_7447 | Clyde St / Wairere Dr South App | 1 | 0 | 985 | 710 | -275 | -28% | 6.7 | 25 | 33 | 8 | 30% | 1.0 | 1,011 | 743 | -268 | -26% | 6.4 |
| 9107 | E | 7448_9965 | Clyde St / Wairere Dr West App | 1 | 0 | 1,057 | 1,017 | -40 | -4% | 0.9 | 32 | 12 | -20 | -63% | 3.0 | 1,089 | 1,029 | -60 | -6% | 1.3 |
| 9107 | W | 9965_7448 | Clyde St / Wairere Dr West App | 1 | 0 | 994 | 619 | -375 | -38% | 9.3 | 29 | 11 | -18 | -62% | 2.8 | 1,023 | 630 | -393 | -38% | 9.7 |
| 9108 | N | 5202_7209 | Cobham Dr / Cambridge Rd North App | 1 | 0 | 1,634 | 1,755 | 121 | 7% | 2.1 | 53 | 66 | 13 | 25% | 1.2 | 1,687 | 1,821 | 134 | 8% | 2.3 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9108 | S | 7209_5202 | Cobham Dr / Cambridge Rd North App | 1 | 0 | 1,904 | 1,434 | -470 | -25% | 8.1 | 40 | 85 | 45 | 113% | 4.0 | 1,944 | 1,519 | -425 | -22% | 7.2 |
| 9109 | E | 5706_10900 | Cobham Dr / Cambridge Rd East App | 1 | 0 | 3,146 | 3,828 | 682 | 22% | 8.2 | 78 | 147 | 69 | 88% | 4.6 | 3,224 | 3,974 | 750 | 23% | 8.8 |
| 9109 | W | 10900_5706 | Cobham Dr / Cambridge Rd East App | 1 | 0 | 3,089 | 3,518 | 429 | 14% | 5.3 | 140 | 167 | 27 | 19% | 1.5 | 3,229 | 3,684 | 455 | 14% | 5.5 |
| 9111 | E | 5140_5202 | Cobham Dr / Cambridge Rd West App | 1 | 0 | 1,742 | 2,539 | 797 | 46% | 12.2 | 41 | 65 | 24 | 59% | 2.3 | 1,783 | 2,604 | 821 | 46% | 12.4 |
| 9111 | W | 5202_5140 | Cobham Dr / Cambridge Rd West App | 1 | 0 | 1,955 | 2,241 | 286 | 15% | 4.4 | 90 | 105 | 15 | 17% | 1.1 | 2,045 | 2,346 | 301 | 15% | 4.5 |
| 9112 | N | 8236_3058 | Clyde St / Galloway St North App | 1 | 0 | 939 | 1,028 | 89 | 9% | 2.0 | 31 | 14 | -17 | -55% | 2.5 | 970 | 1,042 | 72 | 7% | 1.6 |
| 9112 | S | 3058_8236 | Clyde St / Galloway St North App | 1 | 0 | 714 | 807 | 93 | 13% | 2.4 | 15 | 5 | -10 | -67% | 2.2 | 729 | 812 | 83 | 11% | 2.1 |
| 9113 | E | 8238_6724 | Clyde St / Galloway St East App | 1 | 0 | 1,026 | 805 | -221 | -22% | 5.2 | 22 | 12 | -10 | -45% | 1.7 | 1,048 | 816 | -232 | -22% | 5.4 |
| 9113 | W | 6724_8238 | Clyde St / Galloway St East App | 1 | 0 | 879 | 634 | -245 | -28% | 6.3 | 22 | 12 | -10 | -45% | 1.7 | 901 | 646 | -255 | -28% | 6.5 |
| 9114 | N | 6723_8239 | Clyde St / Galloway St South App | 1 | 0 | 810 | 565 | -245 | -30% | 6.6 | 20 | 11 | -9 | -45% | 1.6 | 830 | 576 | -254 | -31% | 6.8 |
| 9114 | S | 8239_6723 | Clyde St / Galloway St South App | 1 | 0 | 681 | 770 | 89 | 13% | 2.3 | 7 | 4 | -3 | -43% | 0.9 | 688 | 774 | 86 | 13% | 2.2 |
| 9115 | E | 6713_8237 | Clyde St / Galloway St West App | 1 | 0 | 1,097 | 1,392 | 295 | 27% | 5.9 | 15 | 15 | 0 | 0% | 0.0 | 1,112 | 1,407 | 295 | 27% | 5.9 |
| 9115 | W | 8237_6713 | Clyde St / Galloway St West App | 1 | 0 | 854 | 795 | -59 | -7% | 1.5 | 12 | 14 | 2 | 17% | 0.4 | 866 | 808 | -58 | -7% | 1.4 |
| 9116 | N | 3420_8676 | Cobham Dr / Galloway St North App | 1 | 0 | 909 | 968 | 59 | 6% | 1.4 | 10 | 6 | -4 | -40% | 1.0 | 919 | 974 | 55 | 6% | 1.3 |
| 9116 | S | 8676_3420 | Cobham Dr / Galloway St North App | 1 | 0 | 598 | 715 | 117 | 20% | 3.2 | 12 | 7 | -5 | -42% | 1.1 | 610 | 722 | 112 | 18% | 3.1 |
| 9117 | E | 3420_10814 | Cobham Dr / Galloway St East App | 1 | 0 | 2,472 | 3,148 | 676 | 27% | 9.0 | 43 | 81 | 38 | 88% | 3.4 | 2,515 | 3,229 | 714 | 28% | 9.4 |
| 9117 | W | 10814_3420 | Cobham Dr / Galloway St East App | 1 | 0 | 2,345 | 2,373 | 28 | 1% | 0.4 | 92 | 108 | 16 | 17% | 1.1 | 2,437 | 2,481 | 44 | 2% | 0.6 |
| 9118 | N | 3417_3420 | Cobham Dr / Galloway St South App | 1 | 0 | 67 | 16 | -51 | -76% | 5.6 | 1 | 0 | -1 | -100% | 1.0 | 68 | 16 | -52 | -76% | 5.7 |
| 9118 | S | 3420_3417 | Cobham Dr / Galloway St South App | 1 | 0 | 41 | 9 | -32 | -78% | 4.5 | 1 | 0 | -1 | -100% | 1.0 | 42 | 9 | -33 | -79% | 4.6 |
| 9119 | E | 10642_3420 | Cobham Dr / Galloway St West App | 1 | 0 | 2,986 | 3,779 | 793 | 27% | 9.6 | 41 | 87 | 46 | 112% | 4.1 | 3,027 | 3,866 | 839 | 28% | 10.1 |
| 9119 | W | 3420_10642 | Cobham Dr / Galloway St West App | 1 | 0 | 2,573 | 2,757 | 184 | 7% | 2.5 | 92 | 115 | 23 | 25% | 1.6 | 2,665 | 2,872 | 207 | 8% | 2.8 |
| 9120 | N | 3552_3580 | Cobham Dr / Grey St North App | 1 | 0 | 792 | 564 | -228 | -29% | 6.2 | 9 | 4 | -5 | -56% | 1.4 | 801 | 567 | -234 | -29% | 6.3 |
| 9120 | S | 3580_3552 | Cobham Dr / Grey St North App | 1 | 0 | 397 | 752 | 355 | 89% | 10.5 | 3 | 3 | 0 | 0% | 0.0 | 400 | 755 | 355 | 89% | 10.4 |
| 9121 | E | 3552_3435 | Cobham Dr / Grey St East App | 1 | 0 | 3,054 | 3,891 | 837 | 27% | 10.0 | 54 | 88 | 34 | 63% | 2.9 | 3,108 | 3,979 | 871 | 28% | 10.3 |
| 9121 | W | 3435_3552 | Cobham Dr / Grey St East App | 1 | 0 | 2,709 | 2,757 | 48 | 2% | 0.6 | 127 | 115 | -12 | -9% | 0.8 | 2,836 | 2,872 | 36 | 1% | 0.5 |
| 9123 | E | 3436_3552 | Cobham Dr / Grey St West App | 1 | 0 | 3,164 | 3,472 | 308 | 10% | 3.8 | 53 | 87 | 34 | 64% | 2.9 | 3,217 | 3,559 | 342 | 11% | 4.2 |
| 9123 | W | 3552_3436 | Cobham Dr / Grey St West App | 1 | 0 | 2,424 | 2,527 | 103 | 4% | 1.5 | 120 | 114 | -6 | -5% | 0.4 | 2,544 | 2,641 | 97 | 4% | 1.3 |
| 9124 | N | 10483_3672 | Normandy Ave / Cobham Dr North App | 1 | 0 | 1,436 | 1,923 | 487 | 34% | 8.4 | 24 | 62 | 38 | 158% | 4.1 | 1,460 | 1,985 | 525 | 36% | 8.9 |
| 9124 | S | 3672_10483 | Normandy Ave / Cobham Dr North App | 1 | 0 | 3,035 | 3,614 | 579 | 19% | 7.1 | 23 | 49 | 26 | 113% | 3.1 | 3,058 | 3,663 | 605 | 20% | 7.4 |
| 9126 | N | 3509_3099 | Normandy Ave / Cobham Dr South App | 1 | 0 | 2,418 | 2,527 | 109 | 5% | 1.6 | 109 | 114 | 5 | 5% | 0.3 | 2,527 | 2,641 | 114 | 5% | 1.6 |
| 9126 | S | 3099_3509 | Normandy Ave / Cobham Dr South App | 1 | 0 | 3,273 | 3,472 | 199 | 6% | 2.4 | 69 | 87 | 18 | 26% | 1.4 | 3,342 | 3,559 | 217 | 6% | 2.6 |
| 9127 | E | 8212_13912 | Normandy Ave / Cobham Dr West App | 1 | 0 | 2,386 | 2,572 | 186 | 8% | 2.6 | 70 | 65 | -5 | -7% | 0.4 | 2,456 | 2,636 | 180 | 7% | 2.5 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9127 | W | 13912_8212 | Normandy Ave / Cobham Dr West App | 1 | 0 | 3,130 | 3,318 | 188 | 6% | 2.3 | 109 | 78 | -31 | -28% | 2.3 | 3,239 | 3,396 | 157 | 5% | 1.9 |
| 9128 | N | 3589_10347 | Endeavour Ave / River Rd North App | 1 | 0 | 222 | 231 | 9 | 4% | 0.4 | 0 | 2 | 2 | - | 1.4 | 222 | 233 | 11 | 5% | 0.5 |
| 9128 | S | 10347_3589 | Endeavour Ave / River Rd North App | 1 | 0 | 380 | 201 | -179 | -47% | 7.4 | 1 | 2 | 1 | 100% | 0.6 | 381 | 203 | -178 | -47% | 7.4 |
| 9129 | E | 3589_6695 | Endeavour Ave / River Rd East App | 1 | 0 | 386 | 476 | 90 | 23% | 3.1 | 2 | 4 | 2 | 100% | 0.8 | 388 | 480 | 92 | 24% | 3.1 |
| 9129 | W | 6695_3589 | Endeavour Ave / River Rd East App | 1 | 0 | 199 | 196 | -3 | -2% | 0.2 | 6 | 4 | -2 | -33% | 0.6 | 205 | 199 | -6 | -3% | 0.3 |
| 9130 | N | 3588_3589 | Endeavour Ave / River Rd South App | 1 | 0 | 1,634 | 2,415 | 781 | 48% | 12.3 | 24 | 30 | 6 | 25% | 0.8 | 1,658 | 2,445 | 787 | 47% | 12.3 |
| 9130 | S | 3589_3588 | Endeavour Ave / River Rd South App | 1 | 0 | 1,067 | 886 | -181 | -17% | 4.1 | 33 | 28 | -5 | -15% | 0.6 | 1,100 | 914 | -186 | -17% | 4.1 |
| 9131 | E | 3600_3589 | Endeavour Ave / River Rd West App | 1 | 0 | 933 | 572 | -361 | -39% | 9.3 | 28 | 23 | -5 | -18% | 0.7 | 961 | 595 | -366 | -38% | 9.3 |
| 9131 | W | 3589_3600 | Endeavour Ave / River Rd West App | 1 | 0 | 1,471 | 1,790 | 319 | 22% | 5.6 | 24 | 25 | 1 | 4% | 0.1 | 1,495 | 1,816 | 321 | 21% | 5.6 |
| 9132 | N | 3476_10530 | Forest Lake Rd / Avalon Dr North App | 1 | 0 | 1,474 | 1,223 | -251 | -17% | 4.8 | 27 | 48 | 21 | 78% | 2.4 | 1,501 | 1,271 | -230 | -15% | 4.4 |
| 9132 | S | 10530_3476 | Forest Lake Rd / Avalon Dr North App | 1 | 0 | 765 | 519 | -246 | -32% | 6.9 | 20 | 39 | 19 | 95% | 2.5 | 785 | 559 | -226 | -29% | 6.2 |
| 9133 | E | 3476_4904 | Forest Lake Rd / Avalon Dr East App | 1 | 0 | 1,605 | 1,129 | -476 | -30% | 9.1 | 40 | 39 | -1 | -3% | 0.1 | 1,645 | 1,168 | -477 | -29% | 9.0 |
| 9133 | W | 4904_3476 | Forest Lake Rd / Avalon Dr East App | 1 | 0 | 1,250 | 2,128 | 878 | 70% | 15.1 | 28 | 46 | 18 | 64% | 2.1 | 1,278 | 2,174 | 896 | 70% | 15.3 |
| 9134 | N | 3267_3476 | Forest Lake Rd / Avalon Dr South App | 1 | 0 | 1,987 | 1,086 | -901 | -45% | 16.3 | 26 | 61 | 35 | 135% | 3.8 | 2,013 | 1,147 | -866 | -43% | 15.4 |
| 9134 | S | 3476_3267 | Forest Lake Rd / Avalon Dr South App | 1 | 0 | 1,246 | 898 | -348 | -28% | 7.5 | 34 | 63 | 29 | 85% | 2.9 | 1,280 | 960 | -320 | -25% | 6.8 |
| 9135 | E | 7011_3476 | Forest Lake Rd / Avalon Dr West App | 1 | 0 | 1,522 | 750 | -772 | -51% | 16.2 | 46 | 16 | -30 | -65% | 3.8 | 1,568 | 767 | -801 | -51% | 16.6 |
| 9135 | W | 3476_7011 | Forest Lake Rd / Avalon Dr West App | 1 | 0 | 1,199 | 1,235 | 36 | 3% | 0.7 | 19 | 12 | -7 | -37% | 1.3 | 1,218 | 1,247 | 29 | 2% | 0.6 |
| 9136 | N | 8229_6715 | Grey St / Bridge St North App | 1 | 0 | 930 | 744 | -186 | -20% | 4.5 | 10 | 9 | -1 | -10% | 0.2 | 940 | 753 | -187 | -20% | 4.5 |
| 9136 | S | 6715_8229 | Grey St / Bridge St North App | 1 | 0 | 1,105 | 1,408 | 303 | 27% | 6.0 | 11 | 18 | 7 | 64% | 1.3 | 1,116 | 1,426 | 310 | 28% | 6.1 |
| 9138 | N | 8228_7494 | Grey St / Bridge St South App | 1 | 0 | 1,942 | 1,255 | -687 | -35% | 12.2 | 28 | 38 | 10 | 36% | 1.2 | 1,970 | 1,293 | -677 | -34% | 11.9 |
| 9138 | S | 7494_8228 | Grey St / Bridge St South App | 1 | 0 | 2,105 | 2,528 | 423 | 20% | 6.2 | 31 | 59 | 28 | 90% | 3.0 | 2,136 | 2,587 | 451 | 21% | 6.6 |
| 9139 | E | 6711_8230 | Grey St / Bridge St West App | 1 | 0 | 2,041 | 2,618 | 577 | 28% | 8.5 | 31 | 61 | 30 | 97% | 3.1 | 2,072 | 2,679 | 607 | 29% | 8.8 |
| 9139 | W | 8230_6711 | Grey St / Bridge St West App | 1 | 0 | 2,053 | 2,008 | -45 | -2% | 0.7 | 29 | 50 | 21 | 72% | 2.4 | 2,082 | 2,058 | -24 | -1% | 0.4 |
| 9140 | N | 8228_7494 | Grey St / Clyde St North App | 1 | 0 | 2,107 | 1,255 | -852 | -40% | 14.7 | 34 | 38 | 4 | 12% | 0.5 | 2,141 | 1,293 | -848 | -40% | 14.5 |
| 9140 | S | 7494_8228 | Grey St / Clyde St North App | 1 | 0 | 2,567 | 2,528 | -39 | -2% | 0.5 | 31 | 59 | 28 | 90% | 3.0 | 2,598 | 2,587 | -11 | 0% | 0.2 |
| 9141 | E | 7704_10596 | Grey St / Clyde St East App | 1 | 0 | 1,497 | 1,163 | -334 | -22% | 6.5 | 10 | 15 | 5 | 50% | 1.0 | 1,507 | 1,178 | -329 | -22% | 6.3 |
| 9141 | W | 10596_7704 | Grey St / Clyde St East App | 1 | 0 | 1,256 | 709 | -547 | -44% | 12.3 | 14 | 14 | 0 | 0% | 0.0 | 1,270 | 723 | -547 | -43% | 12.3 |
| 9142 | N | 6717_7704 | Grey St / Clyde St South App | 1 | 0 | 1,231 | 632 | -599 | -49% | 13.9 | 20 | 25 | 5 | 25% | 0.7 | 1,251 | 657 | -594 | -47% | 13.6 |
| 9142 | S | 7704_6717 | Grey St / Clyde St South App | 1 | 0 | 1,535 | 1,483 | -52 | -3% | 0.9 | 22 | 44 | 22 | 100% | 2.7 | 1,557 | 1,528 | -29 | -2% | 0.5 |
| 9143 | E | 7710_8227 | Grey St / Clyde St West App | 1 | 0 | 164 | 90 | -74 | -45% | 4.6 | 1 | 1 | 0 | 0% | 0.0 | 165 | 90 | -75 | -45% | 4.7 |
| 9143 | W | 8227_7710 | Grey St / Clyde St West App | 1 | 0 | 79 | 58 | -21 | -27% | 1.8 | 0 | 1 | 1 | - | 1.0 | 79 | 58 | -21 | -27% | 1.8 |
| 9144 | N | 11026_6855 | Grey St / Naylor St North App | 1 | 0 | 945 | 490 | -455 | -48% | 12.0 | 15 | 22 | 7 | 47% | 1.2 | 960 | 513 | -447 | -47% | 11.6 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9144 | S | 6855_11026 | Grey St / Naylor St North App | 1 | 0 | 1,026 | 1,253 | 227 | 22% | 4.8 | 12 | 42 | 30 | 250% | 4.1 | 1,038 | 1,296 | 258 | 25% | 5.3 |
| 9145 | E | 11028_8053 | Grey St / Naylor St East App | 1 | 0 | 753 | 498 | -255 | -34% | 7.2 | 9 | 39 | 30 | 333% | 4.3 | 762 | 537 | -225 | -30% | 6.2 |
| 9145 | W | 8053_11028 | Grey St / Naylor St East App | 1 | 0 | 469 | 215 | -254 | -54% | 9.7 | 12 | 20 | 8 | 67% | 1.4 | 481 | 235 | -246 | -51% | 9.2 |
| 9146 | N | 5083_11029 | Grey St / Naylor St South App | 1 | 0 | 829 | 443 | -386 | -47% | 10.8 | 6 | 2 | -4 | -67% | 1.4 | 835 | 445 | -390 | -47% | 10.9 |
| 9146 | S | 11029_5083 | Grey St / Naylor St South App | 1 | 0 | 550 | 843 | 293 | 53% | 7.9 | 4 | 3 | -1 | -25% | 0.4 | 554 | 847 | 293 | 53% | 7.8 |
| 9147 | E | 8054_11027 | Grey St / Naylor St West App | 1 | 0 | 102 | 102 | 0 | 0% | 0.0 | 0 | 2 | 2 | - | 1.4 | 102 | 104 | 2 | 2% | 0.1 |
| 9147 | W | 11027_8054 | Grey St / Naylor St West App | 1 | 0 | 178 | 181 | 3 | 2% | 0.2 | 2 | 2 | 0 | 0% | 0.0 | 180 | 183 | 3 | 2% | 0.2 |
| 9148 | N | 8232_3454 | Heaphy Tce / O'Neill St North App | 1 | 0 | 1,010 | 551 | -459 | -45% | 11.6 | 9 | 11 | 2 | 22% | 0.4 | 1,019 | 561 | -458 | -45% | 11.5 |
| 9148 | S | 3454_8232 | Heaphy Tce / O'Neill St North App | 1 | 0 | 853 | 348 | -505 | -59% | 14.6 | 15 | 6 | -9 | -60% | 2.0 | 868 | 355 | -513 | -59% | 14.7 |
| 9149 | E | 8231_6743 | Heaphy Tce / O'Neill St East App | 1 | 0 | 772 | 1,324 | 552 | 72% | 12.1 | 3 | 4 | 1 | 33% | 0.4 | 775 | 1,328 | 553 | 71% | 12.1 |
| 9149 | W | 6743_8231 | Heaphy Tce / O'Neill St East App | 1 | 0 | 574 | 545 | -29 | -5% | 0.9 | 7 | 5 | -2 | -29% | 0.6 | 581 | 551 | -30 | -5% | 0.9 |
| 9150 | N | 3755_2537 | Heaphy Tce / O'Neill St South App | 1 | 0 | 1,497 | 1,755 | 258 | 17% | 4.5 | 14 | 13 | -1 | -7% | 0.2 | 1,511 | 1,767 | 256 | 17% | 4.5 |
| 9150 | S | 2537_3755 | Heaphy Tce / O'Neill St South App | 1 | 0 | 1,303 | 789 | -514 | -39% | 11.2 | 23 | 10 | -13 | -57% | 2.3 | 1,326 | 799 | -527 | -40% | 11.4 |
| 9151 | E | 6741_2537 | Heaphy Tce / O'Neill St West App | 1 | 0 | 223 | 26 | -197 | -88% | 12.5 | 1 | 0 | -1 | -100% | 1.0 | 224 | 26 | -198 | -88% | 12.5 |
| 9151 | W | 2537_6741 | Heaphy Tce / O'Neill St West App | 1 | 0 | 62 | 10 | -52 | -84% | 6.1 | 2 | 0 | -2 | -100% | 1.4 | 64 | 10 | -54 | -84% | 6.3 |
| 9153 | E | 3707_3708 | Heaphy Terrace / Clarkin Rd East App | 1 | 0 | 1,065 | 358 | -707 | -66% | 18.7 | 13 | 3 | -10 | -77% | 2.5 | 1,078 | 361 | -717 | -67% | 18.9 |
| 9153 | W | 3708_3707 | Heaphy Terrace / Clarkin Rd East App | 1 | 0 | 536 | 290 | -246 | -46% | 8.6 | 8 | 2 | -6 | -75% | 1.9 | 544 | 292 | -252 | -46% | 8.7 |
| 9154 | N | 7738_3707 | Heaphy Terrace / Clarkin Rd South App | 1 | 0 | 1,389 | 679 | -710 | -51% | 15.6 | 18 | 5 | -13 | -72% | 2.7 | 1,407 | 684 | -723 | -51% | 15.8 |
| 9154 | S | 3707_7738 | Heaphy Terrace / Clarkin Rd South App | 1 | 0 | 638 | 431 | -207 | -32% | 6.3 | 15 | 8 | -7 | -47% | 1.5 | 653 | 439 | -214 | -33% | 6.5 |
| 9155 | E | 6906_3707 | Heaphy Terrace / Clarkin Rd West App | 1 | 0 | 909 | 497 | -412 | -45% | 11.0 | 12 | 8 | -4 | -33% | 0.9 | 921 | 505 | -416 | -45% | 11.0 |
| 9155 | W | 3707_6906 | Heaphy Terrace / Clarkin Rd West App | 1 | 0 | 1,131 | 677 | -454 | -40% | 10.7 | 10 | 5 | -5 | -50% | 1.3 | 1,141 | 682 | -459 | -40% | 10.8 |
| 9156 | N | 3012_4132 | Heaphy Terrace / Boundary Rd North App | 1 | 0 | 1,875 | 1,397 | -478 | -25% | 8.4 | 27 | 11 | -16 | -59% | 2.6 | 1,902 | 1,408 | -494 | -26% | 8.6 |
| 9156 | S | 4132_3012 | Heaphy Terrace / Boundary Rd North App | 1 | 0 | 947 | 721 | -226 | -24% | 5.5 | 17 | 11 | -6 | -35% | 1.1 | 964 | 732 | -232 | -24% | 5.6 |
| 9157 | E | 3012_3013 | Heaphy Terrace / Boundary Rd East App | 1 | 0 | 1,665 | 1,446 | -219 | -13% | 3.9 | 16 | 36 | 20 | 125% | 2.8 | 1,681 | 1,482 | -199 | -12% | 3.5 |
| 9157 | W | 3013_3012 | Heaphy Terrace / Boundary Rd East App | 1 | 0 | 1,351 | 999 | -352 | -26% | 7.3 | 16 | 45 | 29 | 181% | 3.7 | 1,367 | 1,045 | -322 | -24% | 6.6 |
| 9158 | N | 6737_3012 | Heaphy Terrace / Boundary Rd South App | 1 | 0 | 1,193 | 571 | -622 | -52% | 14.8 | 7 | 11 | 4 | 57% | 0.9 | 1,200 | 582 | -618 | -52% | 14.6 |
| 9158 | S | 3012_6737 | Heaphy Terrace / Boundary Rd South App | 1 | 0 | 884 | 319 | -565 | -64% | 16.3 | 8 | 5 | -3 | -38% | 0.8 | 892 | 324 | -568 | -64% | 16.3 |
| 9159 | E | 7928_3012 | Heaphy Terrace / Boundary Rd West App | 1 | 0 | 2,774 | 2,353 | -421 | -15% | 5.9 | 40 | 47 | 7 | 18% | 0.8 | 2,814 | 2,401 | -413 | -15% | 5.7 |
| 9159 | W | 3012_7928 | Heaphy Terrace / Boundary Rd West App | 1 | 0 | 1,841 | 1,483 | -358 | -19% | 6.2 | 29 | 62 | 33 | 114% | 3.5 | 1,870 | 1,545 | -325 | -17% | 5.6 |
| 9160 | N | 6691_3710 | Hukanui Rd / Clarkin Rd North App | 1 | 0 | 1,629 | 1,178 | -451 | -28% | 8.5 | 29 | 8 | -21 | -72% | 3.5 | 1,658 | 1,186 | -472 | -28% | 8.9 |
| 9160 | S | 3710_6691 | Hukanui Rd / Clarkin Rd North App | 1 | 0 | 1,206 | 952 | -254 | -21% | 5.5 | 17 | 8 | -9 | -53% | 1.8 | 1,223 | 960 | -263 | -22% | 5.6 |
| 9161 | E | 6691_6690 | Hukanui Rd / Clarkin Rd East App | 1 | 0 | 495 | 565 | 70 | 14% | 2.2 | 5 | 5 | 0 | 0% | 0.0 | 500 | 570 | 70 | 14% | 2.1 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9161 | W | 6690_6691 | Hukanui Rd / Clarkin Rd East App | 1 | 0 | 403 | 288 | -115 | -29% | 4.4 | 5 | 3 | -2 | -40% | 0.7 | 408 | 292 | -116 | -28% | 4.4 |
| 9162 | N | 6693_6691 | Hukanui Rd / Clarkin Rd South App | 1 | 0 | 1,249 | 1,523 | 274 | 22% | 5.2 | 24 | 11 | -13 | -54% | 2.2 | 1,273 | 1,534 | 261 | 21% | 4.9 |
| 9162 | S | 6691_6693 | Hukanui Rd / Clarkin Rd South App | 1 | 0 | 1,109 | 1,071 | -38 | -3% | 0.8 | 17 | 11 | -6 | -35% | 1.1 | 1,126 | 1,081 | -45 | -4% | 1.0 |
| 9163 | E | 6692_6691 | Hukanui Rd / Clarkin Rd West App | 1 | 0 | 968 | 390 | -578 | -60% | 15.7 | 14 | 4 | -10 | -71% | 2.4 | 982 | 393 | -589 | -60% | 15.9 |
| 9163 | W | 6691_6692 | Hukanui Rd / Clarkin Rd West App | 1 | 0 | 593 | 339 | -254 | -43% | 8.3 | 9 | 3 | -6 | -67% | 1.7 | 602 | 342 | -260 | -43% | 8.5 |
| 9164 | N | 3446_14150 | Hukanui Rd / Comries Rd North App | 1 | 0 | 1,399 | 934 | -465 | -33% | 9.6 | 19 | 5 | -14 | -74% | 2.9 | 1,418 | 938 | -480 | -34% | 9.9 |
| 9164 | S | 14150_3446 | Hukanui Rd / Comries Rd North App | 1 | 0 | 1,067 | 1,442 | 375 | 35% | 7.5 | 11 | 6 | -5 | -45% | 1.2 | 1,078 | 1,448 | 370 | 34% | 7.4 |
| 9166 | N | 2991_3446 | Hukanui Rd / Comries Rd South App | 1 | 0 | 1,537 | 1,035 | -502 | -33% | 9.9 | 17 | 9 | -8 | -47% | 1.6 | 1,554 | 1,044 | -510 | -33% | 10.0 |
| 9166 | S | 3446_2991 | Hukanui Rd / Comries Rd South App | 1 | 0 | 1,186 | 1,255 | 69 | 6% | 1.4 | 20 | 9 | -11 | -55% | 2.0 | 1,206 | 1,264 | 58 | 5% | 1.2 |
| 9167 | E | 2713_3446 | Hukanui Rd / Comries Rd West App | 1 | 0 | 508 | 165 | -343 | -68% | 13.2 | 19 | 3 | -16 | -84% | 3.4 | 527 | 168 | -359 | -68% | 13.6 |
| 9167 | W | 3446_2713 | Hukanui Rd / Comries Rd West App | 1 | 0 | 527 | 453 | -74 | -14% | 2.4 | 8 | 5 | -3 | -38% | 0.8 | 535 | 458 | -77 | -14% | 2.4 |
| 9168 | N | 10401_6872 | Hukanui Rd / Crosby Rd North App | 1 | 0 | 1,603 | 1,045 | -558 | -35% | 10.8 | 15 | 8 | -7 | -47% | 1.5 | 1,618 | 1,053 | -565 | -35% | 10.9 |
| 9168 | S | 6872_10401 | Hukanui Rd / Crosby Rd North App | 1 | 0 | 1,175 | 1,061 | -114 | -10% | 2.4 | 16 | 8 | -8 | -50% | 1.6 | 1,191 | 1,069 | -122 | -10% | 2.6 |
| 9169 | E | 10402_6871 | Hukanui Rd / Crosby Rd East App | 1 | 0 | 411 | 367 | -44 | -11% | 1.6 | 3 | 3 | 0 | 0% | 0.0 | 414 | 370 | -44 | -11% | 1.6 |
| 9169 | W | 6871_10402 | Hukanui Rd / Crosby Rd East App | 1 | 0 | 293 | 161 | -132 | -45% | 6.2 | 3 | 3 | 0 | 0% | 0.0 | 296 | 164 | -132 | -45% | 6.2 |
| 9170 | N | 7140_6870 | Hukanui Rd / Crosby Rd South App | 1 | 0 | 1,775 | 1,192 | -583 | -33% | 10.7 | 16 | 8 | -8 | -50% | 1.6 | 1,791 | 1,200 | -591 | -33% | 10.8 |
| 9170 | S | 6870_7140 | Hukanui Rd / Crosby Rd South App | 1 | 0 | 1,229 | 1,002 | -227 | -18% | 4.8 | 17 | 8 | -9 | -53% | 1.8 | 1,246 | 1,010 | -236 | -19% | 5.0 |
| 9172 | N | 14075_3377 | Killarney Rd / Greenwood St North App | 1 | 0 | 1,840 | 1,794 | -46 | -3% | 0.8 | 127 | 118 | -9 | -7% | 0.6 | 1,967 | 1,912 | -55 | -3% | 0.9 |
| 9172 | S | 3377_14075 | Killarney Rd / Greenwood St North App | 1 | 0 | 1,874 | 1,386 | -488 | -26% | 8.5 | 106 | 120 | 14 | 13% | 0.9 | 1,980 | 1,506 | -474 | -24% | 8.0 |
| 9173 | E | 5876_4949 | Killarney Rd / Greenwood St East App | 1 | 0 | 957 | 927 | -30 | -3% | 0.7 | 41 | 29 | -12 | -29% | 1.4 | 998 | 955 | -43 | -4% | 1.0 |
| 9173 | W | 4949_5876 | Killarney Rd / Greenwood St East App | 1 | 0 | 1,875 | 1,590 | -285 | -15% | 4.8 | 47 | 28 | -19 | -40% | 2.2 | 1,922 | 1,618 | -304 | -16% | 5.1 |
| 9174 | N | 4758_5960 | Killarney Rd / Greenwood St South App | 1 | 0 | 1,789 | 2,371 | 582 | 33% | 9.0 | 120 | 124 | 4 | 3% | 0.3 | 1,909 | 2,495 | 586 | 31% | 8.8 |
| 9174 | S | 5960_4758 | Killarney Rd / Greenwood St South App | 1 | 0 | 1,610 | 1,921 | 311 | 19% | 5.2 | 74 | 123 | 49 | 66% | 3.5 | 1,684 | 2,045 | 361 | 21% | 5.9 |
| 9175 | E | 7195_8835 | Killarney Rd / Greenwood St West App | 1 | 0 | 956 | 1,062 | 106 | 11% | 2.4 | 35 | 33 | -2 | -6% | 0.2 | 991 | 1,095 | 104 | 10% | 2.3 |
| 9175 | W | 8835_7195 | Killarney Rd / Greenwood St West App | 1 | 0 | 2,087 | 1,964 | -123 | -6% | 1.9 | 66 | 36 | -30 | -45% | 3.0 | 2,153 | 2,000 | -153 | -7% | 2.4 |
| 9176 | N | 6662_10493 | Lake Rd / Hall St North App | 1 | 0 | 428 | 421 | -7 | -2% | 0.2 | 14 | 8 | -6 | -43% | 1.3 | 442 | 430 | -12 | -3% | 0.4 |
| 9176 | S | 10493_6662 | Lake Rd / Hall St North App | 1 | 0 | 325 | 306 | -19 | -6% | 0.8 | 5 | 7 | 2 | 40% | 0.6 | 330 | 313 | -17 | -5% | 0.7 |
| 9177 | E | 6662_8216 | Lake Rd / Hall St East App | 1 | 0 | 1,321 | 839 | -482 | -36% | 10.4 | 18 | 24 | 6 | 33% | 0.9 | 1,339 | 864 | -475 | -35% | 10.1 |
| 9177 | W | 8216_6662 | Lake Rd / Hall St East App | 1 | 0 | 1,280 | 1,575 | 295 | 23% | 5.5 | 32 | 34 | 2 | 6% | 0.2 | 1,312 | 1,609 | 297 | 23% | 5.5 |
| 9178 | N | 6663_6662 | Lake Rd / Hall St South App | 1 | 0 | 971 | 999 | 28 | 3% | 0.6 | 24 | 23 | -1 | -4% | 0.1 | 995 | 1,022 | 27 | 3% | 0.6 |
| 9178 | S | 6662_6663 | Lake Rd / Hall St South App | 1 | 0 | 629 | 786 | 157 | 25% | 4.2 | 7 | 19 | 12 | 171% | 2.4 | 636 | 805 | 169 | 27% | 4.5 |
| 9179 | E | 6869_6662 | Lake Rd / Hall St West App | 1 | 0 | 1,326 | 1,398 | 72 | 5% | 1.4 | 18 | 39 | 21 | 117% | 2.8 | 1,344 | 1,437 | 93 | 7% | 1.8 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9179 | W | 6662_6869 | Lake Rd / Hall St West App | 1 | 0 | 1,524 | 2,231 | 707 | 46% | 11.5 | 40 | 53 | 13 | 33% | 1.3 | 1,564 | 2,283 | 719 | 46% | 11.6 |
| 9180 | N | 8211_4755 | Lincoln St / Massey St North App | 1 | 0 | 2,146 | 2,261 | 115 | 5% | 1.7 | 129 | 147 | 18 | 14% | 1.1 | 2,275 | 2,407 | 132 | 6% | 1.9 |
| 9180 | S | 4755_8211 | Lincoln St / Massey St North App | 1 | 0 | 1,717 | 1,935 | 218 | 13% | 3.6 | 126 | 136 | 10 | 8% | 0.6 | 1,843 | 2,071 | 228 | 12% | 3.6 |
| 9181 | E | 8889_6664 | Lincoln St / Massey St East App | 1 | 0 | 1,476 | 1,401 | -75 | -5% | 1.4 | 32 | 42 | 10 | 31% | 1.2 | 1,508 | 1,443 | -65 | -4% | 1.2 |
| 9181 | W | 6664_8889 | Lincoln St / Massey St East App | 1 | 0 | 2,262 | 2,456 | 194 | 9% | 2.8 | 52 | 57 | 5 | 10% | 0.5 | 2,314 | 2,513 | 199 | 9% | 2.9 |
| 9182 | N | 3377_14074 | Lincoln St / Massey St South App | 1 | 0 | 2,342 | 1,837 | -505 | -22% | 7.8 | 122 | 136 | 14 | 11% | 0.9 | 2,464 | 1,973 | -491 | -20% | 7.4 |
| 9182 | S | 14074_3377 | Lincoln St / Massey St South App | 1 | 0 | 1,987 | 1,720 | -267 | -13% | 4.4 | 138 | 137 | -1 | -1% | 0.1 | 2,125 | 1,857 | -268 | -13% | 4.2 |
| 9183 | E | 6853_3376 | Lincoln St / Massey St West App | 1 | 0 | 1,053 | 574 | -479 | -45% | 11.9 | 22 | 18 | -4 | -18% | 0.6 | 1,075 | 592 | -483 | -45% | 11.8 |
| 9183 | W | 3376_6853 | Lincoln St / Massey St West App | 1 | 0 | 1,765 | 1,576 | -189 | -11% | 3.3 | 23 | 22 | -1 | -4% | 0.1 | 1,788 | 1,598 | -190 | -11% | 3.3 |
| 9184 | N | 3512_3624 | Maahanga Dr / Te Kowhai East Rd North App | 1 | 0 | 216 | 274 | 58 | 27% | 2.6 | 33 | 19 | -14 | -42% | 1.9 | 249 | 294 | 45 | 18% | 1.9 |
| 9184 | S | 3624_3512 | Maahanga Dr / Te Kowhai East Rd North App | 1 | 0 | 926 | 603 | -323 | -35% | 8.3 | 30 | 19 | -11 | -37% | 1.6 | 956 | 623 | -333 | -35% | 8.4 |
| 9185 | E | 3512_3504 | Maahanga Dr / Te Kowhai East Rd East App | 1 | 0 | 1,277 | 1,039 | -238 | -19% | 4.9 | 67 | 56 | -11 | -16% | 1.0 | 1,344 | 1,095 | -249 | -19% | 5.0 |
| 9185 | W | 3504_3512 | Maahanga Dr / Te Kowhai East Rd East App | 1 | 0 | 881 | 1,089 | 208 | 24% | 4.7 | 92 | 61 | -31 | -34% | 2.5 | 973 | 1,149 | 176 | 18% | 3.8 |
| 9186 | N | 10047_3512 | Maahanga Dr / Te Kowhai East Rd South App | 1 | 0 | 438 | 777 | 339 | 77% | 9.7 | 26 | 6 | -20 | -77% | 3.5 | 464 | 783 | 319 | 69% | 9.0 |
| 9186 | S | 3512_10047 | Maahanga Dr / Te Kowhai East Rd South App | 1 | 0 | 222 | 368 | 146 | 66% | 6.0 | 28 | 0 | -28 | -100% | 5.3 | 250 | 368 | 118 | 47% | 4.7 |
| 9187 | E | 3287_3512 | Maahanga Dr / Te Kowhai East Rd West App | 1 | 0 | 595 | 523 | -72 | -12% | 2.2 | 60 | 50 | -10 | -17% | 1.0 | 655 | 573 | -82 | -13% | 2.3 |
| 9187 | W | 3512_3287 | Maahanga Dr / Te Kowhai East Rd West App | 1 | 0 | 1,125 | 1,311 | 186 | 17% | 3.8 | 80 | 61 | -19 | -24% | 1.6 | 1,205 | 1,372 | 167 | 14% | 3.3 |
| 9188 | N | 10899_7004 | Morrinsville Rd / Cambridge Rd North App | 1 | 0 | 1,381 | 1,616 | 235 | 17% | 4.3 | 17 | 46 | 29 | 171% | 3.7 | 1,398 | 1,662 | 264 | 19% | 4.8 |
| 9188 | S | 7004_10899 | Morrinsville Rd / Cambridge Rd North App | 1 | 0 | 1,239 | 1,106 | -133 | -11% | 2.7 | 24 | 48 | 24 | 100% | 2.8 | 1,263 | 1,154 | -109 | -9% | 2.2 |
| 9189 | E | 3076_3072 | Morrinsville Rd / Cambridge Rd East App | 1 | 0 | 2,960 | 2,862 | -98 | -3% | 1.3 | 73 | 120 | 47 | 64% | 3.4 | 3,033 | 2,982 | -51 | -2% | 0.7 |
| 9189 | W | 3072_3076 | Morrinsville Rd / Cambridge Rd East App | 1 | 0 | 2,785 | 2,856 | 71 | 3% | 0.9 | 119 | 139 | 20 | 17% | 1.2 | 2,904 | 2,994 | 90 | 3% | 1.2 |
| 9190 | N | 9902_3076 | Morrinsville Rd / Cambridge Rd South App | 1 | 0 | 199 | 306 | 107 | 54% | 4.8 | 3 | 1 | -2 | -67% | 1.0 | 202 | 306 | 104 | 51% | 4.6 |
| 9190 | S | 3076_9902 | Morrinsville Rd / Cambridge Rd South App | 1 | 0 | 304 | 100 | -204 | -67% | 10.1 | 0 | 1 | 1 | - | 1.0 | 304 | 101 | -203 | -67% | 10.1 |
| 9191 | E | 5706_10900 | Morrinsville Rd / Cambridge Rd West App | 1 | 0 | 3,493 | 3,828 | 335 | 10% | 3.9 | 77 | 147 | 70 | 91% | 4.7 | 3,570 | 3,974 | 404 | 11% | 4.7 |
| 9191 | W | 10900_5706 | Morrinsville Rd / Cambridge Rd West App | 1 | 0 | 3,071 | 3,518 | 447 | 15% | 5.5 | 133 | 167 | 34 | 26% | 2.0 | 3,204 | 3,684 | 480 | 15% | 5.8 |
| 9192 | N | 3243_7388 | Cambridge Rd / Hillcrest Rd North App | 1 | 0 | 302 | 175 | -127 | -42% | 5.8 | 1 | 2 | 1 | 100% | 0.6 | 303 | 178 | -125 | -41% | 5.7 |
| 9192 | S | 7388_3243 | Cambridge Rd / Hillcrest Rd North App | 1 | 0 | 325 | 177 | -148 | -46% | 6.6 | 4 | 2 | -2 | -50% | 0.8 | 329 | 179 | -150 | -46% | 6.7 |
| 9193 | E | 3243_3241 | Cambridge Rd / Hillcrest Rd East App | 1 | 0 | 2,005 | 1,449 | -556 | -28% | 9.5 | 65 | 83 | 18 | 28% | 1.5 | 2,070 | 1,531 | -539 | -26% | 9.0 |
| 9193 | W | 3241_3243 | Cambridge Rd / Hillcrest Rd East App | 1 | 0 | 1,558 | 1,630 | 72 | 5% | 1.3 | 58 | 64 | 6 | 10% | 0.5 | 1,616 | 1,694 | 78 | 5% | 1.4 |
| 9195 | E | 7381_3243 | Cambridge Rd / Hillcrest Rd West App | 1 | 0 | 1,980 | 1,505 | -475 | -24% | 8.0 | 63 | 83 | 20 | 32% | 1.7 | 2,043 | 1,589 | -454 | -22% | 7.5 |
| 9195 | W | 3243_7381 | Cambridge Rd / Hillcrest Rd West App | 1 | 0 | 1,556 | 1,688 | 132 | 8% | 2.3 | 59 | 64 | 5 | 8% | 0.5 | 1,615 | 1,753 | 138 | 9% | 2.4 |
| 9196 | N | 7894_7895 | Naylor St / Galloway St North App | 1 | 0 | 641 | 790 | 149 | 23% | 3.9 | 21 | 11 | -10 | -48% | 1.8 | 662 | 801 | 139 | 21% | 3.6 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9196 | S | 7895_7894 | Naylor St / Galloway St North App | 1 | 0 | 574 | 612 | 38 | 7% | 1.1 | 5 | 4 | -1 | -20% | 0.3 | 579 | 616 | 37 | 6% | 1.1 |
| 9197 | E | 7894_7752 | Naylor St / Galloway St East App | 1 | 0 | 1,241 | 899 | -342 | -28% | 7.4 | 12 | 46 | 34 | 283% | 4.5 | 1,253 | 945 | -308 | -25% | 6.6 |
| 9197 | W | 7752_7894 | Naylor St / Galloway St East App | 1 | 0 | 805 | 700 | -105 | -13% | 2.7 | 23 | 33 | 10 | 43% | 1.3 | 828 | 733 | -95 | -11% | 2.4 |
| 9198 | N | 7897_7894 | Naylor St / Galloway St South App | 1 | 0 | 832 | 874 | 42 | 5% | 1.0 | 17 | 6 | -11 | -65% | 2.3 | 849 | 880 | 31 | 4% | 0.7 |
| 9198 | S | 7894_7897 | Naylor St / Galloway St South App | 1 | 0 | 724 | 613 | -111 | -15% | 3.0 | 8 | 5 | -3 | -38% | 0.8 | 732 | 618 | -114 | -16% | 3.1 |
| 9199 | E | 7942_7894 | Naylor St / Galloway St West App | 1 | 0 | 884 | 377 | -507 | -57% | 14.3 | 9 | 40 | 31 | 344% | 4.4 | 893 | 418 | -475 | -53% | 13.1 |
| 9199 | W | 7894_7942 | Naylor St / Galloway St West App | 1 | 0 | 489 | 261 | -228 | -47% | 8.3 | 13 | 21 | 8 | 62% | 1.4 | 502 | 282 | -220 | -44% | 7.9 |
| 9200 | N | 13912_3679 | Normandy Ave / Lorne St North App | 1 | 0 | 2,371 | 2,572 | 201 | 8% | 2.9 | 71 | 65 | -6 | -8% | 0.5 | 2,442 | 2,636 | 194 | 8% | 2.7 |
| 9200 | S | 3679_13912 | Normandy Ave / Lorne St North App | 1 | 0 | 3,275 | 3,318 | 43 | 1% | 0.5 | 115 | 78 | -37 | -32% | 2.7 | 3,390 | 3,396 | 6 | 0% | 0.1 |
| 9202 | N | 8214_4754 | Normandy Ave / Lorne St South App | 1 | 0 | 1,445 | 1,373 | -72 | -5% | 1.4 | 28 | 26 | -2 | -7% | 0.3 | 1,473 | 1,399 | -74 | -5% | 1.4 |
| 9202 | S | 4754_8214 | Normandy Ave / Lorne St South App | 1 | 0 | 2,739 | 2,964 | 225 | 8% | 3.0 | 34 | 32 | -2 | -6% | 0.2 | 2,773 | 2,996 | 223 | 8% | 2.9 |
| 9203 | E | 4957_8213 | Normandy Ave / Lorne St West App | 1 | 0 | 1,526 | 1,713 | 187 | 12% | 3.3 | 53 | 47 | -6 | -11% | 0.6 | 1,579 | 1,761 | 182 | 12% | 3.1 |
| 9203 | W | 8213_4957 | Normandy Ave / Lorne St West App | 1 | 0 | 1,136 | 869 | -267 | -24% | 6.0 | 91 | 55 | -36 | -40% | 3.0 | 1,227 | 924 | -303 | -25% | 6.5 |
| 9204 | N | 7932_7931 | Cambridge Rd / Knighton Rd North App | 1 | 0 | 452 | 548 | 96 | 21% | 3.0 | 6 | 7 | 1 | 17% | 0.3 | 458 | 555 | 97 | 21% | 3.0 |
| 9204 | S | 7931_7932 | Cambridge Rd / Knighton Rd North App | 1 | 0 | 395 | 476 | 81 | 21% | 2.7 | 12 | 9 | -3 | -25% | 0.7 | 407 | 485 | 78 | 19% | 2.6 |
| 9205 | E | 7932_7381 | Cambridge Rd / Knighton Rd East App | 1 | 0 | 2,001 | 1,505 | -496 | -25% | 8.4 | 51 | 83 | 32 | 63% | 2.8 | 2,052 | 1,589 | -463 | -23% | 7.7 |
| 9205 | W | 7381_7932 | Cambridge Rd / Knighton Rd East App | 1 | 0 | 1,554 | 1,688 | 134 | 9% | 2.4 | 64 | 64 | 0 | 0% | 0.0 | 1,618 | 1,753 | 135 | 8% | 2.3 |
| 9207 | E | 8041_7932 | Cambridge Rd / Knighton Rd West App | 1 | 0 | 1,886 | 1,374 | -512 | -27% | 9.0 | 48 | 79 | 31 | 65% | 2.8 | 1,934 | 1,454 | -480 | -25% | 8.2 |
| 9207 | W | 7932_8041 | Cambridge Rd / Knighton Rd West App | 1 | 0 | 1,382 | 1,486 | 104 | 8% | 1.9 | 67 | 62 | -5 | -7% | 0.4 | 1,449 | 1,548 | 99 | 7% | 1.8 |
| 9208 | N | 3770_14254 | Ohaupo Rd / Normandy Ave North App | 1 | 0 | 1,598 | 1,633 | 35 | 2% | 0.6 | 70 | 82 | 12 | 17% | 1.0 | 1,668 | 1,715 | 47 | 3% | 0.8 |
| 9208 | S | 14254_3770 | Ohaupo Rd / Normandy Ave North App | 1 | 0 | 2,395 | 2,199 | -196 | -8% | 2.9 | 53 | 73 | 20 | 38% | 1.8 | 2,448 | 2,271 | -177 | -7% | 2.6 |
| 9209 | E | 3770_7007 | Ohaupo Rd / Normandy Ave East App | 1 | 0 | 1,017 | 845 | -172 | -17% | 4.0 | 14 | 16 | 2 | 14% | 0.4 | 1,031 | 860 | -171 | -17% | 3.9 |
| 9209 | W | 7007_3770 | Ohaupo Rd / Normandy Ave East App | 1 | 0 | 1,774 | 1,310 | -464 | -26% | 8.4 | 25 | 17 | -8 | -32% | 1.2 | 1,799 | 1,328 | -471 | -26% | 8.4 |
| 9210 | N | 3143_3770 | Ohaupo Rd / Normandy Ave South App | 1 | 0 | 2,169 | 2,164 | -5 | 0% | 0.1 | 70 | 94 | 24 | 34% | 1.9 | 2,239 | 2,258 | 19 | 1% | 0.3 |
| 9210 | S | 3770_3143 | Ohaupo Rd / Normandy Ave South App | 1 | 0 | 3,723 | 3,195 | -528 | -14% | 6.3 | 64 | 87 | 23 | 36% | 1.9 | 3,787 | 3,282 | -505 | -13% | 6.0 |
| 9212 | N | 8060_4916 | Norton Rd / Maeroa Rd North App | 1 | 0 | 941 | 668 | -273 | -29% | 6.8 | 15 | 8 | -7 | -47% | 1.5 | 956 | 676 | -280 | -29% | 6.9 |
| 9212 | S | 4916_8060 | Norton Rd / Maeroa Rd North App | 1 | 0 | 489 | 215 | -274 | -56% | 10.3 | 8 | 4 | -4 | -50% | 1.2 | 497 | 219 | -278 | -56% | 10.4 |
| 9213 | E | 8060_7231 | Norton Rd / Maeroa Rd East App | 1 | 0 | 1,765 | 1,210 | -555 | -31% | 10.2 | 27 | 41 | 14 | 52% | 1.7 | 1,792 | 1,252 | -540 | -30% | 9.8 |
| 9213 | W | 7231_8060 | Norton Rd / Maeroa Rd East App | 1 | 0 | 1,985 | 1,584 | -401 | -20% | 6.7 | 34 | 41 | 7 | 21% | 0.8 | 2,019 | 1,626 | -393 | -19% | 6.5 |
| 9215 | E | 7880_8060 | Norton Rd / Maeroa Rd West App | 1 | 0 | 1,499 | 1,300 | -199 | -13% | 3.8 | 26 | 41 | 15 | 58% | 1.8 | 1,525 | 1,341 | -184 | -12% | 3.4 |
| 9215 | W | 8060_7880 | Norton Rd / Maeroa Rd West App | 1 | 0 | 1,267 | 1,221 | -46 | -4% | 0.9 | 26 | 37 | 11 | 42% | 1.4 | 1,293 | 1,258 | -35 | -3% | 0.7 |
| 9216 | N | 8215_3378 | Norton Rd / Mill St North App | 1 | 0 | 1,884 | 1,356 | -528 | -28% | 9.3 | 29 | 29 | 0 | 0% | 0.0 | 1,913 | 1,385 | -528 | -28% | 9.2 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9216 | S | 3378_8215 | Norton Rd / Mill St North App | 1 | 0 | 1,438 | 1,413 | -25 | -2% | 0.5 | 22 | 34 | 12 | 55% | 1.6 | 1,460 | 1,446 | -14 | -1% | 0.3 |
| 9217 | E | 3379_3381 | Norton Rd / Mill St East App | 1 | 0 | 1,149 | 887 | -262 | -23% | 5.8 | 14 | 33 | 19 | 136% | 2.8 | 1,163 | 920 | -243 | -21% | 5.3 |
| 9217 | W | 3381_3379 | Norton Rd / Mill St East App | 1 | 0 | 1,682 | 1,648 | -34 | -2% | 0.6 | 30 | 36 | 6 | 20% | 0.7 | 1,712 | 1,684 | -28 | -2% | 0.5 |
| 9218 | N | 6662_8216 | Norton Rd / Mill St South App | 1 | 0 | 1,377 | 839 | -538 | -39% | 11.4 | 21 | 24 | 3 | 14% | 0.4 | 1,398 | 864 | -534 | -38% | 11.2 |
| 9218 | S | 8216_6662 | Norton Rd / Mill St South App | 1 | 0 | 1,392 | 1,575 | 183 | 13% | 3.4 | 24 | 34 | 10 | 42% | 1.3 | 1,416 | 1,609 | 193 | 14% | 3.5 |
| 9219 | E | 6750_8217 | Norton Rd / Mill St West App | 1 | 0 | 1,429 | 1,051 | -378 | -26% | 7.6 | 21 | 33 | 12 | 57% | 1.6 | 1,450 | 1,084 | -366 | -25% | 7.3 |
| 9219 | W | 8217_6750 | Norton Rd / Mill St West App | 1 | 0 | 1,501 | 1,132 | -369 | -25% | 7.2 | 27 | 32 | 5 | 19% | 0.7 | 1,528 | 1,164 | -364 | -24% | 7.0 |
| 9220 | N | 8247_7303 | Ohaupo Rd / Lorne St / Kahikatea Dr North App | 1 | 0 | 1,454 | 1,393 | -61 | -4% | 1.1 | 34 | 38 | 4 | 12% | 0.5 | 1,488 | 1,431 | -57 | -4% | 1.1 |
| 9220 | S | 7303_8247 | Ohaupo Rd / Lorne St / Kahikatea Dr North App | 1 | 0 | 1,811 | 2,141 | 330 | 18% | 5.2 | 39 | 32 | -7 | -18% | 0.8 | 1,850 | 2,173 | 323 | 17% | 5.1 |
| 9221 | E | 4393_4394 | Ohaupo Rd / Lorne St / Kahikatea Dr East App | 1 | 0 | 1,242 | 1,409 | 167 | 13% | 3.2 | 50 | 47 | -3 | -6% | 0.3 | 1,292 | 1,456 | 164 | 13% | 3.1 |
| 9221 | W | 4394_4393 | Ohaupo Rd / Lorne St / Kahikatea Dr East App | 1 | 0 | 1,165 | 1,094 | -71 | -6% | 1.5 | 83 | 56 | -27 | -33% | 2.3 | 1,248 | 1,150 | -98 | -8% | 2.0 |
| 9222 | N | 4761_5535 | Ohaupo Rd / Lorne St / Kahikatea Dr South App | 1 | 0 | 1,712 | 1,993 | 281 | 16% | 4.6 | 78 | 90 | 12 | 15% | 0.9 | 1,790 | 2,083 | 293 | 16% | 4.7 |
| 9222 | S | 5535_4761 | Ohaupo Rd / Lorne St / Kahikatea Dr South App | 1 | 0 | 2,752 | 2,957 | 205 | 7% | 2.7 | 64 | 80 | 16 | 25% | 1.3 | 2,816 | 3,036 | 220 | 8% | 2.9 |
| 9223 | E | 2531_8248 | Ohaupo Rd / Lorne St / Kahikatea Dr West App | 1 | 0 | 2,516 | 2,418 | -98 | -4% | 1.4 | 98 | 101 | 3 | 3% | 0.2 | 2,614 | 2,519 | -95 | -4% | 1.3 |
| 9223 | W | 8248_2531 | Ohaupo Rd / Lorne St / Kahikatea Dr West App | 1 | 0 | 1,756 | 1,887 | 131 | 7% | 2.2 | 150 | 114 | -36 | -24% | 2.2 | 1,906 | 2,001 | 95 | 5% | 1.5 |
| 9224 | N | 6677_3117 | River Rd / Clarkin Rd North App | 1 | 0 | 1,827 | 1,610 | -217 | -12% | 3.7 | 13 | 14 | 1 | 8% | 0.2 | 1,840 | 1,623 | -217 | -12% | 3.7 |
| 9224 | S | 3117_6677 | River Rd / Clarkin Rd North App | 1 | 0 | 956 | 1,119 | 163 | 17% | 3.6 | 8 | 12 | 4 | 50% | 0.9 | 964 | 1,131 | 167 | 17% | 3.6 |
| 9225 | E | 6677_3112 | River Rd / Clarkin Rd East App | 1 | 0 | 513 | 340 | -173 | -34% | 5.9 | 7 | 2 | -5 | -71% | 1.7 | 520 | 341 | -179 | -34% | 6.1 |
| 9225 | W | 3112_6677 | River Rd / Clarkin Rd East App | 1 | 0 | 473 | 215 | -258 | -55% | 9.8 | 8 | 1 | -7 | -88% | 2.3 | 481 | 216 | -265 | -55% | 10.0 |
| 9226 | N | 7105_6677 | River Rd / Clarkin Rd South App | 1 | 0 | 2,041 | 1,800 | -241 | -12% | 3.9 | 15 | 12 | -3 | -20% | 0.6 | 2,056 | 1,812 | -244 | -12% | 3.9 |
| 9226 | S | 6677_7105 | River Rd / Clarkin Rd South App | 1 | 0 | 1,130 | 1,185 | 55 | 5% | 1.1 | 11 | 11 | 0 | 0% | 0.0 | 1,141 | 1,195 | 54 | 5% | 1.1 |
| 9228 | N | 5215_3938 | Pukete Rd / Pukete Link Rd North App | 1 | 0 | 739 | 798 | 59 | 8% | 1.5 | 17 | 23 | 6 | 35% | 0.9 | 756 | 821 | 65 | 9% | 1.6 |
| 9228 | S | 3938_5215 | Pukete Rd / Pukete Link Rd North App | 1 | 0 | 1,233 | 679 | -554 | -45% | 12.7 | 23 | 19 | -4 | -17% | 0.6 | 1,256 | 698 | -558 | -44% | 12.6 |
| 9229 | E | 5162_3939 | Pukete Rd / Pukete Link Rd East App | 1 | 0 | 3,625 | 5,563 | 1,938 | 53% | 20.2 | 54 | 88 | 34 | 63% | 2.9 | 3,679 | 5,651 | 1,972 | 54% | 20.4 |
| 9229 | W | 3939_5162 | Pukete Rd / Pukete Link Rd East App | 1 | 0 | 2,523 | 2,470 | -53 | -2% | 0.8 | 122 | 95 | -27 | -22% | 1.8 | 2,645 | 2,566 | -79 | -3% | 1.1 |
| 9230 | N | 3919_5214 | Pukete Rd / Pukete Link Rd South App | 1 | 0 | 1,330 | 2,148 | 818 | 62% | 13.9 | 26 | 33 | 7 | 27% | 0.9 | 1,356 | 2,182 | 826 | 61% | 13.9 |
| 9230 | S | 5214_3919 | Pukete Rd / Pukete Link Rd South App | 1 | 0 | 1,472 | 1,091 | -381 | -26% | 7.5 | 64 | 32 | -32 | -50% | 3.3 | 1,536 | 1,123 | -413 | -27% | 8.0 |
| 9231 | E | 3648_5261 | Pukete Rd / Pukete Link Rd West App | 1 | 0 | 2,127 | 3,655 | 1,528 | 72% | 20.1 | 35 | 63 | 28 | 80% | 2.8 | 2,162 | 3,718 | 1,556 | 72% | 20.3 |
| 9231 | W | 5261_3648 | Pukete Rd / Pukete Link Rd West App | 1 | 0 | 1,377 | 1,500 | 123 | 9% | 2.3 | 71 | 68 | -3 | -4% | 0.3 | 1,448 | 1,568 | 120 | 8% | 2.2 |
| 9232 | N | 3605_7074 | River Rd / Fairfield Bridge North App | 1 | 0 | 2,214 | 2,022 | -192 | -9% | 3.0 | 16 | 13 | -3 | -19% | 0.6 | 2,230 | 2,035 | -195 | -9% | 3.0 |
| 9232 | S | 7074_3605 | River Rd / Fairfield Bridge North App | 1 | 0 | 1,308 | 1,383 | 75 | 6% | 1.4 | 13 | 13 | 0 | 0% | 0.0 | 1,321 | 1,396 | 75 | 6% | 1.4 |
| 9233 | E | 3605_6593 | River Rd / Fairfield Bridge East App | 1 | 0 | 26 | 0 | -26 | -100% | 5.1 | 0 | 0 | 0 | - | 0.0 | 26 | 0 | -26 | -100% | 5.1 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9233 | W | 6593_3605 | River Rd / Fairfield Bridge East App | 1 | 0 | 27 | 0 | -27 | -100% | 5.2 | 0 | 0 | 0 | - | 0.0 | 27 | 0 | -27 | -100% | 5.2 |
| 9234 | N | 7073_3605 | River Rd / Fairfield Bridge South App | 1 | 0 | 1,355 | 1,108 | -247 | -18% | 5.0 | 9 | 13 | 4 | 44% | 0.9 | 1,364 | 1,121 | -243 | -18% | 4.9 |
| 9234 | S | 3605_7073 | River Rd / Fairfield Bridge South App | 1 | 0 | 937 | 939 | 2 | 0% | 0.0 | 4 | 13 | 9 | 225% | 2.2 | 941 | 952 | 11 | 1% | 0.3 |
| 9235 | E | 3606_3605 | River Rd / Fairfield Bridge West App | 1 | 0 | 1,755 | 1,610 | -145 | -8% | 2.5 | 15 | 0 | -15 | -100% | 3.9 | 1,770 | 1,610 | -160 | -9% | 2.8 |
| 9235 | W | 3605_3606 | River Rd / Fairfield Bridge West App | 1 | 0 | 1,268 | 1,139 | -129 | -10% | 2.6 | 17 | 0 | -17 | -100% | 4.1 | 1,285 | 1,139 | -146 | -11% | 3.0 |
| 9236 | N | 4914_6740 | River Rd / O'Neill St North App | 1 | 0 | 1,446 | 973 | -473 | -33% | 9.6 | 11 | 10 | -1 | -9% | 0.2 | 1,457 | 983 | -474 | -33% | 9.6 |
| 9236 | S | 6740_4914 | River Rd / O'Neill St North App | 1 | 0 | 989 | 1,086 | 97 | 10% | 2.1 | 6 | 20 | 14 | 233% | 2.7 | 995 | 1,106 | 111 | 11% | 2.4 |
| 9237 | E | 4914_6741 | River Rd / O'Neill St East App | 1 | 0 | 203 | 22 | -181 | -89% | 12.1 | 0 | 0 | 0 | - | 0.0 | 203 | 22 | -181 | -89% | 12.1 |
| 9237 | W | 6741_4914 | River Rd / O'Neill St East App | 1 | 0 | 65 | 10 | -55 | -85% | 6.4 | 0 | 0 | 0 | - | 0.0 | 65 | 10 | -55 | -85% | 6.4 |
| 9238 | N | 3468_4914 | River Rd / O'Neill St South App | 1 | 0 | 1,541 | 991 | -550 | -36% | 10.9 | 11 | 10 | -1 | -9% | 0.2 | 1,552 | 1,000 | -552 | -36% | 10.9 |
| 9238 | S | 4914_3468 | River Rd / O'Neill St South App | 1 | 0 | 946 | 1,092 | 146 | 15% | 3.2 | 6 | 20 | 14 | 233% | 2.7 | 952 | 1,112 | 160 | 17% | 3.5 |
| 9240 | N | 3468_4914 | River Rd / Te Aroha St North App | 1 | 0 | 1,524 | 991 | -533 | -35% | 10.6 | 15 | 10 | -5 | -33% | 1.0 | 1,539 | 1,000 | -539 | -35% | 10.7 |
| 9240 | S | 4914_3468 | River Rd / Te Aroha St North App | 1 | 0 | 991 | 1,092 | 101 | 10% | 2.2 | 9 | 20 | 11 | 122% | 2.0 | 1,000 | 1,112 | 112 | 11% | 2.4 |
| 9241 | E | 3468_6982 | River Rd / Te Aroha St East App | 1 | 0 | 591 | 829 | 238 | 40% | 6.3 | 4 | 14 | 10 | 250% | 2.4 | 595 | 843 | 248 | 42% | 6.5 |
| 9241 | W | 6982_3468 | River Rd / Te Aroha St East App | 1 | 0 | 391 | 409 | 18 | 5% | 0.6 | 1 | 4 | 3 | 300% | 1.3 | 392 | 412 | 20 | 5% | 0.7 |
| 9242 | N | 6980_3468 | River Rd / Te Aroha St South App | 1 | 0 | 1,329 | 632 | -697 | -52% | 15.7 | 15 | 6 | -9 | -60% | 2.0 | 1,344 | 638 | -706 | -53% | 15.9 |
| 9242 | S | 3468_6980 | River Rd / Te Aroha St South App | 1 | 0 | 596 | 313 | -283 | -47% | 9.4 | 6 | 7 | 1 | 17% | 0.3 | 602 | 319 | -283 | -47% | 9.3 |
| 9244 | N | 4847_8214 | Normandy Ave / Bader St North App | 1 | 0 | 1,478 | 1,373 | -105 | -7% | 2.0 | 25 | 26 | 1 | 4% | 0.1 | 1,503 | 1,399 | -104 | -7% | 1.9 |
| 9244 | S | 8214_4847 | Normandy Ave / Bader St North App | 1 | 0 | 2,704 | 2,964 | 260 | 10% | 3.5 | 34 | 32 | -2 | -6% | 0.2 | 2,738 | 2,996 | 258 | 9% | 3.4 |
| 9245 | E | 2648_7309 | Normandy Ave / Bader St East App | 1 | 0 | 1,059 | 1,192 | 133 | 13% | 2.8 | 11 | 10 | -1 | -9% | 0.2 | 1,070 | 1,202 | 132 | 12% | 2.8 |
| 9245 | W | 7309_2648 | Normandy Ave / Bader St East App | 1 | 0 | 628 | 492 | -136 | -22% | 4.1 | 13 | 9 | -4 | -31% | 0.9 | 641 | 501 | -140 | -22% | 4.1 |
| 9246 | N | 2646_2647 | Normandy Ave / Bader St South App | 1 | 0 | 1,051 | 1,016 | -35 | -3% | 0.8 | 17 | 18 | 1 | 6% | 0.2 | 1,068 | 1,034 | -34 | -3% | 0.7 |
| 9246 | S | 2647_2646 | Normandy Ave / Bader St South App | 1 | 0 | 1,846 | 1,907 | 61 | 3% | 1.0 | 28 | 22 | -6 | -21% | 0.8 | 1,874 | 1,929 | 55 | 3% | 0.9 |
| 9248 | N | 8240_10556 | Ruakura Rd / Peachgrove Rd North App | 1 | 0 | 1,387 | 1,187 | -200 | -14% | 3.9 | 27 | 29 | 2 | 7% | 0.3 | 1,414 | 1,215 | -199 | -14% | 3.9 |
| 9248 | S | 10556_8240 | Ruakura Rd / Peachgrove Rd North App | 1 | 0 | 1,254 | 1,401 | 147 | 12% | 2.9 | 21 | 28 | 7 | 33% | 1.0 | 1,275 | 1,429 | 154 | 12% | 3.0 |
| 9249 | E | 8241_3369 | Ruakura Rd / Peachgrove Rd East App | 1 | 0 | 2,123 | 2,041 | -82 | -4% | 1.3 | 22 | 36 | 14 | 64% | 1.8 | 2,145 | 2,077 | -68 | -3% | 1.0 |
| 9249 | W | 3369_8241 | Ruakura Rd / Peachgrove Rd East App | 1 | 0 | 1,374 | 1,085 | -289 | -21% | 5.8 | 15 | 27 | 12 | 80% | 1.9 | 1,389 | 1,112 | -277 | -20% | 5.5 |
| 9250 | N | 7454_9930 | Ruakura Rd / Peachgrove Rd South App | 1 | 0 | 1,109 | 1,086 | -23 | -2% | 0.5 | 26 | 8 | -18 | -69% | 3.1 | 1,135 | 1,094 | -41 | -4% | 0.9 |
| 9250 | S | 9930_7454 | Ruakura Rd / Peachgrove Rd South App | 1 | 0 | 761 | 657 | -104 | -14% | 2.8 | 15 | 4 | -11 | -73% | 2.5 | 776 | 661 | -115 | -15% | 3.0 |
| 9251 | E | 7476_9931 | Ruakura Rd / Peachgrove Rd West App | 1 | 0 | 1,547 | 1,224 | -323 | -21% | 6.1 | 16 | 11 | -5 | -31% | 1.0 | 1,563 | 1,236 | -327 | -21% | 6.2 |
| 9251 | W | 9931_7476 | Ruakura Rd / Peachgrove Rd West App | 1 | 0 | 1,013 | 911 | -102 | -10% | 2.3 | 14 | 6 | -8 | -57% | 1.8 | 1,027 | 917 | -110 | -11% | 2.5 |
| 9253 | E | 3025_3171 | Ruakura Rd / Knighton Rd East App | 1 | 0 | 1,705 | 1,597 | -108 | -6% | 1.9 | 27 | 56 | 29 | 107% | 3.2 | 1,732 | 1,653 | -79 | -5% | 1.4 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9253 | W | 3171_3025 | Ruakura Rd / Knighton Rd East App | 1 | 0 | 1,528 | 1,222 | -306 | -20% | 5.8 | 22 | 54 | 32 | 145% | 3.7 | 1,550 | 1,277 | -273 | -18% | 5.1 |
| 9254 | N | 6575_3025 | Ruakura Rd / Knighton Rd South App | 1 | 0 | 651 | 338 | -313 | -48% | 10.0 | 13 | 12 | -1 | -8% | 0.2 | 664 | 350 | -314 | -47% | 9.9 |
| 9254 | S | 3025_6575 | Ruakura Rd / Knighton Rd South App | 1 | 0 | 572 | 420 | -152 | -27% | 4.8 | 6 | 12 | 6 | 100% | 1.4 | 578 | 432 | -146 | -25% | 4.6 |
| 9255 | E | 3024_3025 | Ruakura Rd / Knighton Rd West App | 1 | 0 | 1,665 | 1,665 | 0 | 0% | 0.0 | 18 | 46 | 28 | 156% | 3.5 | 1,683 | 1,711 | 28 | 2% | 0.5 |
| 9255 | W | 3025_3024 | Ruakura Rd / Knighton Rd West App | 1 | 0 | 1,567 | 1,208 | -359 | -23% | 6.8 | 20 | 44 | 24 | 120% | 3.0 | 1,587 | 1,252 | -335 | -21% | 6.3 |
| 9256 | N | 3752_3753 | Te Aroha St / Grey St North App | 1 | 0 | 1,430 | 973 | -457 | -32% | 9.3 | 13 | 7 | -6 | -46% | 1.3 | 1,443 | 980 | -463 | -32% | 9.4 |
| 9256 | S | 3753_3752 | Te Aroha St / Grey St North App | 1 | 0 | 1,348 | 921 | -427 | -32% | 9.0 | 9 | 8 | -1 | -11% | 0.2 | 1,357 | 929 | -428 | -32% | 9.0 |
| 9257 | E | 3752_7005 | Te Aroha St / Grey St East App | 1 | 0 | 1,090 | 1,137 | 47 | 4% | 1.0 | 10 | 12 | 2 | 20% | 0.4 | 1,100 | 1,150 | 50 | 5% | 1.1 |
| 9257 | W | 7005_3752 | Te Aroha St / Grey St East App | 1 | 0 | 1,040 | 941 | -99 | -10% | 2.2 | 10 | 9 | -1 | -10% | 0.2 | 1,050 | 950 | -100 | -10% | 2.2 |
| 9258 | N | 10646_3752 | Te Aroha St / Grey St South App | 1 | 0 | 1,185 | 1,142 | -43 | -4% | 0.9 | 12 | 10 | -2 | -17% | 0.4 | 1,197 | 1,152 | -45 | -4% | 0.9 |
| 9258 | S | 3752_10646 | Te Aroha St / Grey St South App | 1 | 0 | 1,245 | 1,284 | 39 | 3% | 0.8 | 11 | 18 | 7 | 64% | 1.3 | 1,256 | 1,302 | 46 | 4% | 0.9 |
| 9259 | E | 4700_3752 | Te Aroha St / Grey St West App | 1 | 0 | 564 | 827 | 263 | 47% | 7.1 | 4 | 14 | 10 | 250% | 2.4 | 568 | 841 | 273 | 48% | 7.3 |
| 9259 | W | 3752_4700 | Te Aroha St / Grey St West App | 1 | 0 | 372 | 436 | 64 | 17% | 2.3 | 1 | 4 | 3 | 300% | 1.3 | 373 | 440 | 67 | 18% | 2.3 |
| 9260 | N | 6673_6864 | Te Rapa Rd / Bryant Rd North App | 1 | 0 | 1,857 | 1,750 | -107 | -6% | 1.8 | 43 | 63 | 20 | 47% | 1.9 | 1,900 | 1,813 | -87 | -5% | 1.4 |
| 9260 | S | 6864_6673 | Te Rapa Rd / Bryant Rd North App | 1 | 0 | 2,246 | 1,643 | -603 | -27% | 9.7 | 47 | 63 | 16 | 34% | 1.5 | 2,293 | 1,705 | -588 | -26% | 9.3 |
| 9261 | E | 6673_3325 | Te Rapa Rd / Bryant Rd East App | 1 | 0 | 839 | 870 | 31 | 4% | 0.7 | 14 | 25 | 11 | 79% | 1.8 | 853 | 894 | 41 | 5% | 1.0 |
| 9261 | W | 3325_6673 | Te Rapa Rd / Bryant Rd East App | 1 | 0 | 659 | 659 | 0 | 0% | 0.0 | 14 | 23 | 9 | 64% | 1.5 | 673 | 683 | 10 | 1% | 0.3 |
| 9262 | N | 10672_6673 | Te Rapa Rd / Bryant Rd South App | 1 | 0 | 2,003 | 2,630 | 627 | 31% | 9.2 | 54 | 103 | 49 | 91% | 3.9 | 2,057 | 2,733 | 676 | 33% | 9.8 |
| 9262 | S | 6673_10672 | Te Rapa Rd / Bryant Rd South App | 1 | 0 | 2,585 | 2,849 | 264 | 10% | 3.6 | 39 | 102 | 63 | 162% | 5.3 | 2,624 | 2,952 | 328 | 13% | 4.4 |
| 9263 | E | 3264_6673 | Te Rapa Rd / Bryant Rd West App | 1 | 0 | 820 | 965 | 145 | 18% | 3.4 | 15 | 23 | 8 | 53% | 1.3 | 835 | 988 | 153 | 18% | 3.6 |
| 9263 | W | 6673_3264 | Te Rapa Rd / Bryant Rd West App | 1 | 0 | 447 | 428 | -19 | -4% | 0.6 | 34 | 23 | -11 | -32% | 1.5 | 481 | 450 | -31 | -6% | 1.0 |
| 9264 | N | 5806_3513 | Te Rapa Rd / Northgate Blvd North App | 1 | 0 | 1,784 | 1,834 | 50 | 3% | 0.8 | 86 | 107 | 21 | 24% | 1.5 | 1,870 | 1,941 | 71 | 4% | 1.2 |
| 9264 | S | 3513_5806 | Te Rapa Rd / Northgate Blvd North App | 1 | 0 | 2,017 | 1,887 | -130 | -6% | 2.1 | 74 | 106 | 32 | 43% | 2.4 | 2,091 | 1,993 | -98 | -5% | 1.5 |
| 9265 | E | 3352_9869 | Te Rapa Rd / Northgate Blvd East App | 1 | 0 | 1,031 | 767 | -264 | -26% | 6.2 | 14 | 13 | -1 | -7% | 0.2 | 1,045 | 779 | -266 | -25% | 6.2 |
| 9265 | W | 9869_3352 | Te Rapa Rd / Northgate Blvd East App | 1 | 0 | 813 | 488 | -325 | -40% | 9.0 | 14 | 11 | -3 | -21% | 0.6 | 827 | 499 | -328 | -40% | 9.0 |
| 9266 | N | 3514_5874 | Te Rapa Rd / Northgate Blvd South App | 1 | 0 | 2,005 | 2,040 | 35 | 2% | 0.6 | 87 | 115 | 28 | 32% | 2.0 | 2,092 | 2,155 | 63 | 3% | 1.0 |
| 9266 | S | 5874_3514 | Te Rapa Rd / Northgate Blvd South App | 1 | 0 | 2,651 | 3,441 | 790 | 30% | 10.1 | 77 | 107 | 30 | 39% | 2.2 | 2,728 | 3,548 | 820 | 30% | 10.4 |
| 9267 | E | 3288_5835 | Te Rapa Rd / Northgate Blvd West App | 1 | 0 | 1,232 | 2,378 | 1,146 | 93% | 19.1 | 8 | 2 | -6 | -75% | 1.9 | 1,240 | 2,379 | 1,139 | 92% | 18.9 |
| 9267 | W | 5835_3288 | Te Rapa Rd / Northgate Blvd West App | 1 | 0 | 601 | 752 | 151 | 25% | 4.1 | 6 | 7 | 1 | 17% | 0.3 | 607 | 759 | 152 | 25% | 4.1 |
| 9268 | N | 8222_6671 | Te Rapa Rd / Forest Lake Rd North App | 1 | 1 | 2,632 | 2,636 | 4 | 0% | 0.1 | 82 | 80 | -2 | -2% | 0.2 | 2,714 | 2,716 | 2 | 0% | 0.0 |
| 9268 | S | 6671_8222 | Te Rapa Rd / Forest Lake Rd North App | 1 | 1 | 2,906 | 3,638 | 732 | 25% | 9.0 | 43 | 84 | 41 | 95% | 3.6 | 2,949 | 3,722 | 773 | 26% | 9.5 |
| 9269 | E | 8224_7112 | Te Rapa Rd / Forest Lake Rd East App | 1 | 0 | 1,233 | 1,641 | 408 | 33% | 7.6 | 15 | 43 | 28 | 187% | 3.7 | 1,248 | 1,684 | 436 | 35% | 8.1 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9269 | W | 7112_8224 | Te Rapa Rd / Forest Lake Rd East App | 1 | 0 | 1,024 | 408 | -616 | -60% | 16.3 | 24 | 27 | 3 | 13% | 0.4 | 1,048 | 434 | -614 | -59% | 15.9 |
| 9270 | N | 6669_8225 | Te Rapa Rd / Forest Lake Rd South App | 1 | 0 | 1,961 | 2,030 | 69 | 4% | 1.1 | 53 | 47 | -6 | -11% | 0.6 | 2,014 | 2,077 | 63 | 3% | 1.0 |
| 9270 | S | 8225_6669 | Te Rapa Rd / Forest Lake Rd South App | 1 | 0 | 1,788 | 2,047 | 259 | 14% | 4.2 | 31 | 41 | 10 | 32% | 1.2 | 1,819 | 2,088 | 269 | 15% | 4.3 |
| 9271 | E | 6676_8223 | Te Rapa Rd / Forest Lake Rd West App | 1 | 0 | 901 | 700 | -201 | -22% | 5.0 | 24 | 7 | -17 | -71% | 3.1 | 925 | 707 | -218 | -24% | 5.4 |
| 9271 | W | 8223_6676 | Te Rapa Rd / Forest Lake Rd West App | 1 | 0 | 1,139 | 450 | -689 | -60% | 17.3 | 16 | 2 | -14 | -88% | 3.3 | 1,155 | 453 | -702 | -61% | 17.5 |
| 9272 | N | 3504_3508 | Te Rapa Rd / Te Kowhai Rd E North App | 1 | 0 | 1,940 | 2,067 | 127 | 7% | 2.0 | 57 | 100 | 43 | 75% | 3.4 | 1,997 | 2,167 | 170 | 9% | 2.6 |
| 9272 | S | 3508_3504 | Te Rapa Rd / Te Kowhai Rd E North App | 1 | 0 | 1,175 | 1,702 | 527 | 45% | 9.8 | 57 | 120 | 63 | 111% | 4.7 | 1,232 | 1,823 | 591 | 48% | 10.7 |
| 9273 | E | 3504_3510 | Te Rapa Rd / Te Kowhai Rd E East App | 1 | 0 | 964 | 685 | -279 | -29% | 6.9 | 36 | 58 | 22 | 61% | 2.3 | 1,000 | 743 | -257 | -26% | 6.2 |
| 9273 | W | 3510_3504 | Te Rapa Rd / Te Kowhai Rd E East App | 1 | 0 | 1,120 | 1,051 | -69 | -6% | 1.5 | 38 | 41 | 3 | 8% | 0.3 | 1,158 | 1,092 | -66 | -6% | 1.4 |
| 9274 | N | 3511_3504 | Te Rapa Rd / Te Kowhai Rd E South App | 1 | 0 | 2,042 | 1,827 | -215 | -11% | 3.5 | 71 | 106 | 35 | 49% | 2.6 | 2,113 | 1,933 | -180 | -9% | 2.8 |
| 9274 | S | 3504_3511 | Te Rapa Rd / Te Kowhai Rd E South App | 1 | 0 | 1,878 | 1,779 | -99 | -5% | 1.6 | 59 | 105 | 46 | 78% | 3.6 | 1,937 | 1,883 | -54 | -3% | 0.9 |
| 9275 | E | 3512_3504 | Te Rapa Rd / Te Kowhai Rd E West App | 1 | 0 | 1,176 | 1,039 | -137 | -12% | 2.9 | 45 | 56 | 11 | 24% | 1.1 | 1,221 | 1,095 | -126 | -10% | 2.6 |
| 9275 | W | 3504_3512 | Te Rapa Rd / Te Kowhai Rd E West App | 1 | 0 | 731 | 1,089 | 358 | 49% | 8.4 | 59 | 61 | 2 | 3% | 0.2 | 790 | 1,149 | 359 | 45% | 8.2 |
| 9276 | N | 4769_6675 | Victoria St / Fairfield Bridge North App | 1 | 0 | 1,523 | 799 | -724 | -48% | 15.0 | 23 | 30 | 7 | 30% | 1.0 | 1,546 | 829 | -717 | -46% | 14.7 |
| 9276 | S | 6675_4769 | Victoria St / Fairfield Bridge North App | 1 | 0 | 1,657 | 1,828 | 171 | 10% | 2.9 | 18 | 43 | 25 | 139% | 3.2 | 1,675 | 1,871 | 196 | 12% | 3.3 |
| 9277 | E | 4769_4907 | Victoria St / Fairfield Bridge East App | 1 | 0 | 1,709 | 1,610 | -99 | -6% | 1.7 | 17 | 0 | -17 | -100% | 4.1 | 1,726 | 1,610 | -116 | -7% | 2.0 |
| 9277 | W | 4907_4769 | Victoria St / Fairfield Bridge East App | 1 | 0 | 1,277 | 1,139 | -138 | -11% | 2.8 | 17 | 0 | -17 | -100% | 4.1 | 1,294 | 1,139 | -155 | -12% | 3.1 |
| 9278 | N | 4768_4769 | Victoria St / Fairfield Bridge South App | 1 | 0 | 1,270 | 967 | -303 | -24% | 6.4 | 25 | 30 | 5 | 20% | 0.7 | 1,295 | 997 | -298 | -23% | 6.2 |
| 9278 | S | 4769_4768 | Victoria St / Fairfield Bridge South App | 1 | 0 | 972 | 1,525 | 553 | 57% | 11.1 | 20 | 43 | 23 | 115% | 2.9 | 992 | 1,568 | 576 | 58% | 11.4 |
| 9281 | E | 6311_6276 | Waikato Expressway / Te Wetini Dr East App | 1 | 0 | 1,733 | 1,984 | 251 | 14% | 4.1 | 96 | 93 | -3 | -3% | 0.2 | 1,829 | 2,077 | 248 | 14% | 4.0 |
| 9281 | W | 6276_6311 | Waikato Expressway / Te Wetini Dr East App | 1 | 0 | 92 | 28 | -64 | -70% | 5.8 | 3 | 1 | -2 | -67% | 1.0 | 95 | 29 | -66 | -69% | 5.9 |
| 9282 | N | 5113_7498 | Waikato Expressway / Te Wetini Dr South App | 1 | 0 | 1,467 | 1,938 | 471 | 32% | 8.1 | 93 | 92 | -1 | -1% | 0.1 | 1,560 | 2,030 | 470 | 30% | 7.8 |
| 9283 | E | 6598_7206 | Waikato Expressway / Te Wetini Dr West App | 1 | 0 | 317 | 65 | -252 | -79% | 12.9 | 3 | 2 | -1 | -33% | 0.4 | 320 | 67 | -253 | -79% | 12.9 |
| 9283 | W | 7206_6598 | Waikato Expressway / Te Wetini Dr West App | 1 | 0 | 143 | 47 | -96 | -67% | 7.0 | 3 | 2 | -1 | -33% | 0.4 | 146 | 48 | -98 | -67% | 7.0 |
| 9284 | N | 10895_10042 | Waikato Expy / Wairere Dr North App | 1 | 0 | 373 | 544 | 171 | 46% | 5.6 | 44 | 54 | 10 | 23% | 1.0 | 417 | 598 | 181 | 43% | 5.7 |
| 9284 | S | 10042_10895 | Waikato Expy / Wairere Dr North App | 1 | 0 | 759 | 1,288 | 529 | 70% | 11.7 | 51 | 53 | 2 | 4% | 0.2 | 810 | 1,340 | 530 | 65% | 11.4 |
| 9285 | E | 7706_3483 | Waikato Expy / Wairere Dr East App | 1 | 0 | 1,435 | 1,792 | 357 | 25% | 6.3 | 65 | 50 | -15 | -23% | 1.4 | 1,500 | 1,842 | 342 | 23% | 5.9 |
| 9285 | W | 3483_7706 | Waikato Expy / Wairere Dr East App | 1 | 0 | 1,547 | 1,634 | 87 | 6% | 1.5 | 63 | 46 | -17 | -27% | 1.6 | 1,610 | 1,679 | 69 | 4% | 1.2 |
| 9286 | S | 7636_5113 | Waikato Expy / Wairere Dr South App | 1 | 0 | 2,139 | 2,542 | 403 | 19% | 5.9 | 98 | 86 | -12 | -12% | 0.9 | 2,237 | 2,628 | 391 | 17% | 5.6 |
| 9287 | E | 6311_6276 | Waikato Expy / Wairere Dr West App | 1 | 0 | 1,735 | 1,984 | 249 | 14% | 4.1 | 97 | 93 | -4 | -4% | 0.3 | 1,832 | 2,077 | 245 | 13% | 3.9 |
| 9287 | W | 6276_6311 | Waikato Expy / Wairere Dr West App | 1 | 0 | 94 | 28 | -66 | -70% | 6.0 | 4 | 1 | -3 | -75% | 1.3 | 98 | 29 | -69 | -70% | 6.1 |
| 9288 | N | 3558_3557 | Wairere Dr / Hukanui Rd North App | 1 | 0 | 1,807 | 1,595 | -212 | -12% | 3.6 | 26 | 10 | -16 | -62% | 2.7 | 1,833 | 1,605 | -228 | -12% | 3.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9288 | S | 3557_3558 | Wairere Dr / Hukanui Rd North App | 1 | 0 | 942 | 915 | -27 | -3% | 0.6 | 25 | 8 | -17 | -68% | 3.0 | 967 | 923 | -44 | -5% | 1.0 |
| 9289 | E | 3558_3560 | Wairere Dr / Hukanui Rd East App | 1 | 0 | 1,601 | 1,813 | 212 | 13% | 3.6 | 46 | 54 | 8 | 17% | 0.8 | 1,647 | 1,867 | 220 | 13% | 3.7 |
| 9289 | W | 3560_3558 | Wairere Dr / Hukanui Rd East App | 1 | 0 | 1,768 | 1,188 | -580 | -33% | 10.7 | 61 | 54 | -7 | -11% | 0.7 | 1,829 | 1,242 | -587 | -32% | 10.6 |
| 9290 | N | 3562_3558 | Wairere Dr / Hukanui Rd South App | 1 | 0 | 2,433 | 2,088 | -345 | -14% | 5.1 | 26 | 9 | -17 | -65% | 2.9 | 2,459 | 2,097 | -362 | -15% | 5.4 |
| 9290 | S | 3558_3562 | Wairere Dr / Hukanui Rd South App | 1 | 0 | 1,675 | 1,388 | -287 | -17% | 5.2 | 21 | 10 | -11 | -52% | 2.0 | 1,696 | 1,398 | -298 | -18% | 5.4 |
| 9291 | E | 3563_3558 | Wairere Dr / Hukanui Rd West App | 1 | 0 | 1,927 | 2,218 | 291 | 15% | 4.5 | 41 | 57 | 16 | 39% | 1.6 | 1,968 | 2,275 | 307 | 16% | 4.7 |
| 9291 | W | 3558_3563 | Wairere Dr / Hukanui Rd West App | 1 | 0 | 1,987 | 1,613 | -374 | -19% | 6.2 | 60 | 54 | -6 | -10% | 0.6 | 2,047 | 1,666 | -381 | -19% | 6.3 |
| 9292 | N | 8172_8157 | Wairere Dr / Fifth Ave North App | 1 | 0 | 3,121 | 2,471 | -650 | -21% | 8.7 | 56 | 60 | 4 | 7% | 0.4 | 3,177 | 2,532 | -645 | -20% | 8.5 |
| 9292 | S | 8157_8172 | Wairere Dr / Fifth Ave North App | 1 | 0 | 2,071 | 2,054 | -17 | -1% | 0.3 | 52 | 75 | 23 | 44% | 2.0 | 2,123 | 2,129 | 6 | 0% | 0.1 |
| 9294 | N | 8189_8172 | Wairere Dr / Fifth Ave South App | 1 | 0 | 3,088 | 2,186 | -902 | -29% | 12.4 | 55 | 57 | 2 | 4% | 0.2 | 3,143 | 2,243 | -900 | -29% | 12.3 |
| 9294 | S | 8172_8189 | Wairere Dr / Fifth Ave South App | 1 | 0 | 2,082 | 1,880 | -202 | -10% | 3.2 | 46 | 57 | 11 | 24% | 1.1 | 2,128 | 1,937 | -191 | -9% | 3.0 |
| 9295 | E | 4781_8172 | Wairere Dr / Fifth Ave West App | 1 | 0 | 872 | 744 | -128 | -15% | 3.2 | 6 | 7 | 1 | 17% | 0.3 | 878 | 751 | -127 | -14% | 3.1 |
| 9295 | W | 8172_4781 | Wairere Dr / Fifth Ave West App | 1 | 0 | 828 | 633 | -195 | -24% | 5.1 | 11 | 22 | 11 | 100% | 1.9 | 839 | 654 | -185 | -22% | 4.8 |
| 9296 | N | 8157_8201 | Wairere Dr / Powells Rd North App | 1 | 0 | 2,861 | 2,154 | -707 | -25% | 10.0 | 87 | 58 | -29 | -33% | 2.4 | 2,948 | 2,212 | -736 | -25% | 10.2 |
| 9296 | S | 8201_8157 | Wairere Dr / Powells Rd North App | 1 | 0 | 1,869 | 1,844 | -25 | -1% | 0.4 | 76 | 70 | -6 | -8% | 0.5 | 1,945 | 1,915 | -30 | -2% | 0.5 |
| 9297 | E | 8157_7024 | Wairere Dr / Powells Rd East App | 1 | 0 | 789 | 701 | -88 | -11% | 2.3 | 10 | 6 | -4 | -40% | 1.0 | 799 | 707 | -92 | -12% | 2.4 |
| 9297 | W | 7024_8157 | Wairere Dr / Powells Rd East App | 1 | 0 | 395 | 347 | -48 | -12% | 1.8 | 11 | 7 | -4 | -36% | 0.9 | 406 | 353 | -53 | -13% | 1.9 |
| 9298 | N | 8172_8157 | Wairere Dr / Powells Rd South App | 1 | 0 | 3,472 | 2,471 | -1,001 | -29% | 13.0 | 54 | 60 | 6 | 11% | 0.6 | 3,526 | 2,532 | -994 | -28% | 12.8 |
| 9298 | S | 8157_8172 | Wairere Dr / Powells Rd South App | 1 | 0 | 1,943 | 2,054 | 111 | 6% | 1.8 | 44 | 75 | 31 | 70% | 2.8 | 1,987 | 2,129 | 142 | 7% | 2.2 |
| 9299 | E | 5127_8157 | Wairere Dr / Powells Rd West App | 1 | 0 | 282 | 376 | 94 | 33% | 3.7 | 7 | 3 | -4 | -57% | 1.3 | 289 | 378 | 89 | 31% | 3.4 |
| 9299 | W | 8157_5127 | Wairere Dr / Powells Rd West App | 1 | 0 | 269 | 130 | -139 | -52% | 7.0 | 7 | 1 | -6 | -86% | 2.1 | 276 | 131 | -145 | -53% | 7.2 |
| 9300 | N | 3503_2767 | Wairere Dr / Resolution Dr North App | 1 | 0 | 1,524 | 2,057 | 533 | 35% | 8.9 | 8 | 22 | 14 | 175% | 2.6 | 1,532 | 2,079 | 547 | 36% | 9.1 |
| 9300 | S | 2767_3503 | Wairere Dr / Resolution Dr North App | 1 | 0 | 1,119 | 1,339 | 220 | 20% | 4.4 | 31 | 32 | 1 | 3% | 0.1 | 1,150 | 1,371 | 221 | 19% | 4.4 |
| 9301 | E | 3505_3543 | Wairere Dr / Resolution Dr East App | 1 | 0 | 1,887 | 2,218 | 331 | 18% | 5.2 | 34 | 57 | 23 | 68% | 2.4 | 1,921 | 2,275 | 354 | 18% | 5.5 |
| 9301 | W | 3543_3505 | Wairere Dr / Resolution Dr East App | 1 | 0 | 1,762 | 1,613 | -149 | -8% | 2.6 | 68 | 54 | -14 | -21% | 1.3 | 1,830 | 1,666 | -164 | -9% | 2.8 |
| 9303 | E | 8315_3502 | Wairere Dr / Resolution Dr West App | 1 | 0 | 2,800 | 3,539 | 739 | 26% | 9.3 | 35 | 71 | 36 | 103% | 3.5 | 2,835 | 3,610 | 775 | 27% | 9.7 |
| 9303 | W | 3502_8315 | Wairere Dr / Resolution Dr West App | 1 | 0 | 2,270 | 2,216 | -54 | -2% | 0.8 | 92 | 78 | -14 | -15% | 1.1 | 2,362 | 2,294 | -68 | -3% | 1.0 |
| 9304 | N | 8182_3019 | Wairere Dr / Ruakura Rd North App | 1 | 0 | 2,278 | 2,168 | -110 | -5% | 1.6 | 38 | 57 | 19 | 50% | 1.9 | 2,316 | 2,225 | -91 | -4% | 1.4 |
| 9304 | S | 3019_8182 | Wairere Dr / Ruakura Rd North App | 1 | 0 | 1,939 | 1,879 | -60 | -3% | 1.0 | 38 | 57 | 19 | 50% | 1.9 | 1,977 | 1,936 | -41 | -2% | 0.7 |
| 9305 | E | 8183_4307 | Wairere Dr / Ruakura Rd East App | 1 | 0 | 1,627 | 1,783 | 156 | 10% | 2.7 | 21 | 47 | 26 | 124% | 3.2 | 1,648 | 1,830 | 182 | 11% | 3.1 |
| 9305 | W | 4307_8183 | Wairere Dr / Ruakura Rd East App | 1 | 0 | 1,516 | 1,242 | -274 | -18% | 5.2 | 22 | 45 | 23 | 105% | 2.8 | 1,538 | 1,287 | -251 | -16% | 4.7 |
| 9306 | N | 9932_9933 | Wairere Dr / Ruakura Rd South App | 1 | 0 | 1,641 | 1,153 | -488 | -30% | 9.2 | 31 | 32 | 1 | 3% | 0.1 | 1,672 | 1,185 | -487 | -29% | 9.1 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9306 | S | 9933_9932 | Wairere Dr / Ruakura Rd South App | 1 | 0 | 1,658 | 1,319 | -339 | -20% | 6.2 | 32 | 39 | 7 | 22% | 0.8 | 1,690 | 1,357 | -333 | -20% | 6.0 |
| 9307 | E | 3023_8176 | Wairere Dr / Ruakura Rd West App | 1 | 0 | 1,981 | 2,053 | 72 | 4% | 1.1 | 19 | 36 | 17 | 89% | 2.3 | 2,000 | 2,089 | 89 | 4% | 1.4 |
| 9307 | W | 8176_3023 | Wairere Dr / Ruakura Rd West App | 1 | 0 | 1,514 | 1,057 | -457 | -30% | 9.0 | 19 | 27 | 8 | 42% | 1.2 | 1,533 | 1,085 | -448 | -29% | 8.8 |
| 9308 | N | 8295_3527 | Wairere Dr / River Rd North App | 1 | 0 | 1,677 | 2,415 | 738 | 44% | 11.5 | 23 | 30 | 7 | 30% | 1.0 | 1,700 | 2,445 | 745 | 44% | 11.6 |
| 9308 | S | 3527_8295 | Wairere Dr / River Rd North App | 1 | 0 | 1,049 | 886 | -163 | -16% | 3.7 | 35 | 28 | -7 | -20% | 0.9 | 1,084 | 914 | -170 | -16% | 3.8 |
| 9309 | E | 8315_3502 | Wairere Dr / River Rd East App | 1 | 0 | 2,727 | 3,539 | 812 | 30% | 10.3 | 37 | 71 | 34 | 92% | 3.3 | 2,764 | 3,610 | 846 | 31% | 10.6 |
| 9309 | W | 3502_8315 | Wairere Dr / River Rd East App | 1 | 0 | 2,343 | 2,216 | -127 | -5% | 1.9 | 90 | 78 | -12 | -13% | 0.9 | 2,433 | 2,294 | -139 | -6% | 2.0 |
| 9310 | N | 3651_8292 | Wairere Dr / River Rd South App | 1 | 0 | 1,293 | 1,013 | -280 | -22% | 5.8 | 11 | 21 | 10 | 91% | 1.8 | 1,304 | 1,034 | -270 | -21% | 5.6 |
| 9310 | S | 8292_3651 | Wairere Dr / River Rd South App | 1 | 0 | 1,096 | 1,253 | 157 | 14% | 3.2 | 11 | 19 | 8 | 73% | 1.5 | 1,107 | 1,272 | 165 | 15% | 3.4 |
| 9311 | E | 3652_8293 | Wairere Dr / River Rd West App | 1 | 0 | 3,353 | 5,563 | 2,210 | 66% | 23.4 | 49 | 88 | 39 | 80% | 3.3 | 3,402 | 5,651 | 2,249 | 66% | 23.6 |
| 9311 | W | 8293_3652 | Wairere Dr / River Rd West App | 1 | 0 | 2,538 | 2,470 | -68 | -3% | 1.0 | 114 | 95 | -19 | -17% | 1.3 | 2,652 | 2,566 | -86 | -3% | 1.2 |
| 9312 | N | 5265_3488 | Wairere Dr / Te Rapa Rd North App | 1 | 0 | 2,182 | 2,360 | 178 | 8% | 2.6 | 87 | 116 | 29 | 33% | 2.0 | 2,269 | 2,476 | 207 | 9% | 3.0 |
| 9312 | S | 3488_5265 | Wairere Dr / Te Rapa Rd North App | 1 | 0 | 1,959 | 3,441 | 1,482 | 76% | 20.2 | 75 | 107 | 32 | 43% | 2.4 | 2,034 | 3,548 | 1,514 | 74% | 20.3 |
| 9313 | E | 5472_3487 | Wairere Dr / Te Rapa Rd East App | 1 | 0 | 1,320 | 2,992 | 1,672 | 127% | 25.5 | 30 | 64 | 34 | 113% | 3.5 | 1,350 | 3,056 | 1,706 | 126% | 25.7 |
| 9313 | W | 3487_5472 | Wairere Dr / Te Rapa Rd East App | 1 | 0 | 1,306 | 1,578 | 272 | 21% | 5.1 | 69 | 70 | 1 | 1% | 0.1 | 1,375 | 1,648 | 273 | 20% | 5.0 |
| 9314 | N | 3486_5486 | Wairere Dr / Te Rapa Rd South App | 1 | 0 | 2,092 | 1,850 | -242 | -12% | 3.9 | 77 | 88 | 11 | 14% | 0.9 | 2,169 | 1,937 | -232 | -11% | 3.6 |
| 9314 | S | 5486_3486 | Wairere Dr / Te Rapa Rd South App | 1 | 0 | 1,694 | 1,675 | -19 | -1% | 0.3 | 105 | 89 | -16 | -15% | 1.1 | 1,799 | 1,764 | -35 | -2% | 0.6 |
| 9315 | E | 3483_5479 | Wairere Dr / Te Rapa Rd West App | 1 | 0 | 1,377 | 1,792 | 415 | 30% | 7.4 | 61 | 50 | -11 | -18% | 1.0 | 1,438 | 1,842 | 404 | 28% | 7.1 |
| 9315 | W | 5479_3483 | Wairere Dr / Te Rapa Rd West App | 1 | 0 | 1,538 | 1,634 | 96 | 6% | 1.7 | 60 | 46 | -14 | -23% | 1.4 | 1,598 | 1,679 | 81 | 5% | 1.4 |
| 9316 | N | 6681_3045 | Cameron Rd / Knighton Rd North App | 1 | 0 | 742 | 292 | -450 | -61% | 14.0 | 14 | 11 | -3 | -21% | 0.6 | 756 | 304 | -452 | -60% | 13.9 |
| 9316 | S | 3045_6681 | Cameron Rd / Knighton Rd North App | 1 | 0 | 965 | 191 | -774 | -80% | 22.8 | 19 | 11 | -8 | -42% | 1.5 | 984 | 202 | -782 | -79% | 22.7 |
| 9317 | E | 6681_6682 | Cameron Rd / Knighton Rd East App | 1 | 0 | 632 | 840 | 208 | 33% | 5.4 | 17 | 12 | -5 | -29% | 0.9 | 649 | 852 | 203 | 31% | 5.2 |
| 9317 | W | 6682_6681 | Cameron Rd / Knighton Rd East App | 1 | 0 | 669 | 720 | 51 | 8% | 1.4 | 14 | 10 | -4 | -29% | 0.8 | 683 | 730 | 47 | 7% | 1.3 |
| 9318 | N | 4095_6681 | Cameron Rd / Knighton Rd South App | 1 | 0 | 1,091 | 944 | -147 | -13% | 3.3 | 29 | 14 | -15 | -52% | 2.3 | 1,120 | 957 | -163 | -15% | 3.6 |
| 9318 | S | 6681_4095 | Cameron Rd / Knighton Rd South App | 1 | 0 | 1,249 | 497 | -752 | -60% | 18.0 | 34 | 11 | -23 | -68% | 3.4 | 1,283 | 509 | -774 | -60% | 18.3 |
| 9319 | E | 7567_6681 | Cameron Rd / Knighton Rd West App | 1 | 0 | 333 | 140 | -193 | -58% | 8.9 | 14 | 3 | -11 | -79% | 2.7 | 347 | 143 | -204 | -59% | 9.2 |
| 9319 | W | 6681_7567 | Cameron Rd / Knighton Rd West App | 1 | 0 | 435 | 364 | -71 | -16% | 2.5 | 11 | 3 | -8 | -73% | 2.1 | 446 | 367 | -79 | -18% | 2.8 |
| 9320 | N | 6297_6296 | Airport Rd / Raynes Rd North App | 0 | 0 | 955 | 1,102 | 147 | 15% | 3.2 | 36 | 45 | 9 | 25% | 1.0 | 991 | 1,148 | 157 | 16% | 3.4 |
| 9320 | S | 6296_6297 | Airport Rd / Raynes Rd North App | 0 | 0 | 706 | 930 | 224 | 32% | 5.5 | 18 | 54 | 36 | 200% | 4.2 | 724 | 984 | 260 | 36% | 6.3 |
| 9322 | N | 6298_6297 | Airport Rd / Raynes Rd South App | 0 | 0 | 694 | 1,102 | 408 | 59% | 9.6 | 24 | 45 | 21 | 88% | 2.5 | 718 | 1,148 | 430 | 60% | 10.0 |
| 9322 | S | 6297_6298 | Airport Rd / Raynes Rd South App | 0 | 0 | 567 | 690 | 123 | 22% | 3.5 | 17 | 53 | 36 | 212% | 4.3 | 584 | 743 | 159 | 27% | 4.4 |
| 9323 | E | 6295_6297 | Airport Rd / Raynes Rd West App | 0 | 0 | 434 | 55 | -379 | -87% | 17.1 | 21 | 8 | -13 | -62% | 2.4 | 455 | 63 | -392 | -86% | 17.2 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9323 | W | 6297_6295 | Airport Rd / Raynes Rd West App | 0 | 0 | 312 | 296 | -16 | -5% | 0.6 | 10 | 8 | -2 | -20% | 0.5 | 322 | 304 | -18 | -6% | 0.7 |
| 9324 | N | 2576_13695 | Borman Rd / Resolution Dr North App | 1 | 0 | 5 | 0 | -5 | -100% | 2.2 | 0 | 0 | 0 | - | 0.0 | 5 | 0 | -5 | -100% | 2.2 |
| 9324 | S | 13695_2576 | Borman Rd / Resolution Dr North App | 1 | 0 | 5 | 0 | -5 | -100% | 2.2 | 2 | 0 | -2 | -100% | 1.4 | 7 | 0 | -7 | -100% | 2.6 |
| 9325 | E | 2575_2569 | Borman Rd / Resolution Dr East App | 1 | 0 | 357 | 34 | -323 | -90% | 16.3 | 10 | 1 | -9 | -90% | 2.7 | 367 | 35 | -332 | -90% | 16.6 |
| 9325 | W | 2569_2575 | Borman Rd / Resolution Dr East App | 1 | 0 | 409 | 37 | -372 | -91% | 17.6 | 20 | 1 | -19 | -95% | 4.1 | 429 | 37 | -392 | -91% | 18.2 |
| 9326 | N | 3866_2575 | Borman Rd / Resolution Dr South App | 1 | 0 | 597 | 700 | 103 | 17% | 2.9 | 12 | 9 | -3 | -25% | 0.7 | 609 | 709 | 100 | 16% | 2.8 |
| 9326 | S | 2575_3866 | Borman Rd / Resolution Dr South App | 1 | 0 | 517 | 441 | -76 | -15% | 2.5 | 29 | 10 | -19 | -66% | 3.0 | 546 | 451 | -95 | -17% | 3.0 |
| 9327 | E | 9791_2575 | Borman Rd / Resolution Dr West App | 1 | 0 | 389 | 459 | 70 | 18% | 2.4 | 20 | 10 | -10 | -50% | 1.8 | 409 | 468 | 59 | 14% | 2.0 |
| 9327 | W | 2575_9791 | Borman Rd / Resolution Dr West App | 1 | 0 | 521 | 720 | 199 | 38% | 5.6 | 15 | 9 | -6 | -40% | 1.2 | 536 | 729 | 193 | 36% | 5.4 |
| 9328 | N | 2943_14145 | Collins Rd / Tuhikaramea Rd North App | 0 | 0 | 403 | 516 | 113 | 28% | 3.7 | 9 | 58 | 49 | 544% | 6.0 | 412 | 574 | 162 | 39% | 5.2 |
| 9328 | S | 14145_2943 | Collins Rd / Tuhikaramea Rd North App | 0 | 0 | 894 | 841 | -53 | -6% | 1.3 | 22 | 63 | 41 | 186% | 4.4 | 916 | 904 | -12 | -1% | 0.3 |
| 9329 | E | 2943_2929 | Collins Rd / Tuhikaramea Rd East App | 0 | 0 | 356 | 307 | -49 | -14% | 1.9 | 10 | 9 | -1 | -10% | 0.2 | 366 | 316 | -50 | -14% | 1.9 |
| 9329 | W | 2929_2943 | Collins Rd / Tuhikaramea Rd East App | 0 | 0 | 370 | 408 | 38 | 10% | 1.4 | 7 | 7 | 0 | 0% | 0.0 | 377 | 416 | 39 | 10% | 1.4 |
| 9330 | N | 4511_13992 | Collins Rd / Tuhikaramea Rd South App | 0 | 0 | 311 | 563 | 252 | 81% | 8.5 | 9 | 58 | 49 | 544% | 6.0 | 320 | 621 | 301 | 94% | 9.8 |
| 9330 | S | 13992_4511 | Collins Rd / Tuhikaramea Rd South App | 0 | 0 | 700 | 874 | 174 | 25% | 4.4 | 17 | 62 | 45 | 265% | 5.1 | 717 | 936 | 219 | 31% | 5.4 |
| 9331 | E | 2972_2943 | Collins Rd / Tuhikaramea Rd West App | 0 | 0 | 103 | 265 | 162 | 157% | 8.4 | 4 | 9 | 5 | 125% | 1.4 | 107 | 274 | 167 | 156% | 8.6 |
| 9331 | W | 2943_2972 | Collins Rd / Tuhikaramea Rd West App | 0 | 0 | 219 | 381 | 162 | 74% | 6.6 | 6 | 9 | 3 | 50% | 0.8 | 225 | 390 | 165 | 73% | 6.7 |
| 9332 | N | 4111_10568 | Morrinsville Rd / Silverdale Rd North App | 1 | 0 | 371 | 464 | 93 | 25% | 3.2 | 6 | 23 | 17 | 283% | 3.2 | 377 | 486 | 109 | 29% | 3.7 |
| 9332 | S | 10568_4111 | Morrinsville Rd / Silverdale Rd North App | 1 | 0 | 647 | 390 | -257 | -40% | 8.0 | 11 | 13 | 2 | 18% | 0.4 | 658 | 403 | -255 | -39% | 7.8 |
| 9333 | E | 4111_10565 | Morrinsville Rd / Silverdale Rd East App | 1 | 0 | 641 | 834 | 193 | 30% | 5.0 | 17 | 41 | 24 | 141% | 3.2 | 658 | 875 | 217 | 33% | 5.5 |
| 9333 | W | 10565_4111 | Morrinsville Rd / Silverdale Rd East App | 1 | 0 | 535 | 747 | 212 | 40% | 5.9 | 18 | 54 | 36 | 200% | 4.2 | 553 | 801 | 248 | 45% | 6.7 |
| 9335 | E | 4114_4111 | Morrinsville Rd / Silverdale Rd West App | 1 | 0 | 822 | 1,147 | 325 | 40% | 7.3 | 21 | 43 | 22 | 105% | 2.8 | 843 | 1,190 | 347 | 41% | 7.7 |
| 9335 | W | 4111_4114 | Morrinsville Rd / Silverdale Rd West App | 1 | 0 | 992 | 986 | -6 | -1% | 0.1 | 27 | 46 | 19 | 70% | 2.2 | 1,019 | 1,032 | 13 | 1% | 0.3 |
| 9336 | N | 3838_3866 | Discovery Dr / Resolution Dr North App | 1 | 0 | 606 | 700 | 94 | 16% | 2.6 | 12 | 9 | -3 | -25% | 0.7 | 618 | 709 | 91 | 15% | 2.5 |
| 9336 | S | 3866_3838 | Discovery Dr / Resolution Dr North App | 1 | 0 | 453 | 441 | -12 | -3% | 0.4 | 24 | 10 | -14 | -58% | 2.4 | 477 | 451 | -26 | -5% | 0.9 |
| 9337 | E | 3838_3576 | Discovery Dr / Resolution Dr East App | 1 | 0 | 429 | 569 | 140 | 33% | 4.4 | 3 | 5 | 2 | 67% | 0.7 | 432 | 574 | 142 | 33% | 4.5 |
| 9337 | W | 3576_3838 | Discovery Dr / Resolution Dr East App | 1 | 0 | 223 | 264 | 41 | 18% | 1.9 | 4 | 4 | 0 | 0% | 0.0 | 227 | 269 | 42 | 19% | 1.9 |
| 9338 | N | 8188_3838 | Discovery Dr / Resolution Dr South App | 1 | 0 | 1,225 | 1,104 | -121 | -10% | 2.5 | 19 | 9 | -10 | -53% | 1.9 | 1,244 | 1,113 | -131 | -11% | 2.7 |
| 9338 | S | 3838_8188 | Discovery Dr / Resolution Dr South App | 1 | 0 | 721 | 747 | 26 | 4% | 0.7 | 28 | 14 | -14 | -50% | 2.2 | 749 | 761 | 12 | 2% | 0.3 |
| 9339 | E | 3836_3838 | Discovery Dr / Resolution Dr West App | 1 | 0 | 555 | 709 | 154 | 28% | 4.3 | 15 | 9 | -6 | -40% | 1.2 | 570 | 718 | 148 | 26% | 4.1 |
| 9339 | W | 3838_3836 | Discovery Dr / Resolution Dr West App | 1 | 0 | 700 | 502 | -198 | -28% | 5.7 | 19 | 4 | -15 | -79% | 3.1 | 719 | 506 | -213 | -30% | 6.1 |
| 9340 | N | 2667_2665 | Ohaupo Rd / Collins Rd North App | 1 | 0 | 2,021 | 1,869 | -152 | -8% | 2.4 | 58 | 88 | 30 | 52% | 2.5 | 2,079 | 1,956 | -123 | -6% | 1.9 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9340 | S | 2665_2667 | Ohaupo Rd / Collins Rd North App | 1 | 0 | 3,150 | 3,213 | 63 | 2% | 0.8 | 63 | 84 | 21 | 33% | 1.7 | 3,213 | 3,297 | 84 | 3% | 1.0 |
| 9342 | N | 11496_2667 | Ohaupo Rd / Collins Rd South App | 1 | 0 | 1,811 | 2,051 | 240 | 13% | 3.9 | 59 | 91 | 32 | 54% | 2.6 | 1,870 | 2,142 | 272 | 15% | 4.3 |
| 9342 | S | 2667_11496 | Ohaupo Rd / Collins Rd South App | 1 | 0 | 2,904 | 3,357 | 453 | 16% | 5.7 | 62 | 87 | 25 | 40% | 2.0 | 2,966 | 3,443 | 477 | 16% | 6.0 |
| 9343 | E | 3142_2667 | Ohaupo Rd / Collins Rd West App | 1 | 0 | 683 | 290 | -393 | -58% | 12.6 | 7 | 4 | -3 | -43% | 0.9 | 690 | 294 | -396 | -57% | 12.6 |
| 9343 | W | 2667_3142 | Ohaupo Rd / Collins Rd West App | 1 | 0 | 719 | 329 | -390 | -54% | 12.0 | 9 | 4 | -5 | -56% | 1.4 | 728 | 333 | -395 | -54% | 12.1 |
| 9344 | N | 2581_2631 | Ohaupo Rd / Raynes Rd North App | 1 | 0 | 1,128 | 1,485 | 357 | 32% | 7.0 | 44 | 78 | 34 | 77% | 3.1 | 1,172 | 1,563 | 391 | 33% | 7.5 |
| 9344 | S | 2631_2581 | Ohaupo Rd / Raynes Rd North App | 1 | 0 | 1,820 | 1,946 | 126 | 7% | 2.1 | 44 | 75 | 31 | 70% | 2.8 | 1,864 | 2,021 | 157 | 8% | 2.5 |
| 9345 | E | 2581_2921 | Ohaupo Rd / Raynes Rd East App | 1 | 0 | 418 | 492 | 74 | 18% | 2.5 | 19 | 16 | -3 | -16% | 0.5 | 437 | 507 | 70 | 16% | 2.3 |
| 9345 | W | 2921_2581 | Ohaupo Rd / Raynes Rd East App | 1 | 0 | 288 | 385 | 97 | 34% | 3.7 | 13 | 16 | 3 | 23% | 0.6 | 301 | 401 | 100 | 33% | 3.8 |
| 9346 | N | 2922_2581 | Ohaupo Rd / Raynes Rd South App | 1 | 0 | 898 | 1,238 | 340 | 38% | 7.4 | 34 | 67 | 33 | 97% | 3.3 | 932 | 1,305 | 373 | 40% | 7.9 |
| 9346 | S | 2581_2922 | Ohaupo Rd / Raynes Rd South App | 1 | 0 | 1,460 | 1,592 | 132 | 9% | 2.4 | 28 | 64 | 36 | 129% | 3.8 | 1,488 | 1,656 | 168 | 11% | 3.0 |
| 9348 | N | 4923_4614 | Ohaupo Rd / Dixon Rd North App | 1 | 0 | 1,182 | 1,336 | 154 | 13% | 3.1 | 51 | 76 | 25 | 49% | 2.2 | 1,233 | 1,412 | 179 | 15% | 3.5 |
| 9348 | S | 4614_4923 | Ohaupo Rd / Dixon Rd North App | 1 | 0 | 1,950 | 1,883 | -67 | -3% | 1.1 | 39 | 73 | 34 | 87% | 3.2 | 1,989 | 1,957 | -32 | -2% | 0.5 |
| 9349 | E | 4923_13719 | Ohaupo Rd / Dixon Rd East App | 1 | 0 | 190 | 249 | 59 | 31% | 2.8 | 8 | 5 | -3 | -38% | 0.8 | 198 | 254 | 56 | 28% | 2.6 |
| 9349 | W | 13719_4923 | Ohaupo Rd / Dixon Rd East App | 1 | 0 | 145 | 170 | 25 | 17% | 1.4 | 10 | 5 | -5 | -50% | 1.3 | 155 | 175 | 20 | 13% | 1.1 |
| 9350 | N | 3157_4923 | Ohaupo Rd / Dixon Rd South App | 1 | 0 | 1,173 | 1,498 | 325 | 28% | 6.3 | 47 | 79 | 32 | 68% | 2.9 | 1,220 | 1,577 | 357 | 29% | 6.8 |
| 9350 | S | 4923_3157 | Ohaupo Rd / Dixon Rd South App | 1 | 0 | 1,896 | 1,967 | 71 | 4% | 1.1 | 37 | 76 | 39 | 105% | 3.7 | 1,933 | 2,043 | 110 | 6% | 1.7 |
| 9352 | N | 3496_3612 | River Rd / Discovery Dr North App | 1 | 0 | 930 | 1,056 | 126 | 14% | 2.8 | 25 | 11 | -14 | -56% | 2.3 | 955 | 1,067 | 112 | 12% | 2.5 |
| 9352 | S | 3612_3496 | River Rd / Discovery Dr North App | 1 | 0 | 688 | 166 | -522 | -76% | 17.9 | 21 | 5 | -16 | -76% | 3.1 | 709 | 170 | -539 | -76% | 18.2 |
| 9353 | E | 3496_3322 | River Rd / Discovery Dr East App | 1 | 0 | 209 | 61 | -148 | -71% | 9.0 | 1 | 1 | 0 | 0% | 0.0 | 210 | 61 | -149 | -71% | 9.1 |
| 9353 | W | 3322_3496 | River Rd / Discovery Dr East App | 1 | 0 | 94 | 64 | -30 | -32% | 2.4 | 1 | 0 | -1 | -100% | 1.0 | 95 | 65 | -30 | -32% | 2.4 |
| 9354 | N | 5082_3496 | River Rd / Discovery Dr South App | 1 | 0 | 1,412 | 1,707 | 295 | 21% | 5.3 | 21 | 25 | 4 | 19% | 0.6 | 1,433 | 1,731 | 298 | 21% | 5.3 |
| 9354 | S | 3496_5082 | River Rd / Discovery Dr South App | 1 | 0 | 1,094 | 538 | -556 | -51% | 13.8 | 30 | 22 | -8 | -27% | 1.1 | 1,124 | 561 | -563 | -50% | 13.7 |
| 9355 | E | 6640_3496 | River Rd / Discovery Dr West App | 1 | 0 | 905 | 440 | -465 | -51% | 12.7 | 22 | 18 | -4 | -18% | 0.6 | 927 | 458 | -469 | -51% | 12.6 |
| 9355 | W | 3496_6640 | River Rd / Discovery Dr West App | 1 | 0 | 866 | 721 | -145 | -17% | 3.6 | 9 | 14 | 5 | 56% | 1.0 | 875 | 736 | -139 | -16% | 3.5 |
| 9356 | N | 2793_2516 | Ruakura Rd / Morrinsville Rd North App | 1 | 0 | 272 | 356 | 84 | 31% | 3.4 | 11 | 13 | 2 | 18% | 0.4 | 283 | 369 | 86 | 30% | 3.4 |
| 9356 | S | 2516_2793 | Ruakura Rd / Morrinsville Rd North App | 1 | 0 | 579 | 624 | 45 | 8% | 1.3 | 7 | 23 | 16 | 229% | 2.9 | 586 | 647 | 61 | 10% | 1.7 |
| 9357 | E | 2793_13986 | Ruakura Rd / Morrinsville Rd East App | 1 | 0 | 865 | 1,129 | 264 | 31% | 5.9 | 17 | 50 | 33 | 194% | 4.0 | 882 | 1,179 | 297 | 34% | 6.5 |
| 9357 | W | 13986_2793 | Ruakura Rd / Morrinsville Rd East App | 1 | 0 | 521 | 774 | 253 | 49% | 7.0 | 28 | 53 | 25 | 89% | 2.8 | 549 | 826 | 277 | 50% | 7.5 |
| 9358 | N | 5716_2793 | Ruakura Rd / Morrinsville Rd South App | 1 | 0 | 18 | 0 | -18 | -100% | 4.2 | 0 | 0 | 0 | - | 0.0 | 18 | 0 | -18 | -100% | 4.2 |
| 9358 | S | 2793_5716 | Ruakura Rd / Morrinsville Rd South App | 1 | 0 | 29 | 0 | -29 | -100% | 5.4 | 0 | 0 | 0 | - | 0.0 | 29 | 0 | -29 | -100% | 5.4 |
| 9359 | E | 10565_2793 | Ruakura Rd / Morrinsville Rd West App | 1 | 0 | 581 | 834 | 253 | 44% | 6.7 | 12 | 41 | 29 | 242% | 4.0 | 593 | 875 | 282 | 48% | 7.4 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9359 | W | 2793_10565 | Ruakura Rd / Morrinsville Rd West App | 1 | 0 | 533 | 747 | 214 | 40% | 6.0 | 19 | 54 | 35 | 184% | 4.1 | 552 | 801 | 249 | 45% | 6.8 |
| 9360 | N | 14086_10336 | Thomas Rd / Gordonton Rd North App | 1 | 0 | 663 | 861 | 198 | 30% | 5.1 | 9 | 26 | 17 | 189% | 2.9 | 672 | 887 | 215 | 32% | 5.4 |
| 9360 | S | 10336_14086 | Thomas Rd / Gordonton Rd North App | 1 | 0 | 651 | 692 | 41 | 6% | 1.1 | 29 | 32 | 3 | 10% | 0.4 | 680 | 724 | 44 | 6% | 1.2 |
| 9362 | N | 2556_14085 | Thomas Rd / Gordonton Rd South App | 1 | 0 | 1,632 | 1,604 | -28 | -2% | 0.5 | 20 | 29 | 9 | 45% | 1.3 | 1,652 | 1,633 | -19 | -1% | 0.3 |
| 9362 | S | 14085_2556 | Thomas Rd / Gordonton Rd South App | 1 | 0 | 934 | 1,111 | 177 | 19% | 3.9 | 37 | 34 | -3 | -8% | 0.4 | 971 | 1,145 | 174 | 18% | 3.8 |
| 9363 | E | 3632_14084 | Thomas Rd / Gordonton Rd West App | 1 | 0 | 570 | 758 | 188 | 33% | 5.2 | 17 | 18 | 1 | 6% | 0.2 | 587 | 776 | 189 | 32% | 5.1 |
| 9363 | W | 14084_3632 | Thomas Rd / Gordonton Rd West App | 1 | 0 | 1,256 | 1,082 | -174 | -14% | 3.6 | 20 | 20 | 0 | 0% | 0.0 | 1,276 | 1,102 | -174 | -14% | 3.6 |
| 9364 | N | 3843_8188 | Thomas Rd / Resolution Dr North App | 1 | 0 | 555 | 1,104 | 549 | 99% | 13.5 | 6 | 9 | 3 | 50% | 0.8 | 561 | 1,113 | 552 | 98% | 13.5 |
| 9364 | S | 8188_3843 | Thomas Rd / Resolution Dr North App | 1 | 0 | 387 | 747 | 360 | 93% | 10.7 | 15 | 14 | -1 | -7% | 0.2 | 402 | 761 | 359 | 89% | 10.5 |
| 9365 | E | 3843_3840 | Thomas Rd / Resolution Dr East App | 1 | 0 | 714 | 1,535 | 821 | 115% | 17.3 | 11 | 18 | 7 | 64% | 1.3 | 725 | 1,553 | 828 | 114% | 17.3 |
| 9365 | W | 3840_3843 | Thomas Rd / Resolution Dr East App | 1 | 0 | 480 | 825 | 345 | 72% | 9.6 | 11 | 6 | -5 | -45% | 1.2 | 491 | 831 | 340 | 69% | 9.4 |
| 9366 | N | 2770_3843 | Thomas Rd / Resolution Dr South App | 1 | 0 | 888 | 2,117 | 1,229 | 138% | 22.4 | 6 | 23 | 17 | 283% | 3.2 | 894 | 2,139 | 1,245 | 139% | 22.6 |
| 9366 | S | 3843_2770 | Thomas Rd / Resolution Dr South App | 1 | 0 | 486 | 1,049 | 563 | 116% | 14.4 | 15 | 15 | 0 | 0% | 0.0 | 501 | 1,064 | 563 | 112% | 14.2 |
| 9368 | N | 3763_2672 | Thomas Rd / Horsham Downs Rd North App | 1 | 0 | 978 | 652 | -326 | -33% | 8.1 | 6 | 4 | -2 | -33% | 0.6 | 984 | 655 | -329 | -33% | 8.1 |
| 9368 | S | 2672_3763 | Thomas Rd / Horsham Downs Rd North App | 1 | 0 | 1,065 | 224 | -841 | -79% | 23.4 | 26 | 4 | -22 | -85% | 4.0 | 1,091 | 228 | -863 | -79% | 23.8 |
| 9369 | E | 3763_3765 | Thomas Rd / Horsham Downs Rd East App | 1 | 0 | 1,106 | 1,116 | 10 | 1% | 0.2 | 31 | 16 | -15 | -48% | 2.2 | 1,137 | 1,132 | -5 | 0% | 0.1 |
| 9369 | W | 3765_3763 | Thomas Rd / Horsham Downs Rd East App | 1 | 0 | 1,125 | 1,365 | 240 | 21% | 4.8 | 11 | 18 | 7 | 64% | 1.3 | 1,136 | 1,383 | 247 | 22% | 4.9 |
| 9370 | N | 3762_3763 | Thomas Rd / Horsham Downs Rd South App | 1 | 0 | 1,187 | 902 | -285 | -24% | 6.2 | 19 | 5 | -14 | -74% | 2.9 | 1,206 | 908 | -298 | -25% | 6.5 |
| 9370 | S | 3763_3762 | Thomas Rd / Horsham Downs Rd South App | 1 | 0 | 1,148 | 685 | -463 | -40% | 10.8 | 23 | 5 | -18 | -78% | 3.4 | 1,171 | 690 | -481 | -41% | 11.1 |
| 9371 | E | 3792_3763 | Thomas Rd / Horsham Downs Rd West App | 1 | 0 | 988 | 999 | 11 | 1% | 0.2 | 33 | 14 | -19 | -58% | 2.8 | 1,021 | 1,013 | -8 | -1% | 0.2 |
| 9371 | W | 3763_3792 | Thomas Rd / Horsham Downs Rd West App | 1 | 0 | 1,133 | 1,037 | -96 | -8% | 2.1 | 29 | 17 | -12 | -41% | 1.8 | 1,162 | 1,054 | -108 | -9% | 2.3 |
| 9372 | N | 6727_7101 | Waikato Expy NB Ramps / Koura Dr NB On Ramp | 1 | 0 | 137 | 272 | 135 | 99% | 6.7 | 29 | 7 | -22 | -76% | 3.7 | 166 | 280 | 114 | 69% | 5.4 |
| 9373 | E | 6727_6837 | Waikato Expy NB Ramps / Koura Dr East App | 1 | 0 | 253 | 222 | -31 | -12% | 1.4 | 27 | 10 | -17 | -63% | 2.8 | 280 | 232 | -48 | -17% | 2.1 |
| 9373 | W | 6837_6727 | Waikato Expy NB Ramps / Koura Dr East App | 1 | 0 | 807 | 653 | -154 | -19% | 4.0 | 46 | 14 | -32 | -70% | 4.1 | 853 | 667 | -186 | -22% | 4.8 |
| 9374 | N | 6866_6727 | Waikato Expy NB Ramps / Koura NB Off Ramp | 1 | 0 | 142 | 211 | 69 | 49% | 3.7 | 8 | 4 | -4 | -50% | 1.2 | 150 | 215 | 65 | 43% | 3.4 |
| 9375 | E | 2717_6727 | Waikato Expy NB Ramps / Koura Dr West App | 1 | 0 | 286 | 409 | 123 | 43% | 4.7 | 43 | 16 | -27 | -63% | 3.5 | 329 | 425 | 96 | 29% | 3.5 |
| 9375 | W | 6727_2717 | Waikato Expy NB Ramps / Koura Dr West App | 1 | 0 | 845 | 778 | -67 | -8% | 1.7 | 41 | 17 | -24 | -59% | 3.2 | 886 | 795 | -91 | -10% | 2.2 |
| 9376 | S | 7101_6837 | Waikato Expy SB Ramps / Koura Dr SB Off Ramp | 1 | 0 | 136 | 123 | -13 | -10% | 0.8 | 30 | 5 | -25 | -83% | 4.2 | 166 | 128 | -38 | -23% | 2.2 |
| 9377 | E | 6837_4713 | Waikato Expy SB Ramps / Koura Dr East App | 1 | 0 | 232 | 171 | -61 | -26% | 3.0 | 30 | 8 | -22 | -73% | 3.6 | 262 | 180 | -82 | -31% | 3.9 |
| 9377 | W | 4713_6837 | Waikato Expy SB Ramps / Koura Dr East App | 1 | 0 | 751 | 605 | -146 | -19% | 4.0 | 24 | 9 | -15 | -63% | 2.6 | 775 | 614 | -161 | -21% | 4.3 |
| 9378 | S | 6837_6866 | Waikato Expy SB Ramps / Koura Dr SB On Ramp | 1 | 0 | 106 | 125 | 19 | 18% | 1.3 | 7 | 2 | -5 | -71% | 1.7 | 113 | 128 | 15 | 13% | 1.0 |
| 9379 | E | 6727_6837 | Waikato Expy SB Ramps / Koura Dr West App | 1 | 0 | 254 | 222 | -32 | -13% | 1.5 | 25 | 10 | -15 | -60% | 2.5 | 279 | 232 | -47 | -17% | 2.1 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9379 | W | 6837_6727 | Waikato Expy SB Ramps / Koura Dr West App | 1 | 0 | 803 | 653 | -150 | -19% | 3.9 | 42 | 14 | -28 | -67% | 3.7 | 845 | 667 | -178 | -21% | 4.6 |
| 9380 | N | 5599_5600 | Airport Rd / Tamahere Dr / Devine Rd North App | 0 | 0 | 609 | 782 | 173 | 28% | 4.6 | 25 | 34 | 9 | 36% | 1.2 | 634 | 816 | 182 | 29% | 4.8 |
| 9380 | S | 5600_5599 | Airport Rd / Tamahere Dr / Devine Rd North App | 0 | 0 | 1,122 | 935 | -187 | -17% | 4.1 | 29 | 56 | 27 | 93% | 2.9 | 1,151 | 991 | -160 | -14% | 3.5 |
| 9381 | E | 5599_5624 | Airport Rd / Tamahere Dr / Devine Rd East App | 0 | 0 | 165 | 2 | -163 | -99% | 12.6 | 3 | 3 | 0 | 0% | 0.0 | 168 | 5 | -163 | -97% | 12.4 |
| 9381 | W | 5624_5599 | Airport Rd / Tamahere Dr / Devine Rd East App | 0 | 0 | 349 | 350 | 1 | 0% | 0.0 | 19 | 12 | -7 | -37% | 1.3 | 368 | 362 | -6 | -2% | 0.2 |
| 9382 | N | 10908_5599 | Airport Rd / Tamahere Dr / Devine Rd South App | 0 | 0 | 1,066 | 1,443 | 377 | 35% | 7.5 | 39 | 35 | -4 | -10% | 0.5 | 1,105 | 1,478 | 373 | 34% | 7.3 |
| 9382 | S | 5599_10908 | Airport Rd / Tamahere Dr / Devine Rd South App | 0 | 0 | 746 | 944 | 198 | 27% | 4.8 | 25 | 53 | 28 | 112% | 3.2 | 771 | 997 | 226 | 29% | 5.4 |
| 9383 | W | 5599_5790 | Airport Rd / Tamahere Dr / Devine Rd West App | 0 | 0 | 1,017 | 999 | -18 | -2% | 0.4 | 34 | 15 | -19 | -56% | 2.7 | 1,051 | 1,014 | -37 | -4% | 0.8 |
| 9384 | N | 5600_5616 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd North App | 0 | 0 | 771 | 873 | 102 | 13% | 2.5 | 18 | 37 | 19 | 106% | 2.6 | 789 | 910 | 121 | 15% | 2.9 |
| 9384 | S | 5616_5600 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd North App | 0 | 0 | 551 | 434 | -117 | -21% | 3.7 | 21 | 33 | 12 | 57% | 1.6 | 572 | 467 | -105 | -18% | 3.3 |
| 9385 | E | 5600_2861 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd East App | 0 | 0 | 245 | 308 | 63 | 26% | 2.7 | 11 | 9 | -2 | -18% | 0.4 | 256 | 318 | 62 | 24% | 2.6 |
| 9386 | N | 5599_5600 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd South App | 0 | 0 | 608 | 782 | 174 | 29% | 4.7 | 25 | 34 | 9 | 36% | 1.2 | 633 | 816 | 183 | 29% | 4.8 |
| 9386 | S | 5600_5599 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd South App | 0 | 0 | 1,126 | 935 | -191 | -17% | 4.2 | 28 | 56 | 28 | 100% | 3.1 | 1,154 | 991 | -163 | -14% | 3.5 |
| 9387 | E | 2858_5600 | Airport Rd / Waikato Expy Ramps / Tauwhare Rd West App | 0 | 0 | 983 | 900 | -83 | -8% | 1.9 | 11 | 35 | 24 | 218% | 3.5 | 994 | 935 | -59 | -6% | 1.3 |
| 9388 | N | 6342_9632 | Waikato Expy / Te Rapa Rd South Facing Ramps | 0 | 0 | 432 | 862 | 430 | 100% | 12.0 | 21 | 75 | 54 | 257% | 5.5 | 453 | 936 | 483 | 107% | 13.0 |
| 9388 | S | 9632_6486 | Waikato Expy / Te Rapa Rd South Facing Ramps | 0 | 0 | 411 | 437 | 26 | 6% | 0.9 | 47 | 68 | 21 | 45% | 2.0 | 458 | 505 | 47 | 10% | 1.5 |
| 9389 | E | 6486_2680 | Waikato Expy / Te Rapa Rd East App | 0 | 0 | 863 | 992 | 129 | 15% | 3.0 | 68 | 100 | 32 | 47% | 2.5 | 931 | 1,092 | 161 | 17% | 3.6 |
| 9389 | W | 2680_6486 | Waikato Expy / Te Rapa Rd East App | 0 | 0 | 1,482 | 2,107 | 625 | 42% | 10.4 | 51 | 99 | 48 | 94% | 3.9 | 1,533 | 2,205 | 672 | 44% | 11.0 |
| 9390 | N | 6341_6342 | Waikato Expy / Te Rapa Rd North Facing Ramps | 0 | 0 | 539 | 705 | 166 | 31% | 4.7 | 25 | 28 | 3 | 12% | 0.4 | 564 | 733 | 169 | 30% | 4.7 |
| 9390 | S | 6486_6341 | Waikato Expy / Te Rapa Rd North Facing Ramps | 0 | 0 | 422 | 403 | -19 | -5% | 0.7 | 31 | 23 | -8 | -26% | 1.1 | 453 | 426 | -27 | -6% | 0.9 |
| 9391 | E | 10680_6342 | Waikato Expy / Te Rapa Rd West App | 0 | 0 | 870 | 948 | 78 | 9% | 1.8 | 53 | 57 | 4 | 8% | 0.4 | 923 | 1,005 | 82 | 9% | 1.9 |
| 9391 | W | 6342_10680 | Waikato Expy / Te Rapa Rd West App | 0 | 0 | 1,585 | 1,940 | 355 | 22% | 6.0 | 56 | 54 | -2 | -4% | 0.2 | 1,641 | 1,993 | 352 | 21% | 5.8 |
| 9392 | N | 7165_4194 | Whatawhata Rd / Newcastle Rd North App | 1 | 0 | 749 | 955 | 206 | 28% | 5.0 | 13 | 11 | -2 | -15% | 0.4 | 762 | 966 | 204 | 27% | 4.9 |
| 9392 | S | 4194_7165 | Whatawhata Rd / Newcastle Rd North App | 1 | 0 | 659 | 696 | 37 | 6% | 1.0 | 14 | 11 | -3 | -21% | 0.6 | 673 | 707 | 34 | 5% | 0.9 |
| 9393 | E | 7165_3412 | Whatawhata Rd / Newcastle Rd East App | 1 | 0 | 779 | 797 | 18 | 2% | 0.5 | 25 | 25 | 0 | 0% | 0.0 | 804 | 822 | 18 | 2% | 0.4 |
| 9393 | W | 3412_7165 | Whatawhata Rd / Newcastle Rd East App | 1 | 0 | 1,645 | 1,633 | -12 | -1% | 0.2 | 26 | 26 | 0 | 0% | 0.0 | 1,671 | 1,659 | -12 | -1% | 0.2 |
| 9395 | E | 4980_7165 | Whatawhata Rd / Newcastle Rd West App | 1 | 0 | 412 | 733 | 321 | 78% | 9.5 | 14 | 28 | 14 | 100% | 2.2 | 426 | 761 | 335 | 79% | 9.7 |
| 9395 | W | 7165_4980 | Whatawhata Rd / Newcastle Rd West App | 1 | 0 | 1,188 | 1,310 | 122 | 10% | 2.4 | 16 | 28 | 12 | 75% | 1.8 | 1,204 | 1,338 | 134 | 11% | 2.7 |
| 9396 | N | 3786_10920 | Ohaupo Rd / Airport Rd North App | 0 | 0 | 0 | 0 | 0 | - | 0.0 | 0 | 0 | 0 | - | 0.0 | 0 | 0 | 0 | - | 0.0 |
| 9396 | S | 10920_3786 | Ohaupo Rd / Airport Rd North App | 0 | 0 | 0 | 0 | 0 | - | 0.0 | 0 | 0 | 0 | - | 0.0 | 0 | 0 | 0 | - | 0.0 |
| 9397 | E | 3786_2635 | Ohaupo Rd / Airport Rd East App | 0 | 0 | 705 | 1,183 | 478 | 68% | 11.0 | 12 | 49 | 37 | 308% | 4.7 | 717 | 1,233 | 516 | 72% | 11.7 |
| 9397 | W | 2635_3786 | Ohaupo Rd / Airport Rd East App | 0 | 0 | 520 | 740 | 220 | 42% | 6.2 | 16 | 50 | 34 | 213% | 4.2 | 536 | 789 | 253 | 47% | 7.0 |

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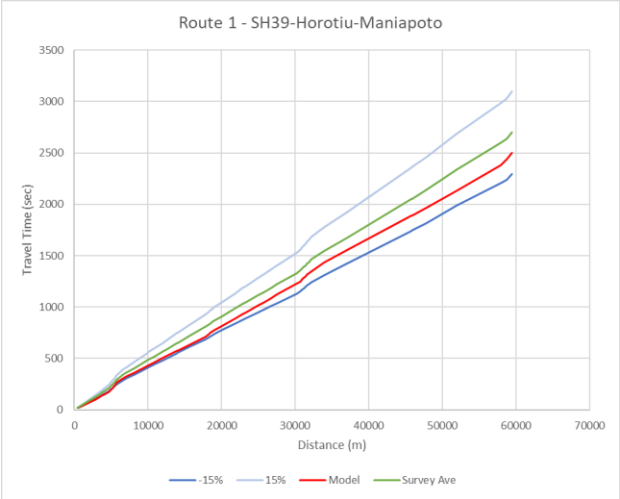
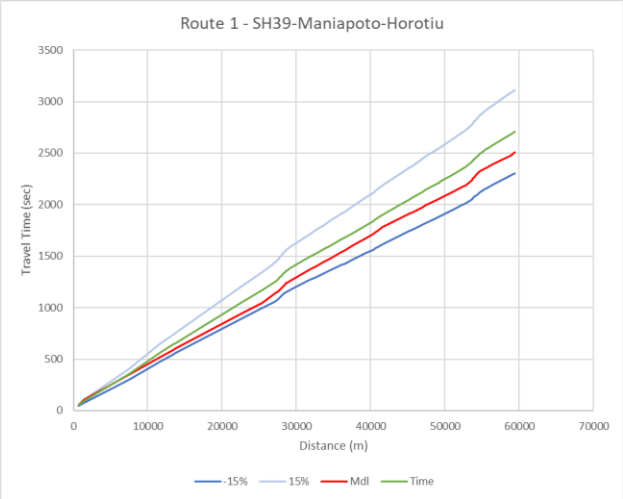
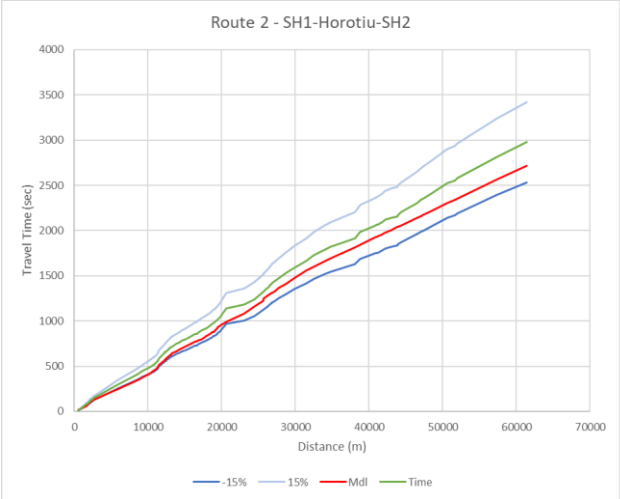
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9398 | N | 6356_3786 | Ohaupo Rd / Airport Rd South App | 0 | 0 | 946 | 1,548 | 602 | 64% | 12.1 | 34 | 84 | 50 | 147% | 4.6 | 980 | 1,632 | 652 | 67% | 12.8 |
| 9398 | S | 3786_6356 | Ohaupo Rd / Airport Rd South App | 0 | 0 | 1,480 | 1,585 | 105 | 7% | 1.9 | 39 | 81 | 42 | 108% | 3.8 | 1,519 | 1,667 | 148 | 10% | 2.6 |
| 9399 | E | 6358_3786 | Ohaupo Rd / Airport Rd West App | 0 | 0 | 1,436 | 1,511 | 75 | 5% | 1.4 | 31 | 61 | 30 | 97% | 3.1 | 1,467 | 1,573 | 106 | 7% | 1.9 |
| 9399 | W | 3786_6358 | Ohaupo Rd / Airport Rd West App | 0 | 0 | 717 | 1,030 | 313 | 44% | 7.5 | 30 | 64 | 34 | 113% | 3.5 | 747 | 1,094 | 347 | 46% | 8.1 |
| 9400 | N | 4518_5044 | Wariere Dr / Huntington Dr West North App | 1 | 0 | 279 | 189 | -90 | -32% | 4.2 | 1 | 1 | 0 | 0% | 0.0 | 280 | 190 | -90 | -32% | 4.2 |
| 9400 | S | 5044_4518 | Wariere Dr / Huntington Dr West North App | 1 | 0 | 117 | 89 | -28 | -24% | 2.0 | 1 | 1 | 0 | 0% | 0.0 | 118 | 90 | -28 | -24% | 1.9 |
| 9401 | E | 4518_4519 | Wariere Dr / Huntington Dr West East App | 1 | 0 | 1,758 | 1,682 | -76 | -4% | 1.3 | 38 | 53 | 15 | 39% | 1.6 | 1,796 | 1,736 | -60 | -3% | 1.0 |
| 9401 | W | 4519_4518 | Wariere Dr / Huntington Dr West East App | 1 | 0 | 1,788 | 1,156 | -632 | -35% | 11.6 | 73 | 53 | -20 | -27% | 1.8 | 1,861 | 1,210 | -651 | -35% | 11.7 |
| 9403 | E | 3560_4518 | Wariere Dr / Huntington Dr West West App | 1 | 0 | 1,986 | 1,813 | -173 | -9% | 2.8 | 39 | 54 | 15 | 38% | 1.6 | 2,025 | 1,867 | -158 | -8% | 2.5 |
| 9403 | W | 4518_3560 | Wariere Dr / Huntington Dr West West App | 1 | 0 | 1,854 | 1,188 | -666 | -36% | 12.1 | 74 | 54 | -20 | -27% | 1.8 | 1,928 | 1,242 | -686 | -36% | 12.2 |
| 9404 | N | 2768_4067 | Wariere Dr / Huntington Dr East North App | 1 | 0 | 282 | 414 | 132 | 47% | 5.0 | 2 | 19 | 17 | 850% | 3.7 | 284 | 433 | 149 | 52% | 5.6 |
| 9404 | S | 4067_2768 | Wariere Dr / Huntington Dr East North App | 1 | 0 | 118 | 173 | 55 | 47% | 3.2 | 4 | 5 | 1 | 25% | 0.3 | 122 | 178 | 56 | 46% | 3.2 |
| 9405 | E | 2768_4277 | Wariere Dr / Huntington Dr East East App | 1 | 0 | 1,708 | 1,463 | -245 | -14% | 4.4 | 38 | 36 | -2 | -5% | 0.2 | 1,746 | 1,499 | -247 | -14% | 4.3 |
| 9405 | W | 4277_2768 | Wariere Dr / Huntington Dr East East App | 1 | 0 | 1,894 | 1,179 | -715 | -38% | 12.9 | 71 | 51 | -20 | -28% | 1.8 | 1,965 | 1,229 | -736 | -37% | 13.0 |
| 9407 | E | 3665_2768 | Wariere Dr / Huntington Dr East West App | 1 | 0 | 1,774 | 1,682 | -92 | -5% | 1.6 | 38 | 53 | 15 | 39% | 1.6 | 1,812 | 1,736 | -76 | -4% | 1.3 |
| 9407 | W | 2768_3665 | Wariere Dr / Huntington Dr East West App | 1 | 0 | 1,796 | 1,156 | -640 | -36% | 11.8 | 73 | 53 | -20 | -27% | 1.8 | 1,869 | 1,210 | -659 | -35% | 11.9 |
| 9408 | N | 5200_11091 | Killarney Rd / Queens Ave North App | 1 | 0 | 935 | 1,135 | 200 | 21% | 4.4 | 25 | 16 | -9 | -36% | 1.4 | 960 | 1,152 | 192 | 20% | 4.2 |
| 9408 | S | 11091_5200 | Killarney Rd / Queens Ave North App | 1 | 0 | 923 | 450 | -473 | -51% | 12.8 | 25 | 9 | -16 | -64% | 2.7 | 948 | 459 | -489 | -52% | 13.0 |
| 9409 | E | 5200_3311 | Killarney Rd / Queens Ave East App | 1 | 0 | 605 | 523 | -82 | -14% | 2.4 | 4 | 25 | 21 | 525% | 3.9 | 609 | 548 | -61 | -10% | 1.8 |
| 9409 | W | 3311_5200 | Killarney Rd / Queens Ave East App | 1 | 0 | 760 | 1,293 | 533 | 70% | 11.8 | 13 | 25 | 12 | 92% | 1.9 | 773 | 1,318 | 545 | 71% | 11.9 |
| 9410 | N | 8047_5200 | Killarney Rd / Queens Ave South App | 1 | 0 | 17 | 0 | -17 | -100% | 4.1 | 0 | 0 | 0 | - | 0.0 | 17 | 0 | -17 | -100% | 4.1 |
| 9410 | S | 5200_8047 | Killarney Rd / Queens Ave South App | 1 | 0 | 61 | 0 | -61 | -100% | 7.8 | 0 | 0 | 0 | - | 0.0 | 61 | 0 | -61 | -100% | 7.8 |
| 9411 | E | 11030_5200 | Killarney Rd / Queens Ave West App | 1 | 0 | 1,385 | 1,531 | 146 | 11% | 2.7 | 29 | 39 | 10 | 34% | 1.2 | 1,414 | 1,571 | 157 | 11% | 2.9 |
| TOTAL | | | | | | 1,142,678 | 1,147,010 | 4,332 | 0% | | 37,465 | 37,530 | 65 | 0% | | 1,180,142 | 1,184,543 | 4,401 | 0% | |

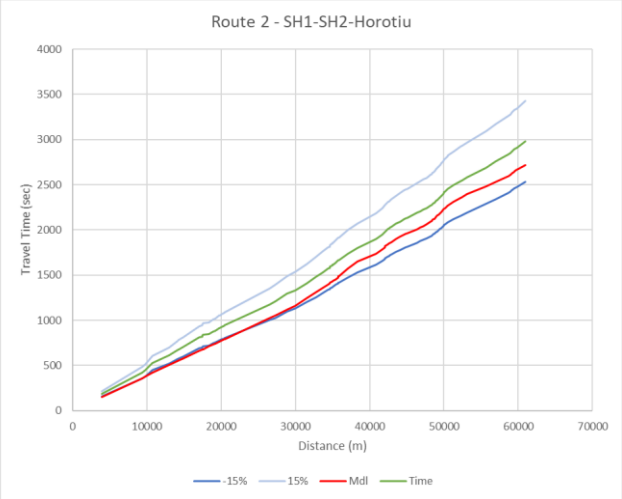
# Appendix B 2018 Travel Plots

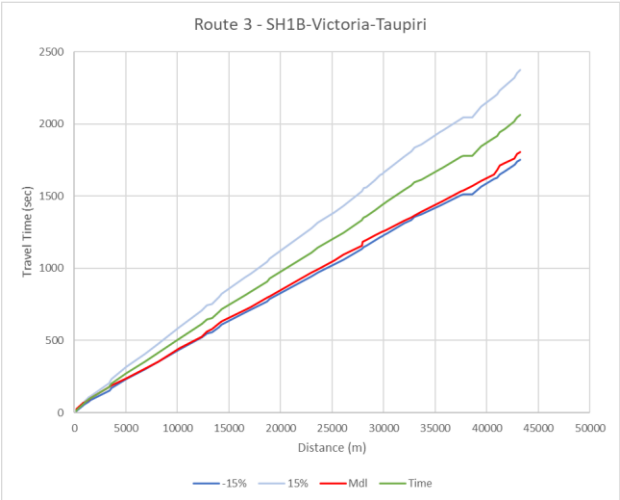
## AM Peak

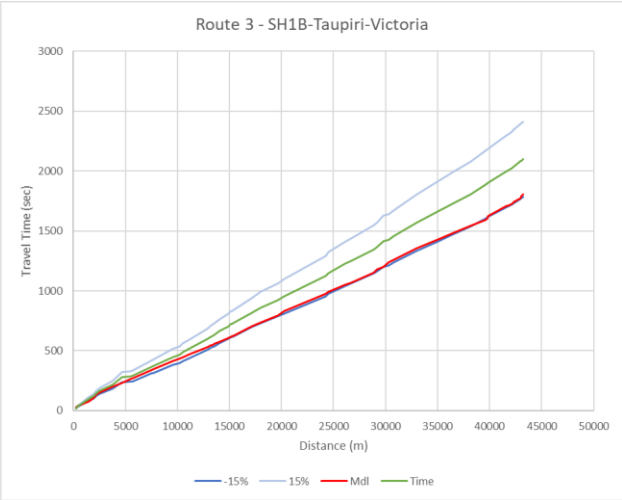

Route 1 - SH39-Horotiu-Maniapoto
Travel Time (sec)
Distance (m)
-15%
15%
Model
Survey Ave

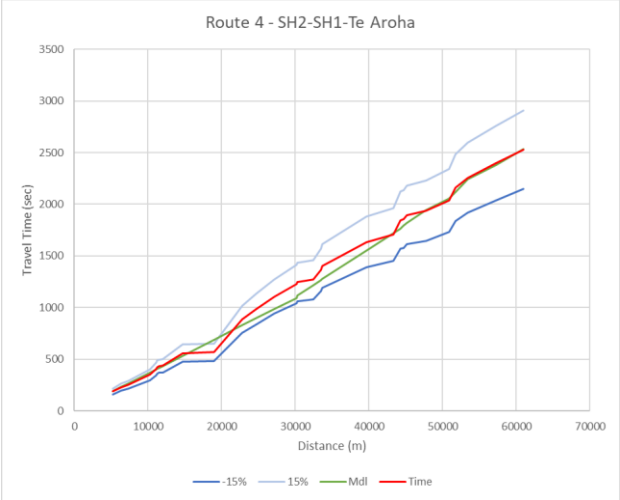

Route 1 - SH39-Maniapoto-Horotiu
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

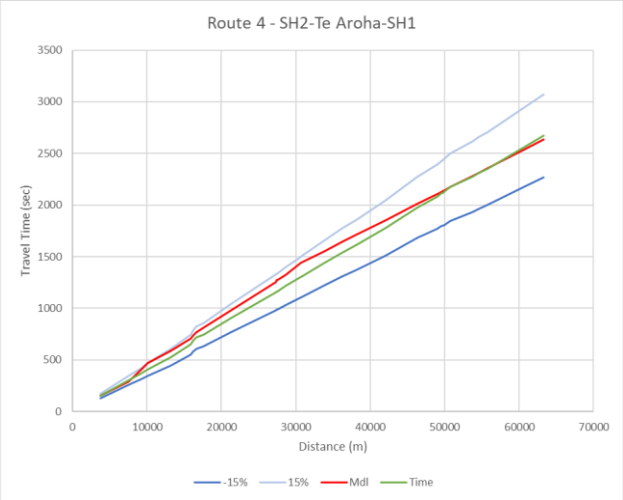

Route 2 - SH1-Horotiu-SH2
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

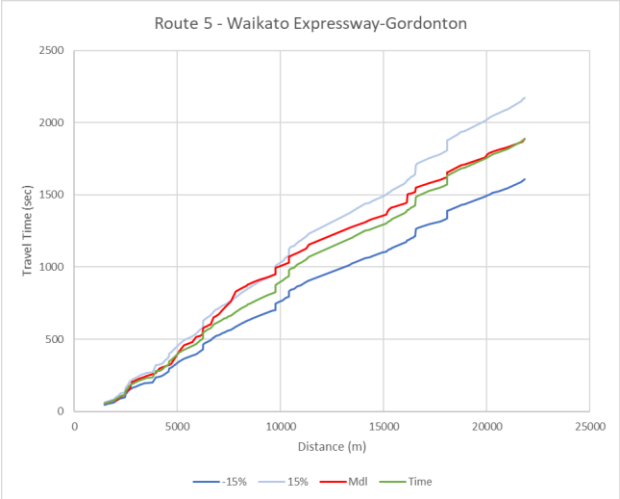

Route 2 - SH1-SH2-Horotiu
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

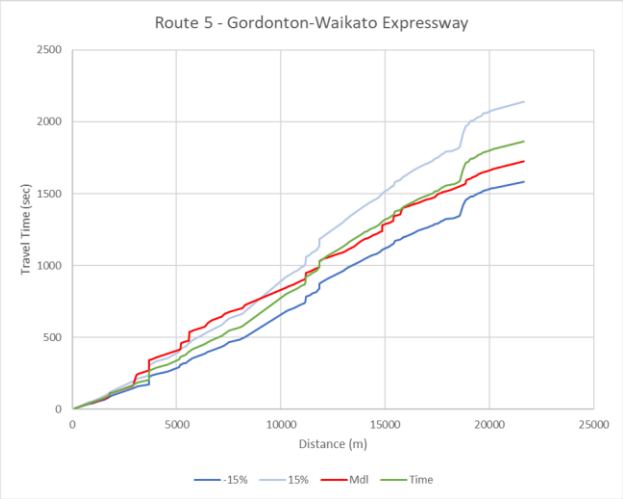

Route 3 - SH1B-Victoria-Taupiri
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

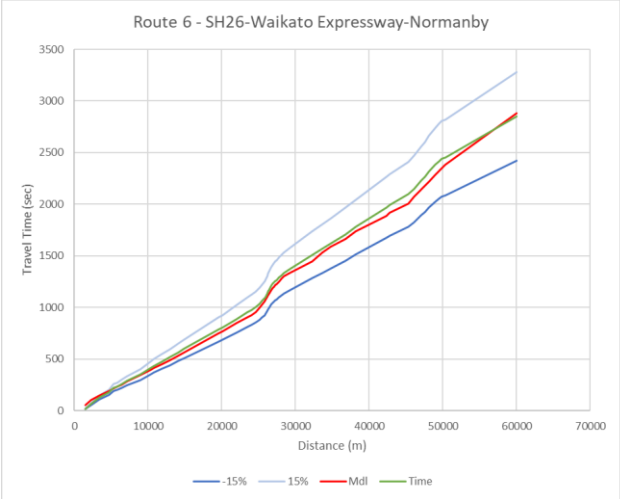

Route 3 - SH1B-Taupiri-Victoria
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

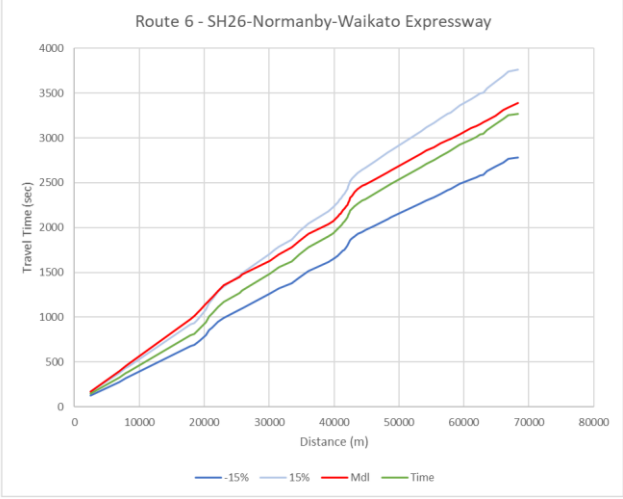

Route 4 - SH2-SH1-Te Aroha
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

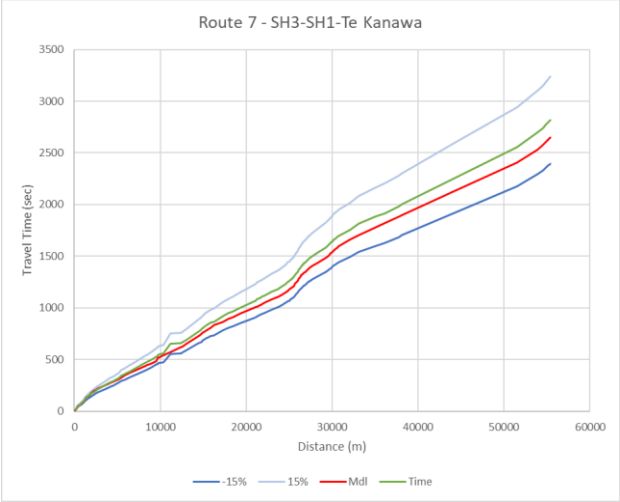

Route 4 - SH2-Te Aroha-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

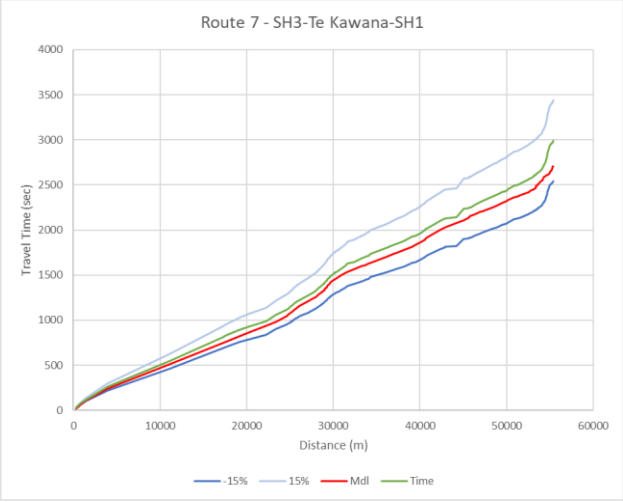

Route 5 - Waikato Expressway-Gordonton
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

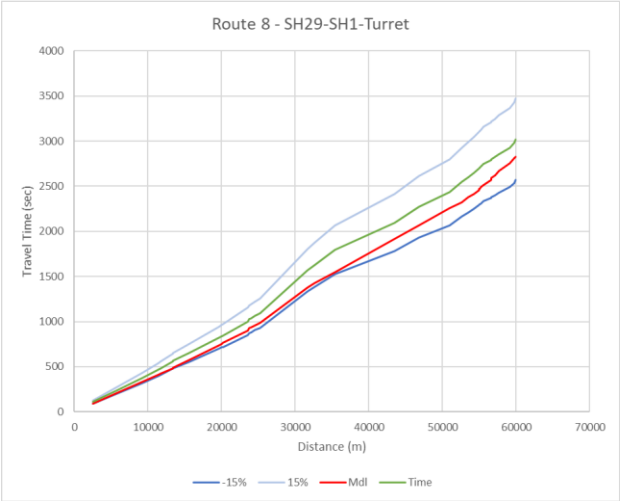

Route 5 - Gordonton-Waikato Expressway
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

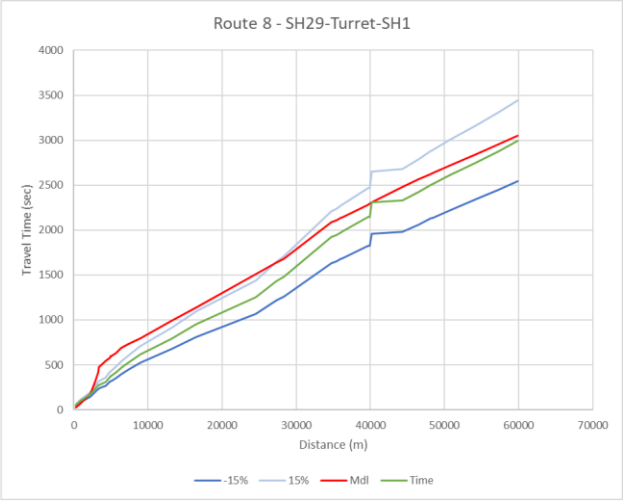

Route 6 - SH26-Waikato Expressway-Normanby
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time


Route 6 - SH26-Normanby-Waikato Expressway
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

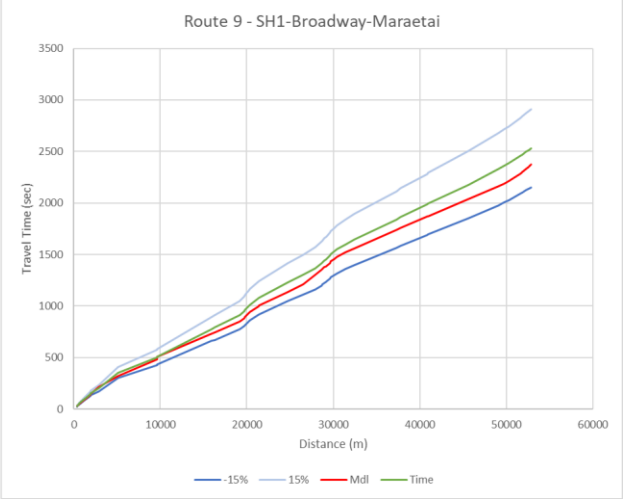

Route 7 - SH3-SH1-Te Kanawa
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

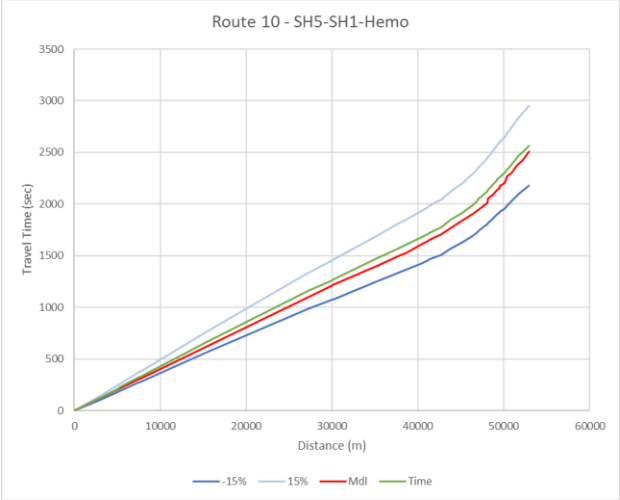

Route 7 - SH3-Te Kawana-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

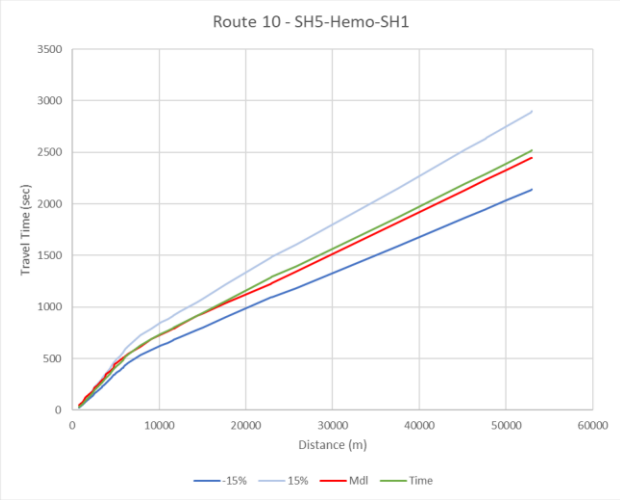

Route 8 - SH29-SH1-Turret
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

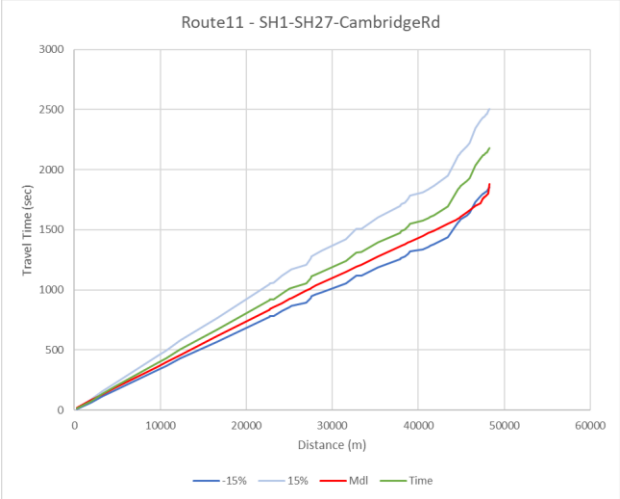

Route 8 - SH29-Turret-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

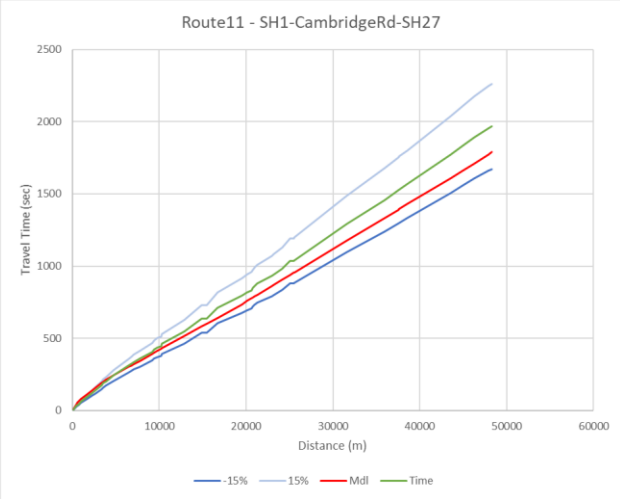
Route 9 - SH1-Maraetai-Broadway
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

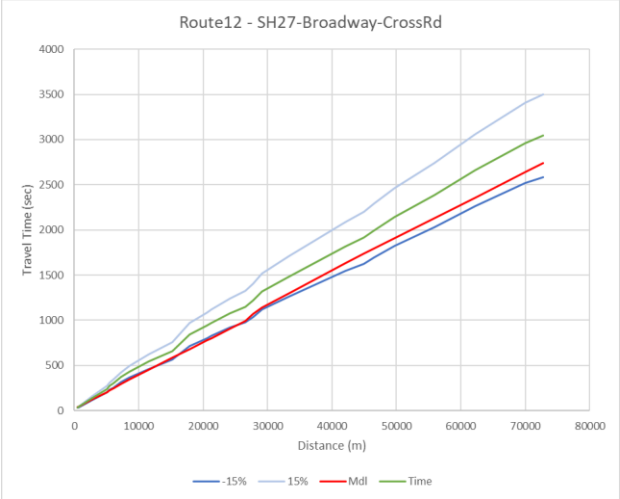

Route 9 - SH1-Broadway-Maraetai
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

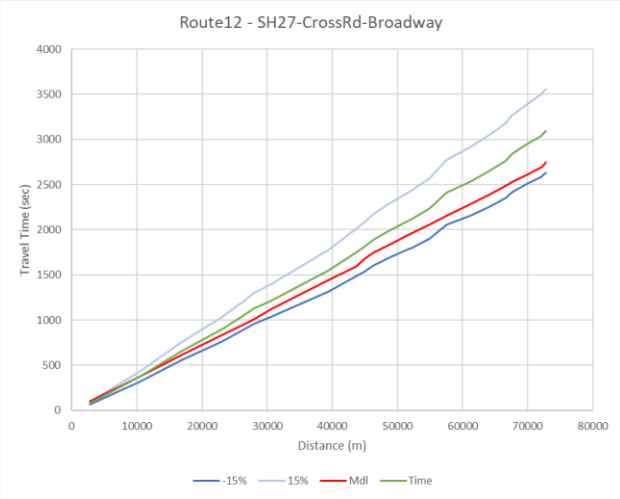

Route 10 - SH5-SH1-Hemo
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

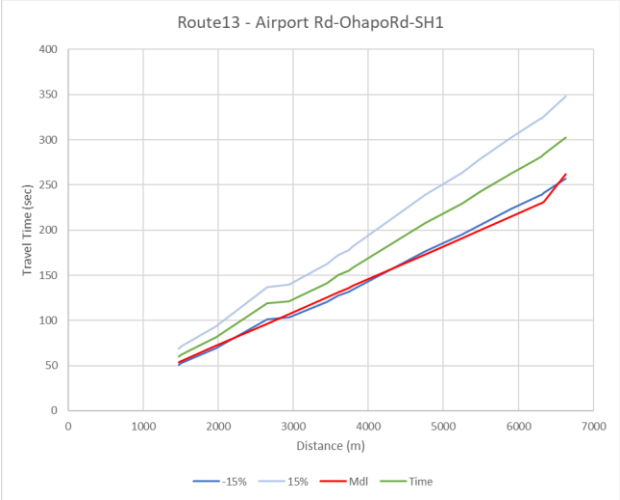

Route 10 - SH5-Hemo-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

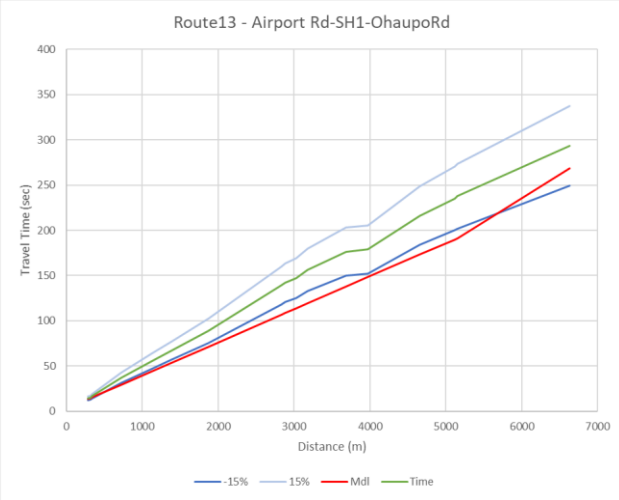

Route11 - SH1-SH27-CambridgeRd
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

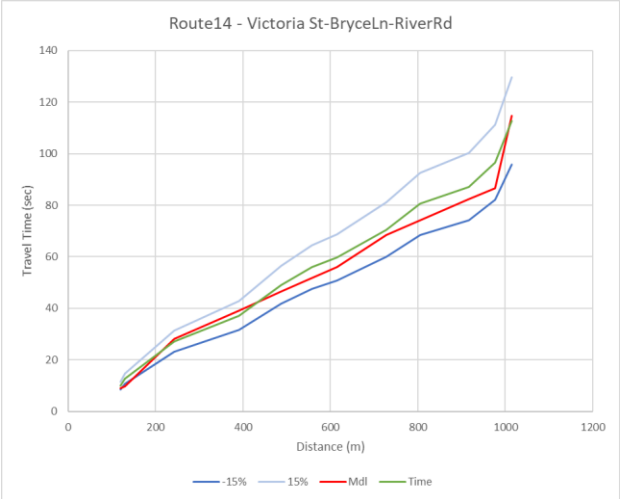

Route11 - SH1-CambridgeRd-SH27
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

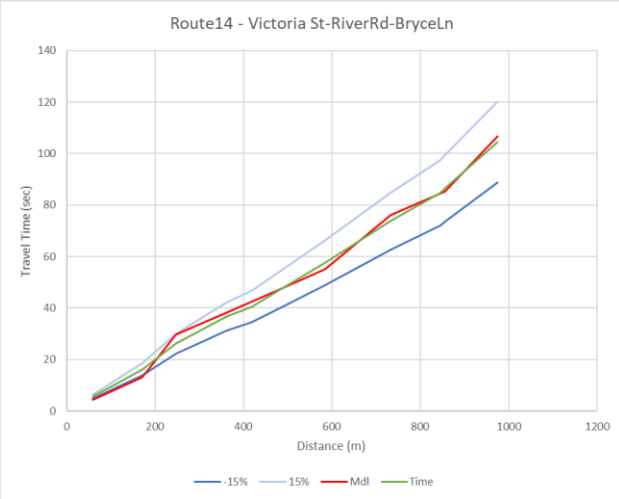

Route12 - SH27-Broadway-CrossRd
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

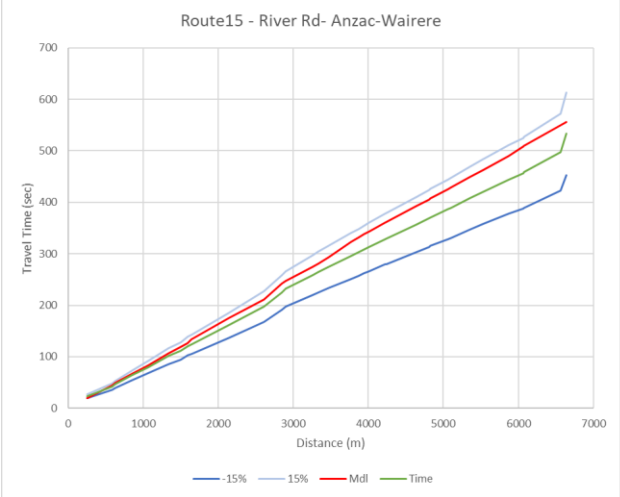

Route12 - SH27-CrossRd-Broadway
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

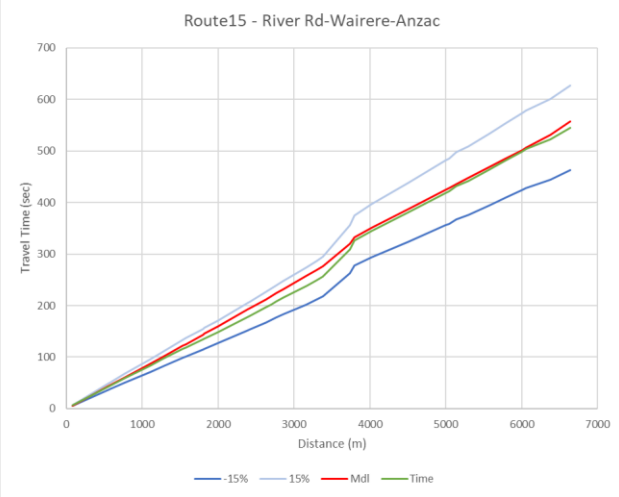

Route13 - Airport Rd-OhapoRd-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

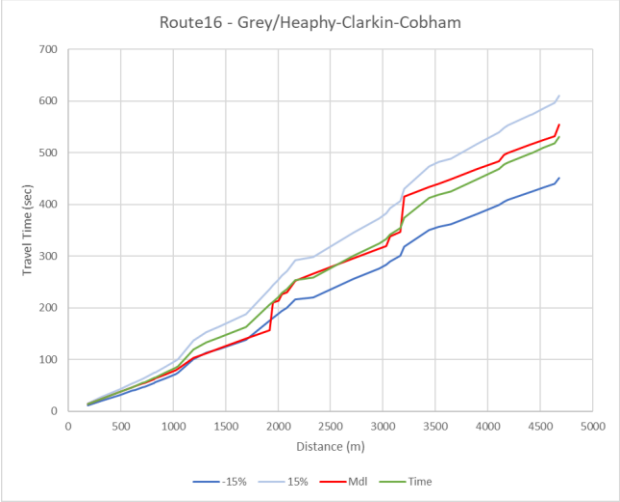

Route13 - Airport Rd-SH1-OhaupoRd
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

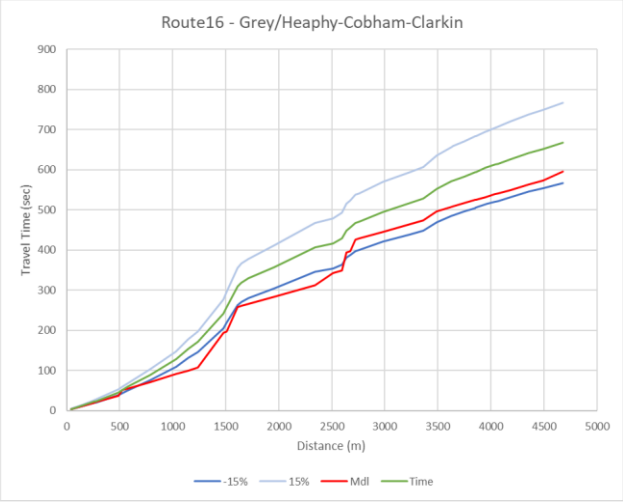

Route14 - Victoria St-BryceLn-RiverRd
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

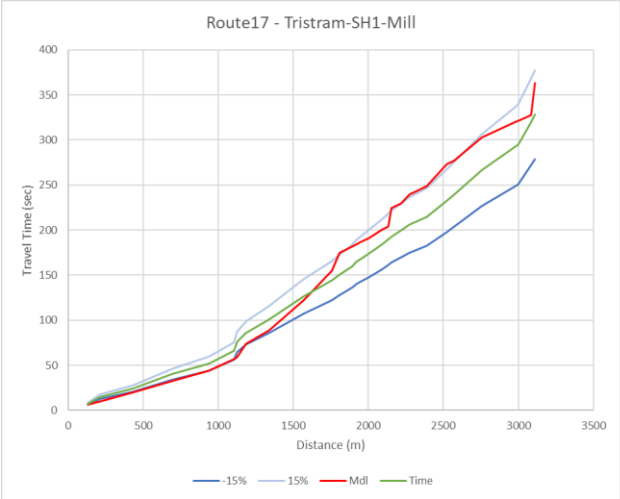

Route14 - Victoria St-RiverRd-BryceLn
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time


Route15 - River Rd- Anzac-Wairere
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

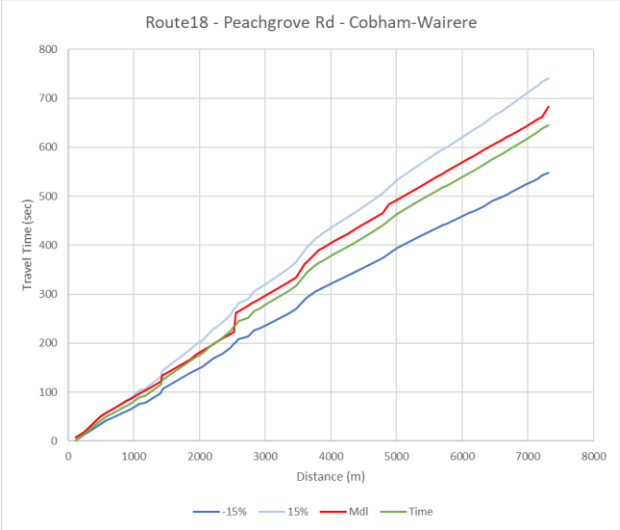

Route15 - River Rd-Wairere-Anzac
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

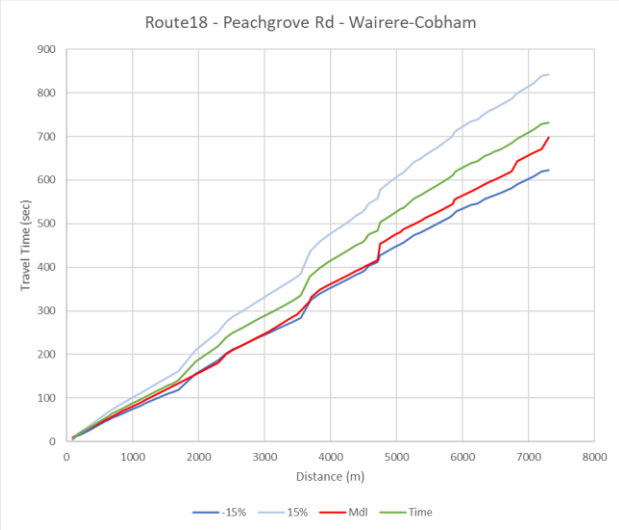

Route16 - Grey/Heaphy-Clarkin-Cobham
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

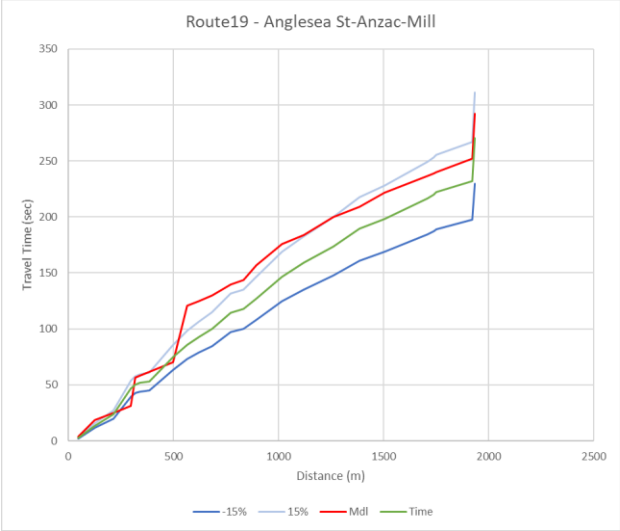

Route16 - Grey/Heaphy-Cobham-Clarkin
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

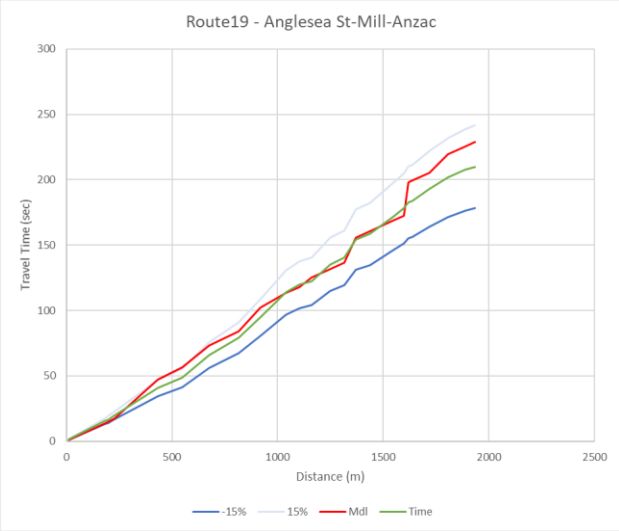

Route17 - Tristram-SH1-Mill
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

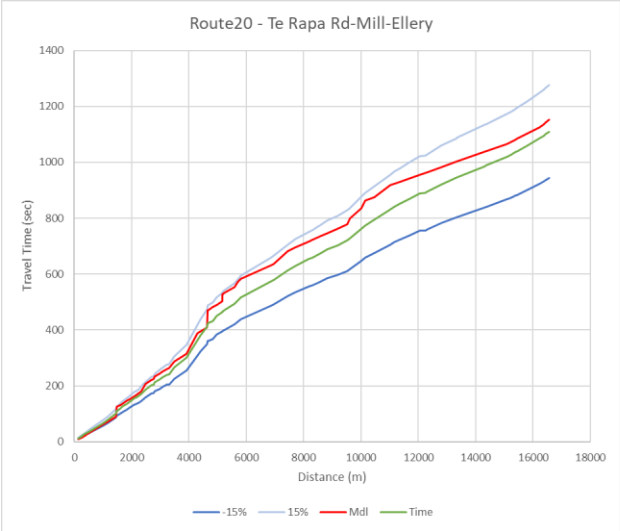
Route17 - Tristram-Mill-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

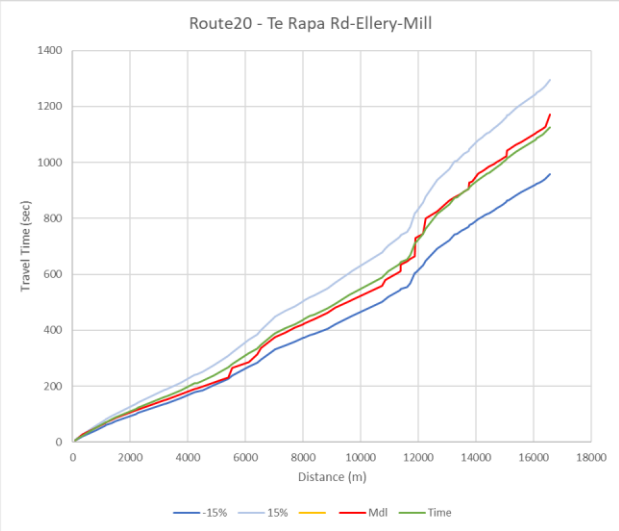

Route18 - Peachgrove Rd - Cobham-Wairere
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

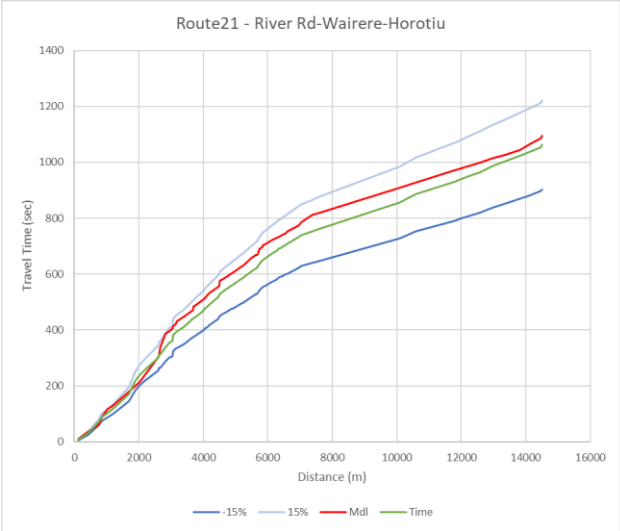

Route18 - Peachgrove Rd - Wairere-Cobham
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

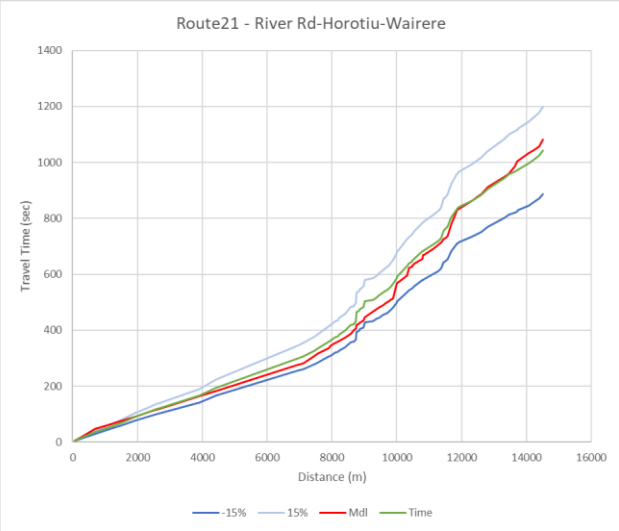

Route19 - Anglesea St-Anzac-Mill
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

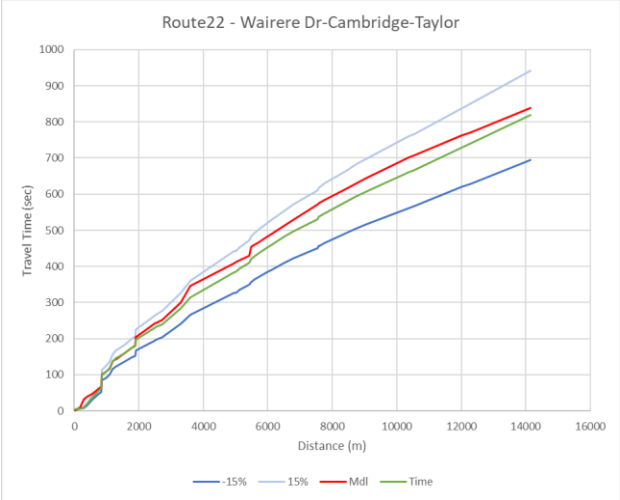

Route19 - Anglesea St-Mill-Anzac
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

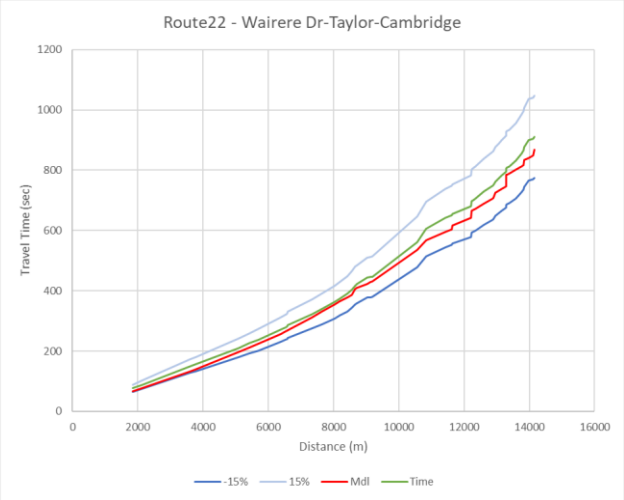

Route20 - Te Rapa Rd-Mill-Ellery
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time


Route20 - Te Rapa Rd-Ellery-Mill
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

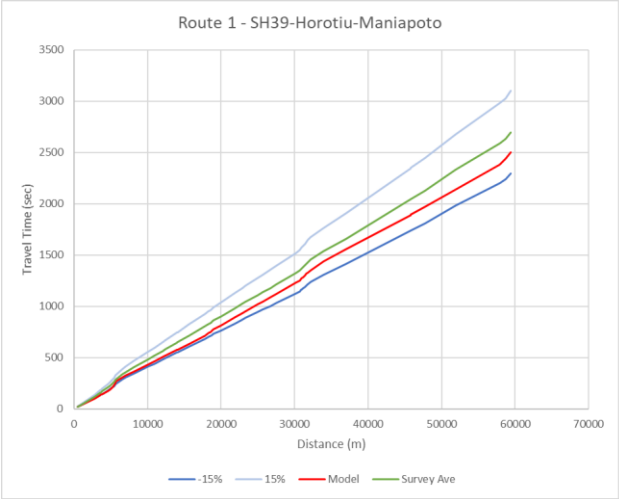

Route21 - River Rd-Wairere-Horotiu
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

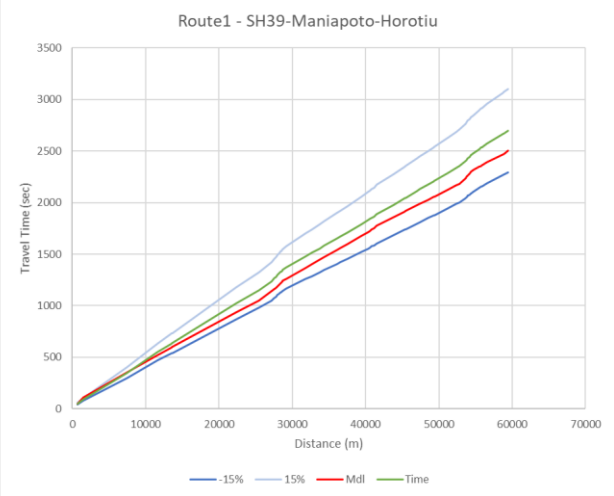

Route21 - River Rd-Horotiu-Wairere
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

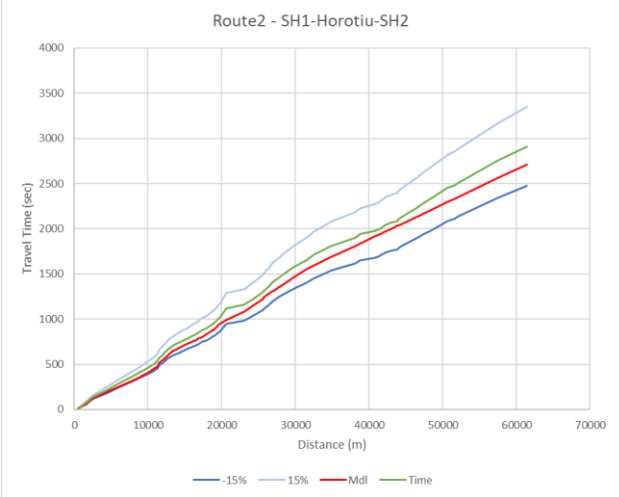

Route22 - Wairere Dr-Cambridge-Taylor
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

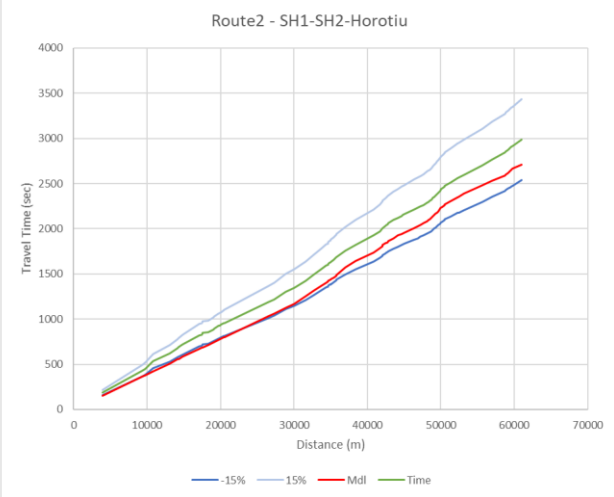

Route22 - Wairere Dr-Taylor-Cambridge
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

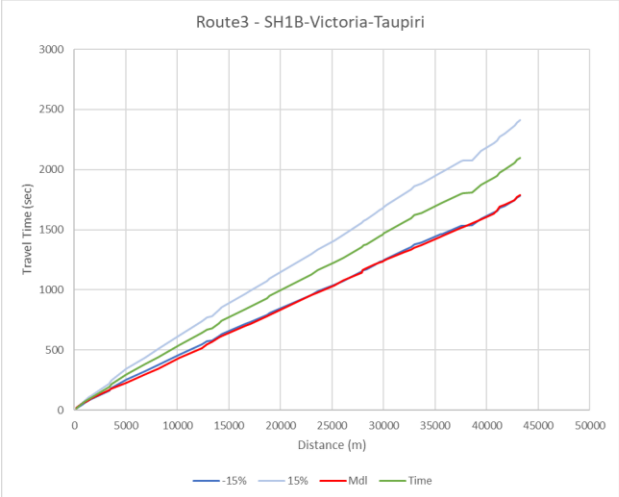
## Inter Peak

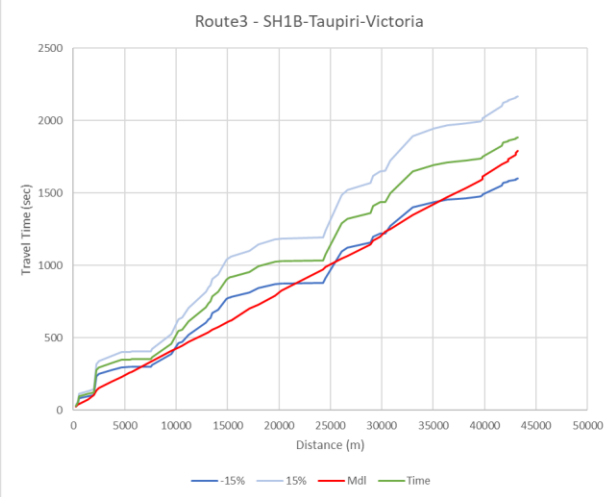

Route 1 - SH39-Horotiu-Maniapoto
Travel Time (sec)
Distance (m)
-15%
15%
Model
Survey Ave

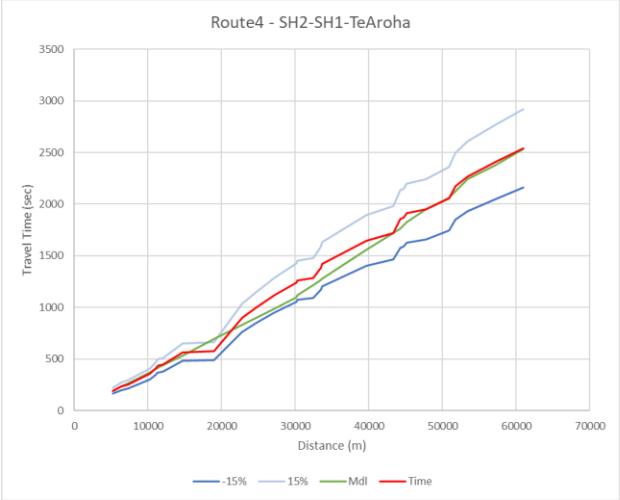

Route1 - SH39-Maniapoto-Horotiu
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

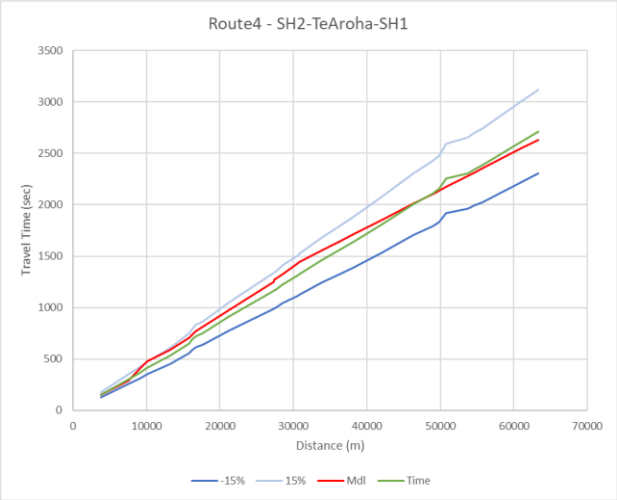

Route2 - SH1-Horotiu-SH2
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

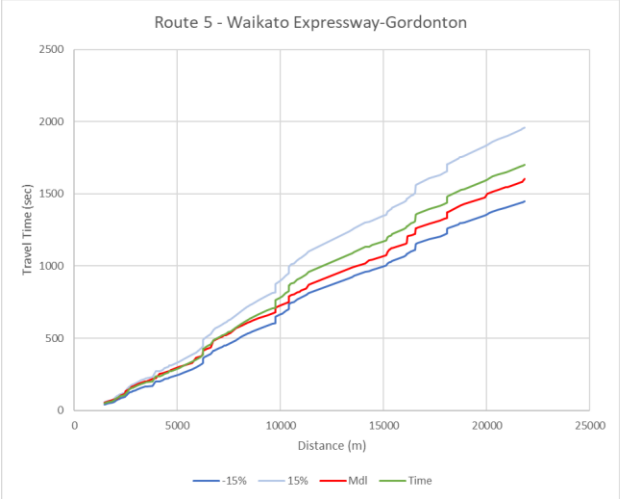

Route2 - SH1-SH2-Horotiu
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

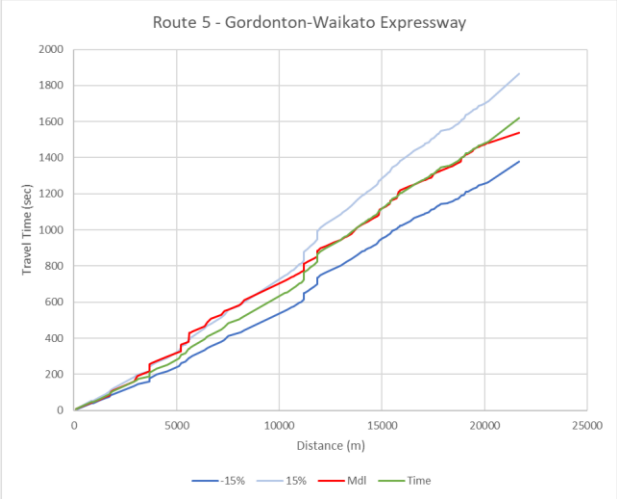

Route3 - SH1B-Victoria-Taupiri
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

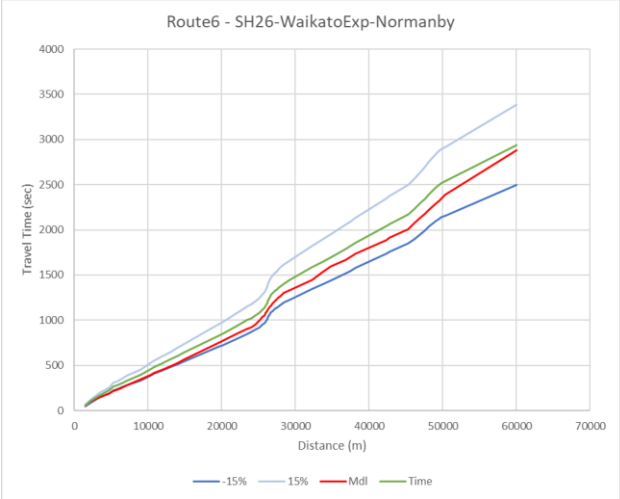

Route3 - SH1B-Taupiri-Victoria
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

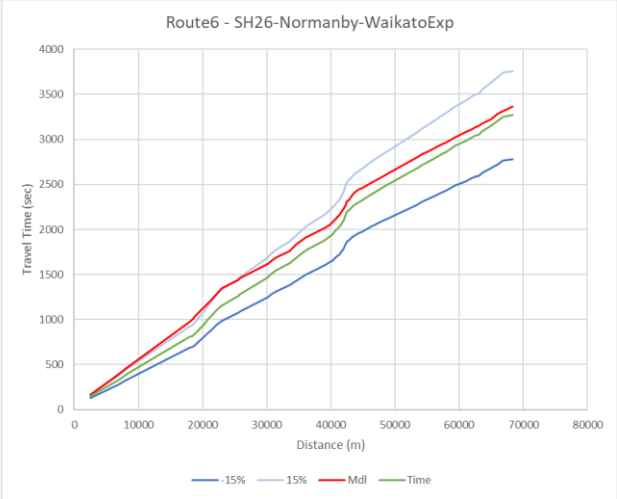

Route4 - SH2-SH1-TeAroha
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

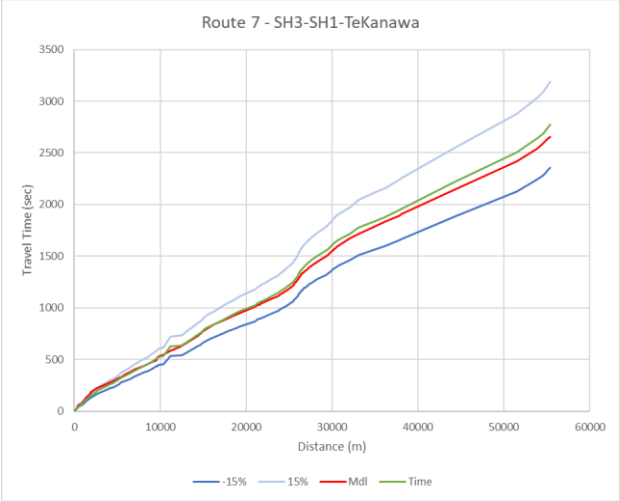

Route4 - SH2-TeAroha-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

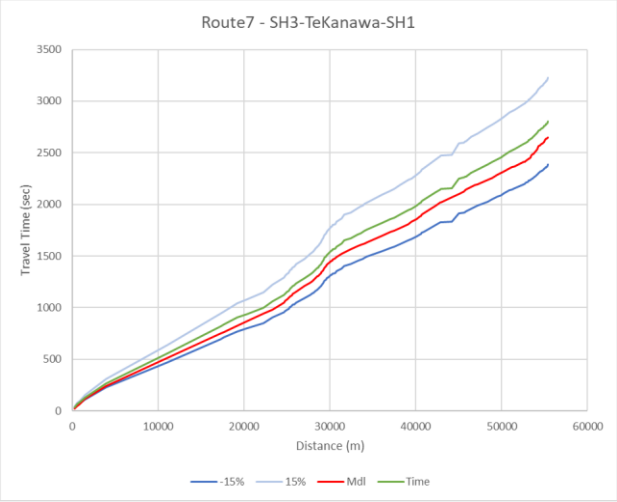

Route 5 - Waikato Expressway-Gordonton
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

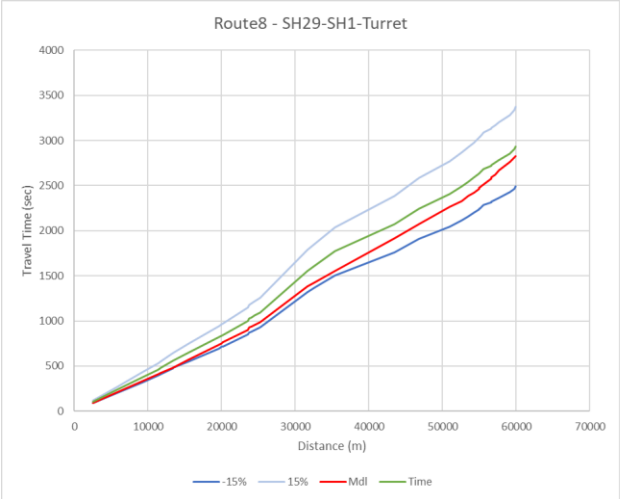

Route 5 - Gordonton-Waikato Expressway
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

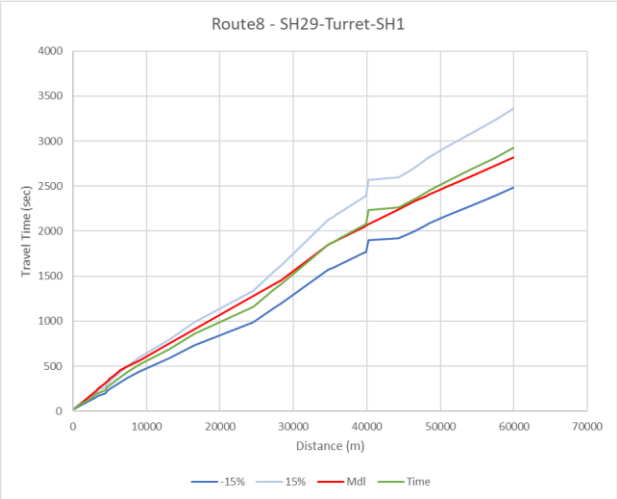

Route6 - SH26-WaikatoExp-Normanby
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

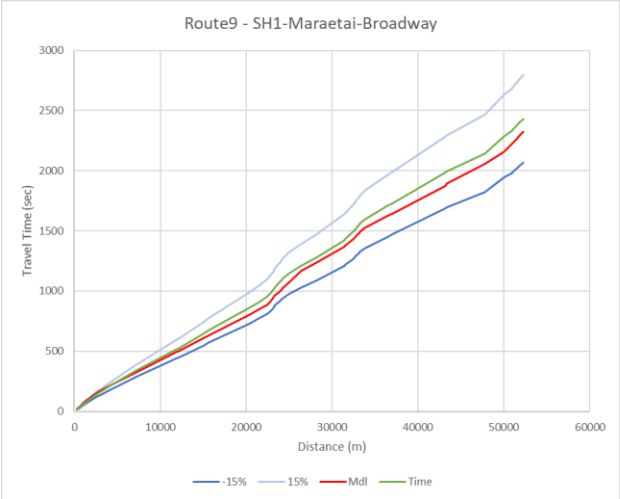

Route6 - SH26-Normanby-WaikatoExp
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time


Route 7 - SH3-SH1-TeKanawa
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

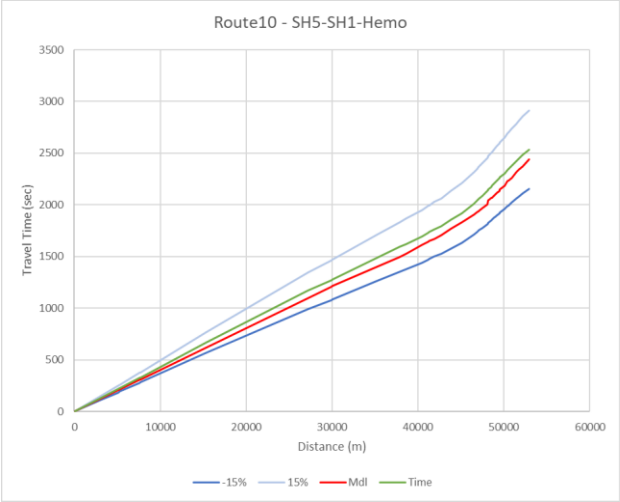

Route7 - SH3-TeKanawa-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

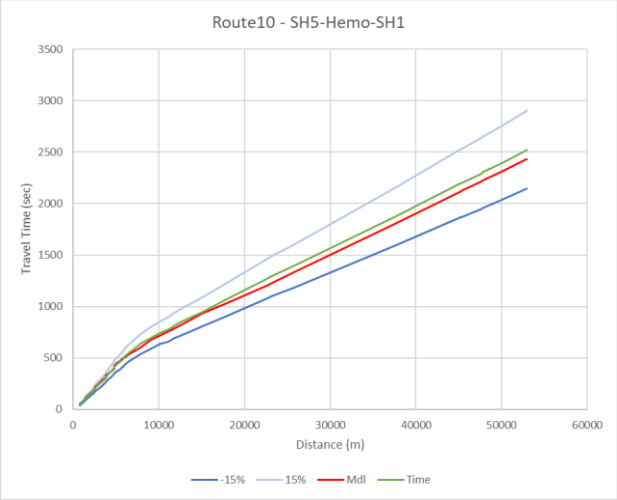

Route8 - SH29-SH1-Turret
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

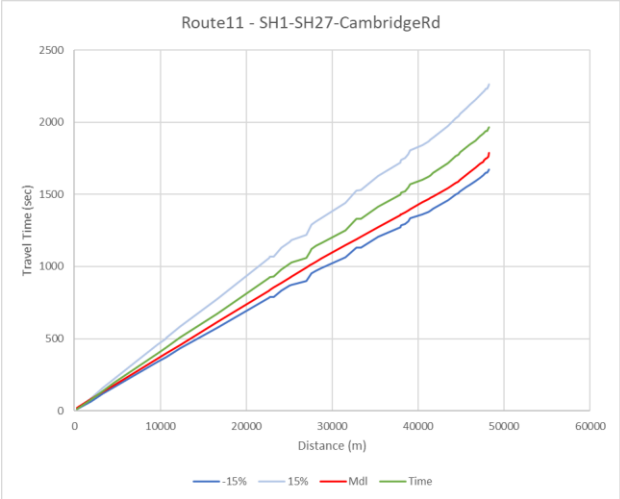

Route8 - SH29-Turret-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

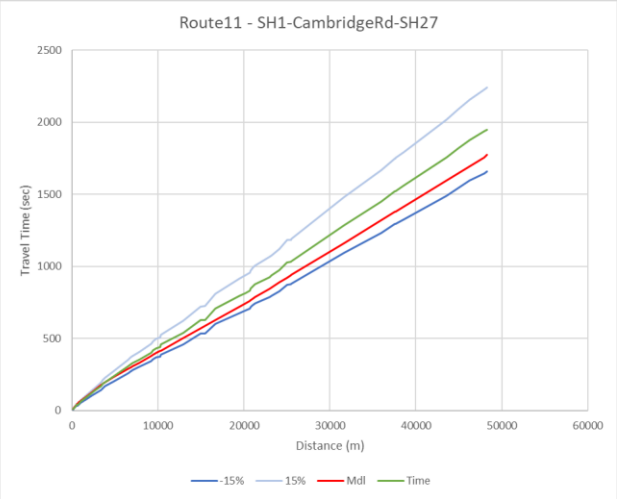

Route9 - SH1-Maraetai-Broadway
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

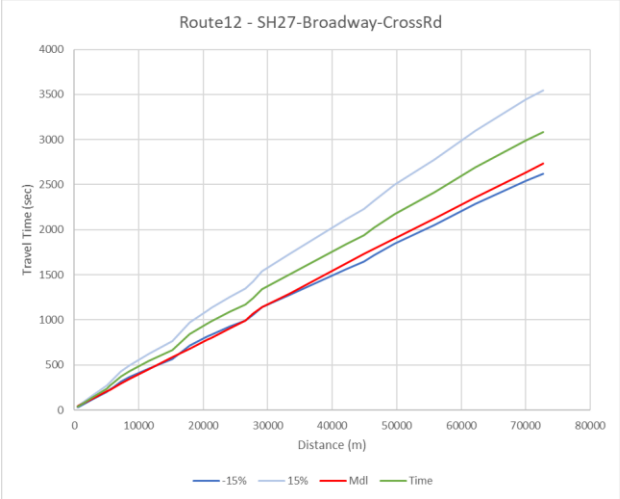
Route9 - SH1-Broadway-Maraetai
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

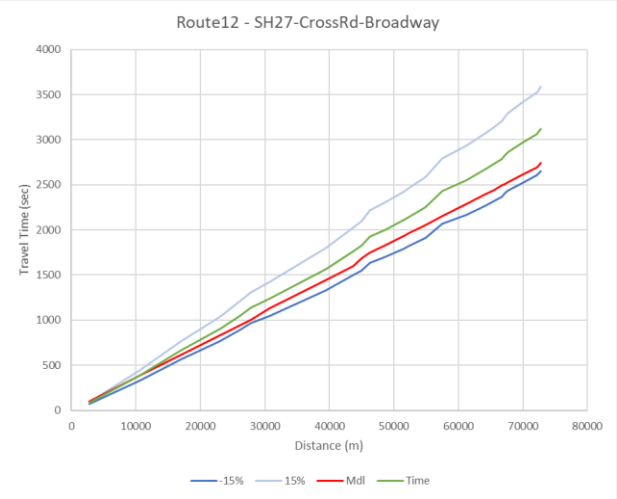

Route10 - SH5-SH1-Hemo
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

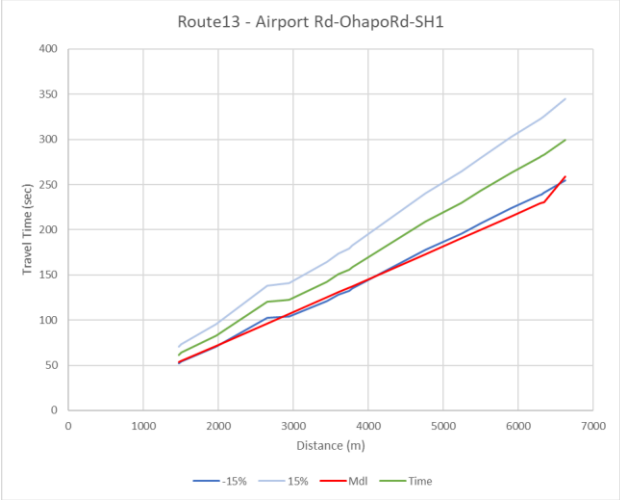

Route10 - SH5-Hemo-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

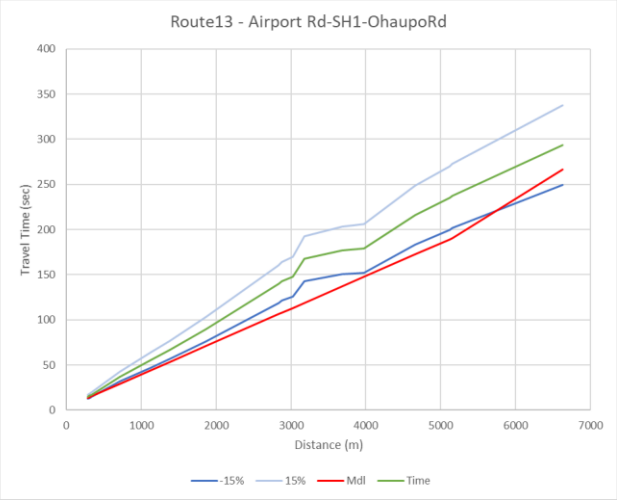

Route11 - SH1-SH27-CambridgeRd
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

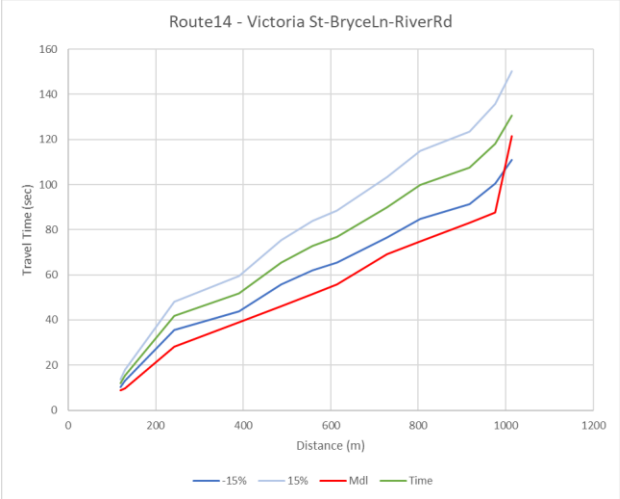

Route11 - SH1-CambridgeRd-SH27
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

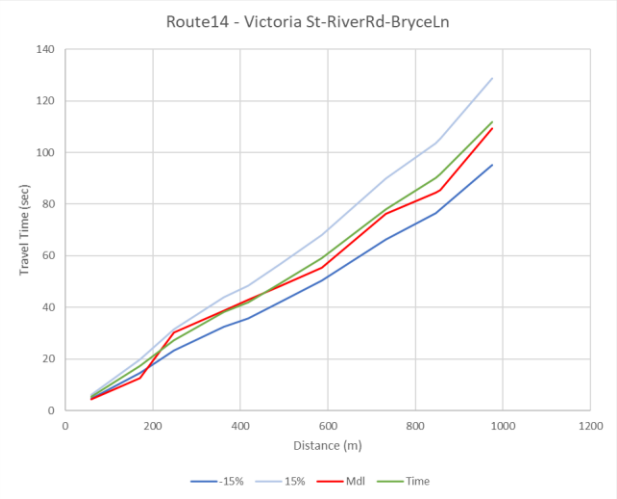

Route12 - SH27-Broadway-CrossRd
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

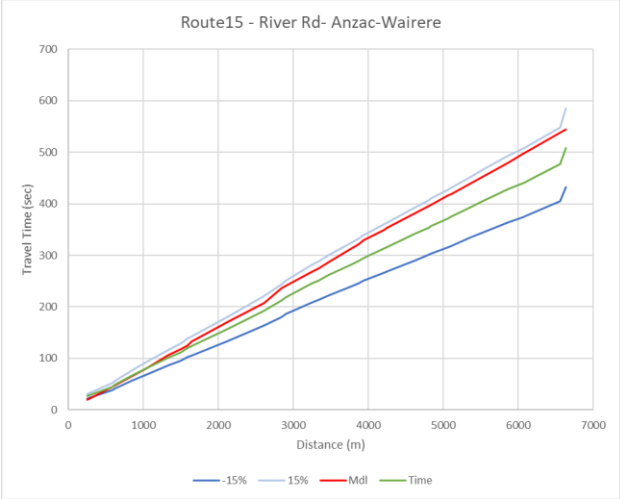

Route12 - SH27-CrossRd-Broadway
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

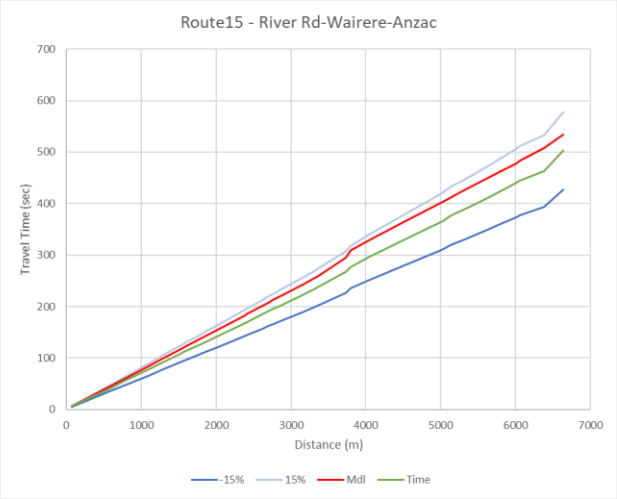

Route13 - Airport Rd-OhapoRd-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

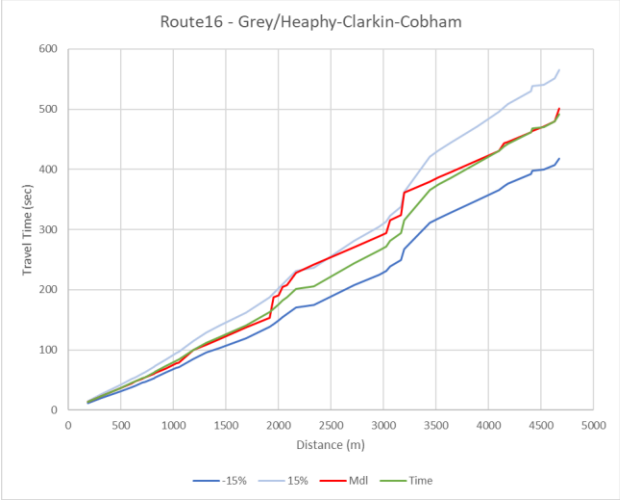

Route13 - Airport Rd-SH1-OhaupoRd
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

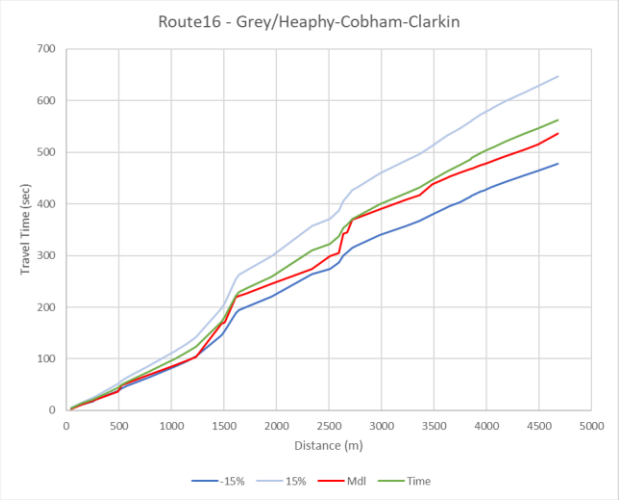

Route14 - Victoria St-BryceLn-RiverRd
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

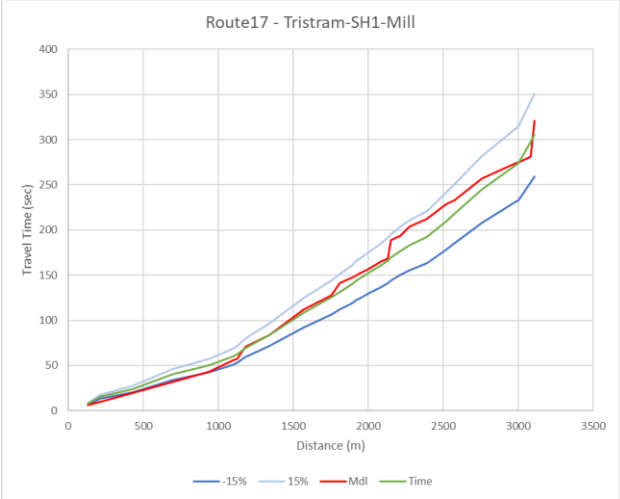

Route14 - Victoria St-RiverRd-BryceLn
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

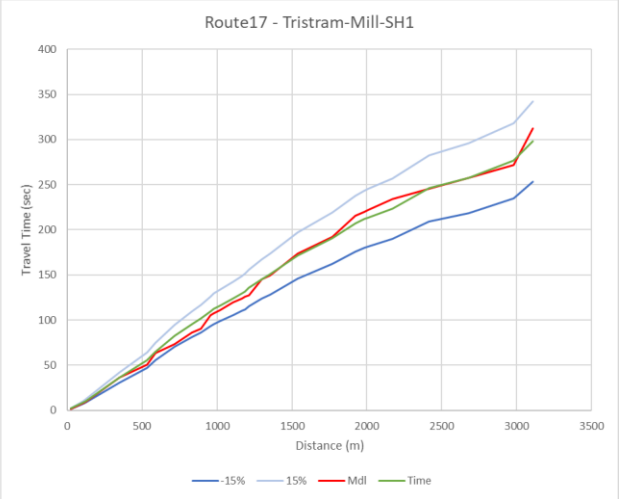

Route15 - River Rd- Anzac-Wairere
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

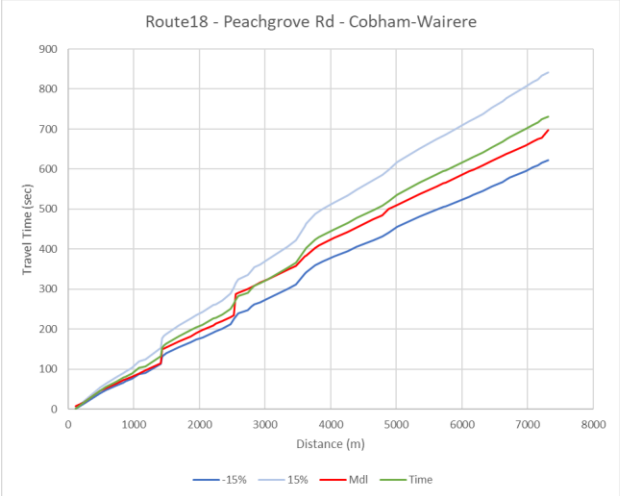

Route15 - River Rd-Wairere-Anzac
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

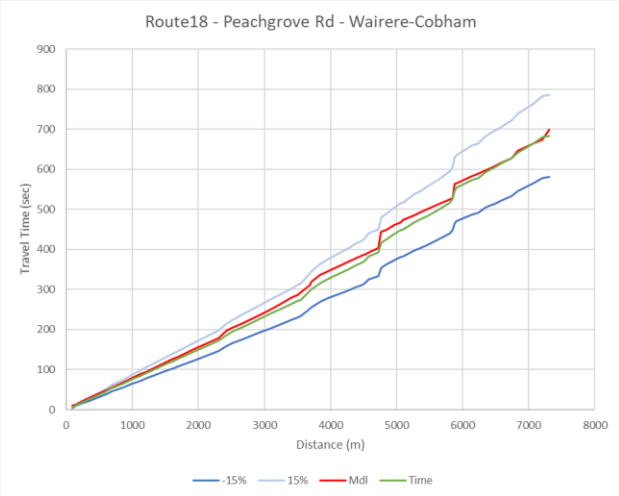

Route16 - Grey/Heaphy-Clarkin-Cobham
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

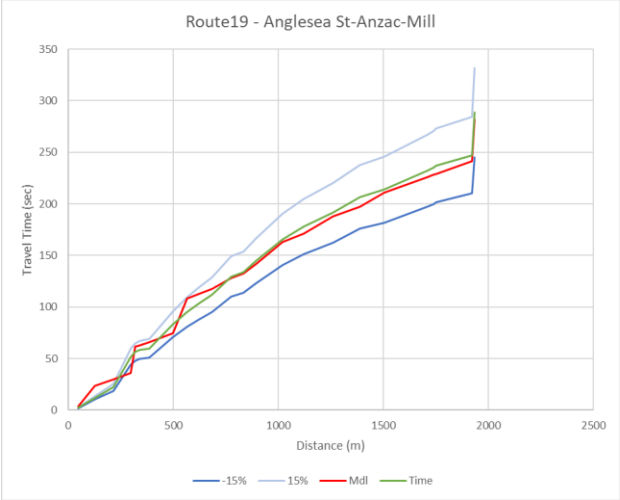

Route16 - Grey/Heaphy-Cobham-Clarkin
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

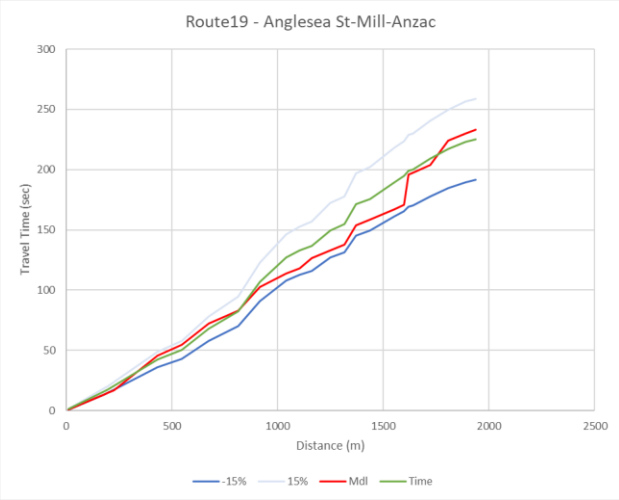

Route17 - Tristram-SH1-Mill
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

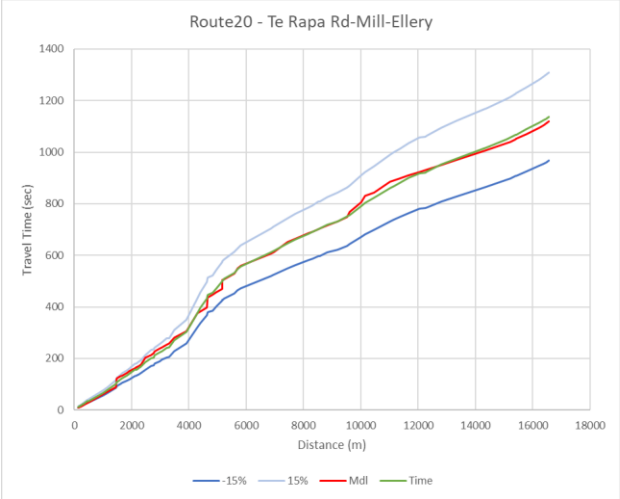

Route17 - Tristram-Mill-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

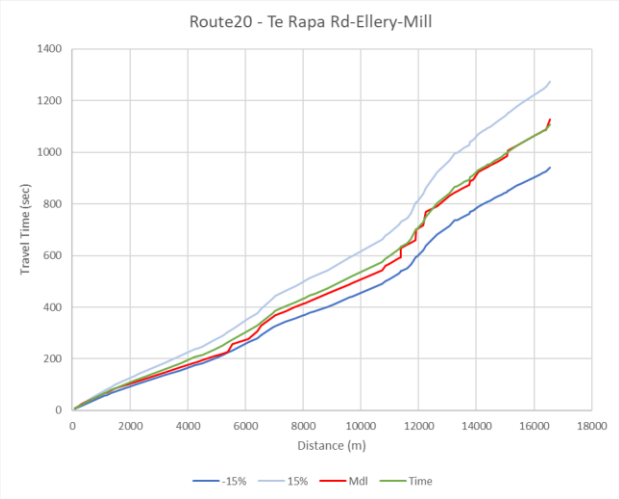

Route18 - Peachgrove Rd - Cobham-Wairere
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

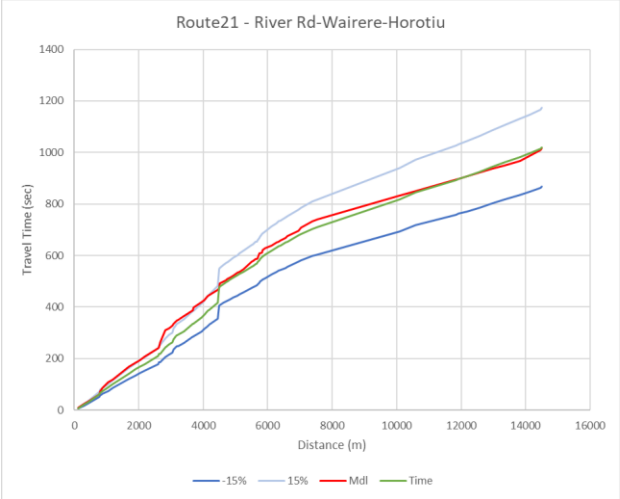

Route18 - Peachgrove Rd - Wairere-Cobham
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

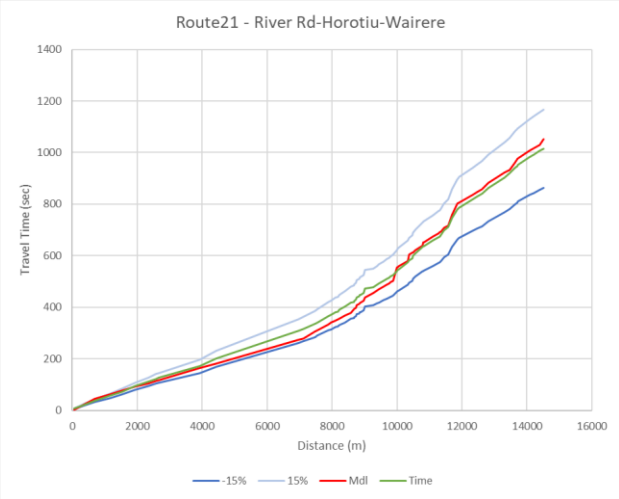

Route19 - Anglesea St-Anzac-Mill
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

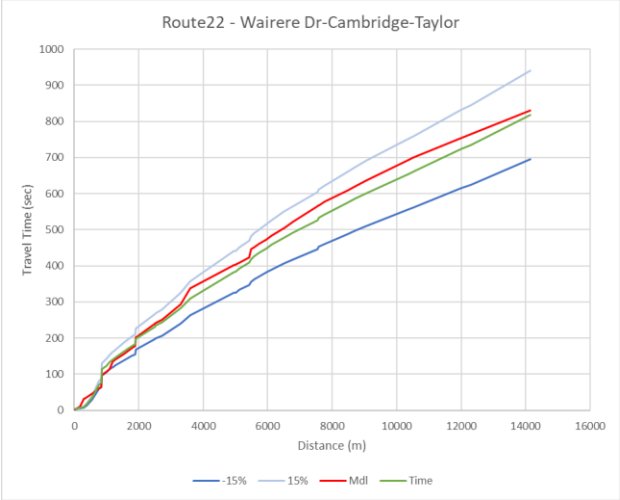

Route19 - Anglesea St-Mill-Anzac
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

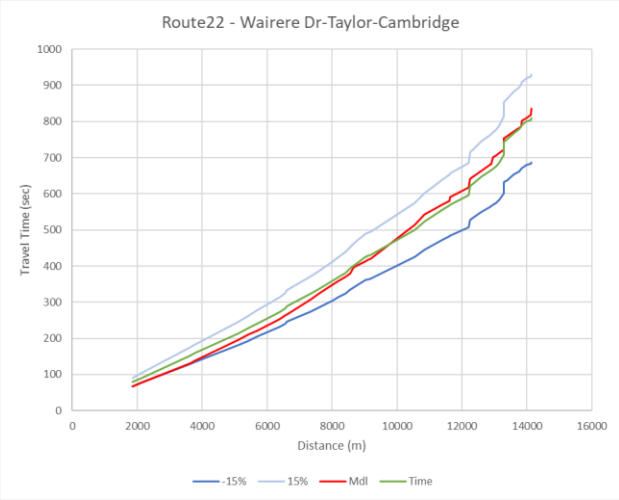

Route20 - Te Rapa Rd-Mill-Ellery
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time


Route20 - Te Rapa Rd-Ellery-Mill
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

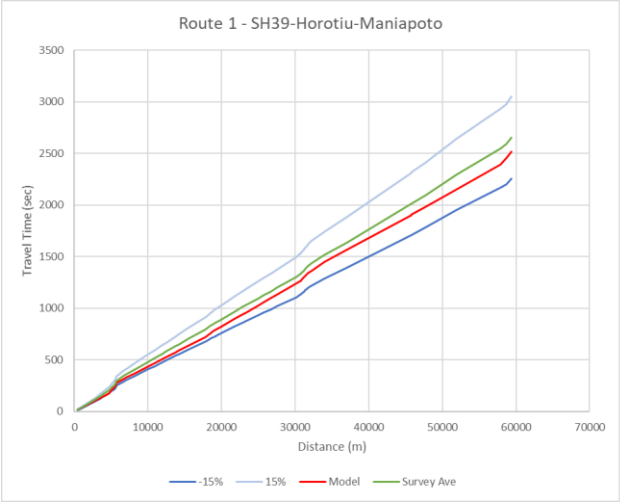

Route21 - River Rd-Wairere-Horotiu
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

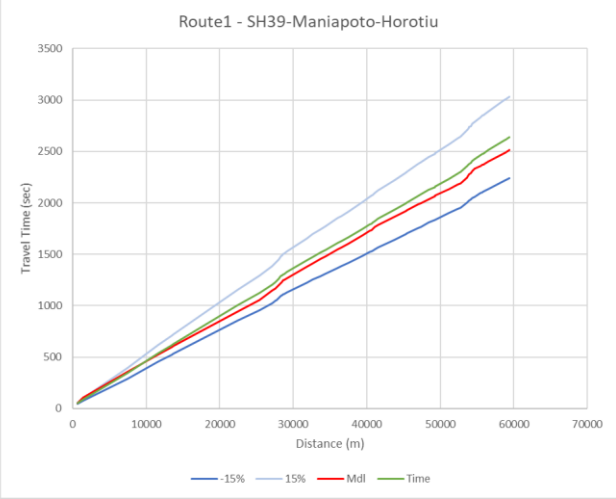

Route21 - River Rd-Horotiu-Wairere
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

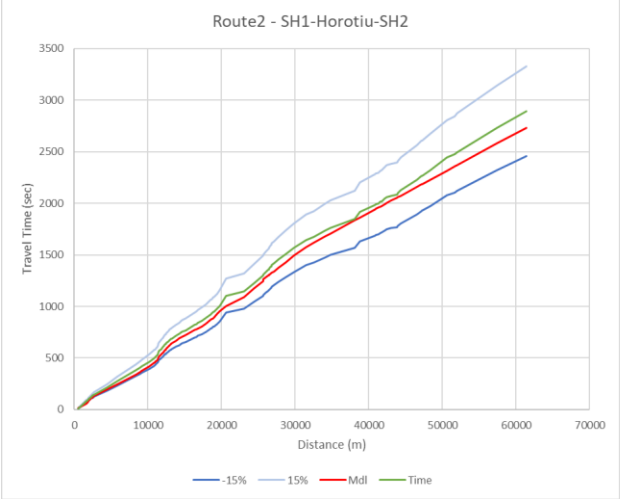

Route22 - Wairere Dr-Cambridge-Taylor
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

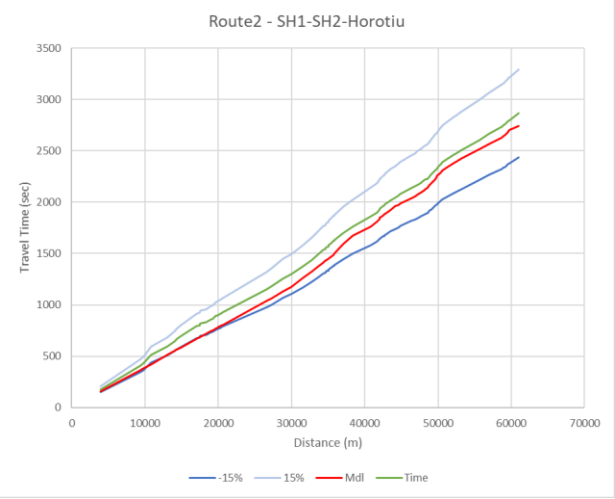

Route22 - Wairere Dr-Taylor-Cambridge
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

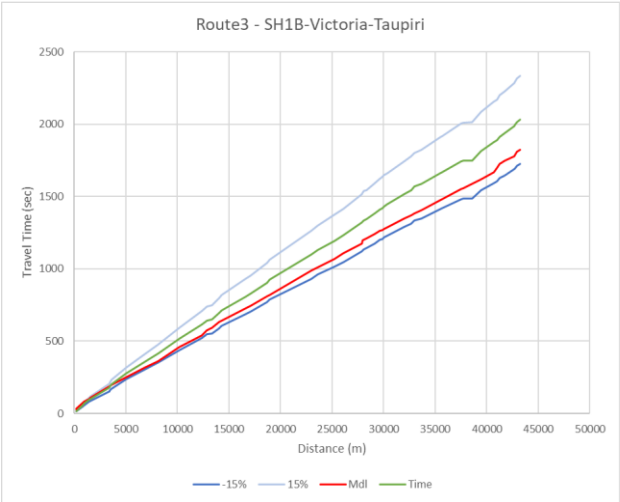
## PM Peak

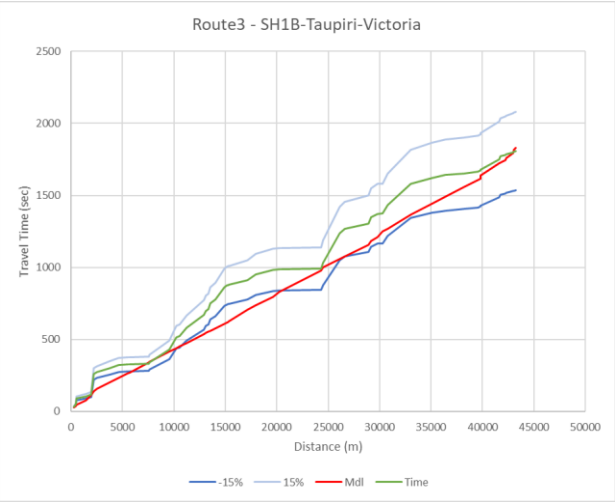

Route 1 - SH39-Horotiu-Maniapoto
Travel Time (sec)
Distance (m)
-15%
15%
Model
Survey Ave

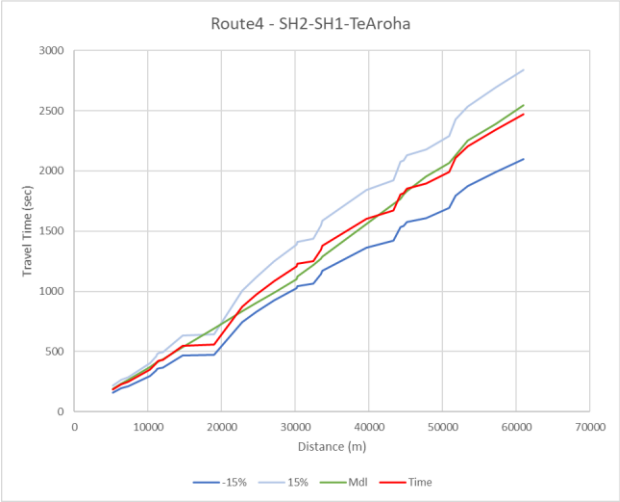

Route1 - SH39-Maniapoto-Horotiu
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

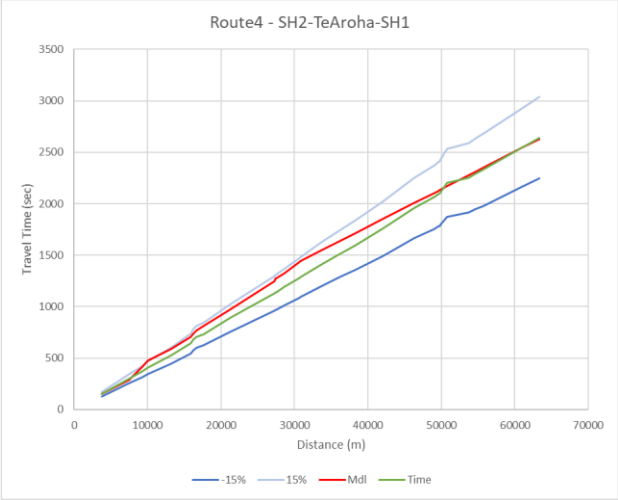

Route2 - SH1-Horotiu-SH2
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

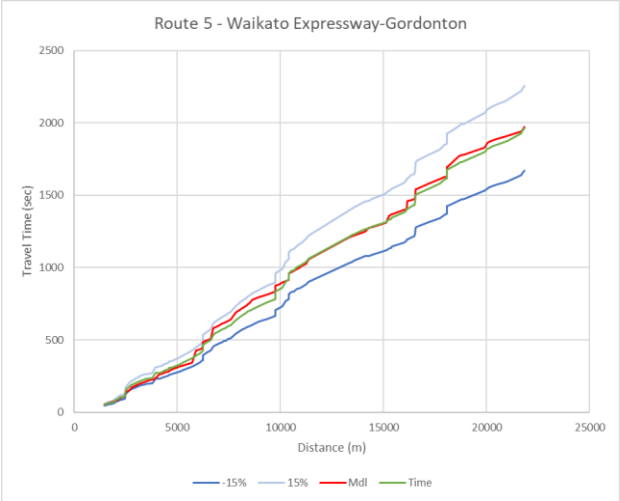

Route2 - SH1-SH2-Horotiu
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

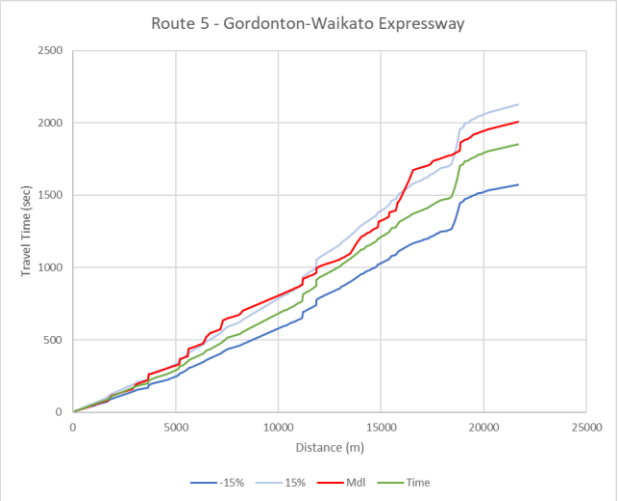

Route3 - SH1B-Victoria-Taupiri
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

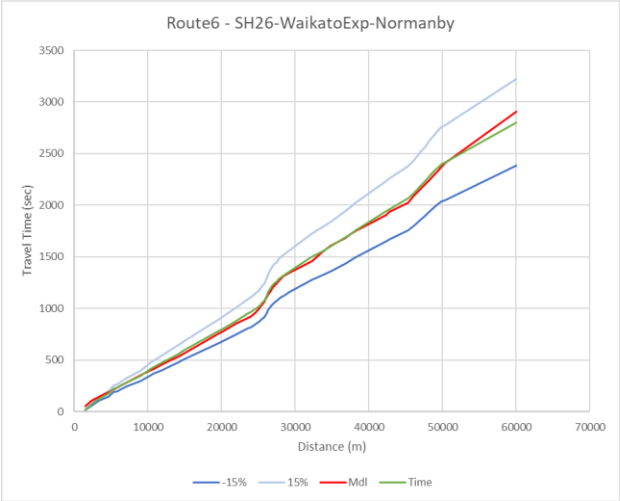

Route3 - SH1B-Taupiri-Victoria
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

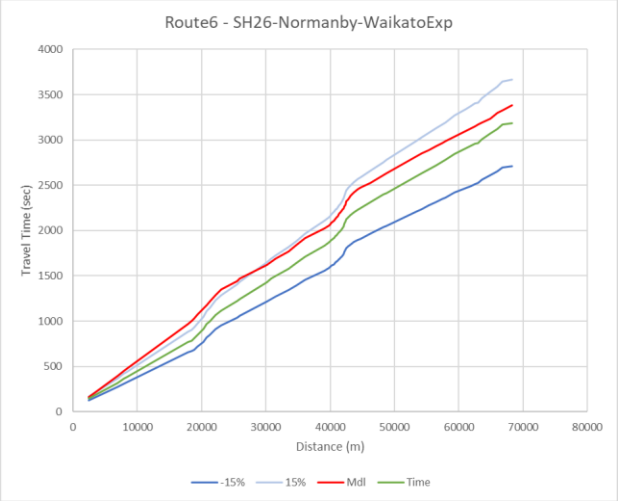

Route4 - SH2-SH1-TeAroha
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

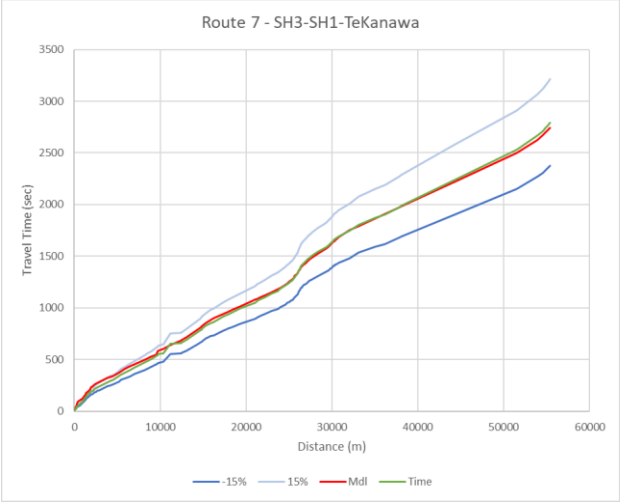

Route4 - SH2-TeAroha-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

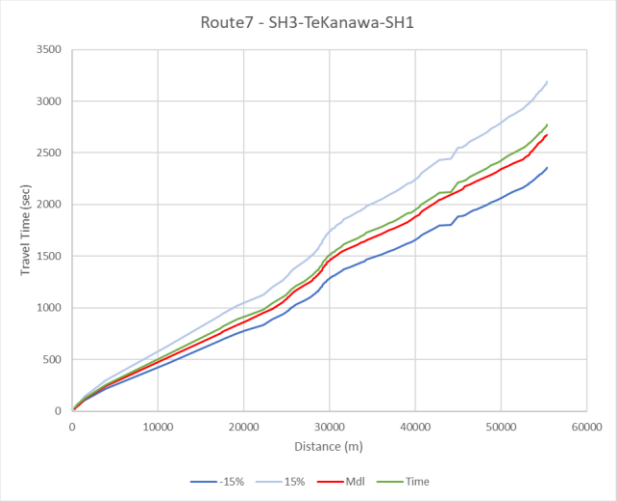

Route 5 - Waikato Expressway-Gordonton
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

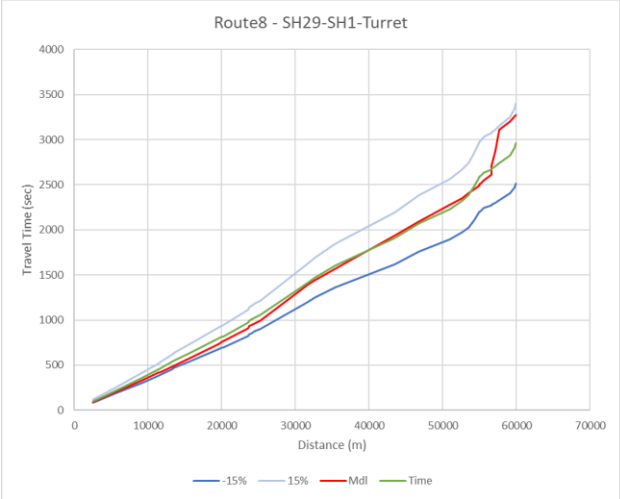

Route 5 - Gordonton-Waikato Expressway
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

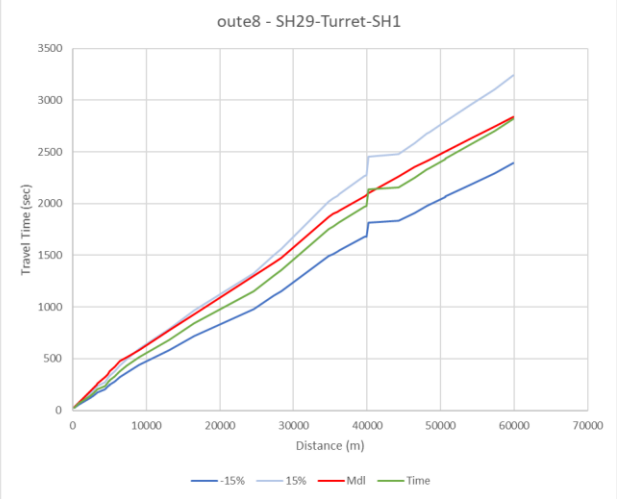

Route6 - SH26-WaikatoExp-Normanby
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time


Route6 - SH26-Normanby-WaikatoExp
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time


Route 7 - SH3-SH1-TeKanawa
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

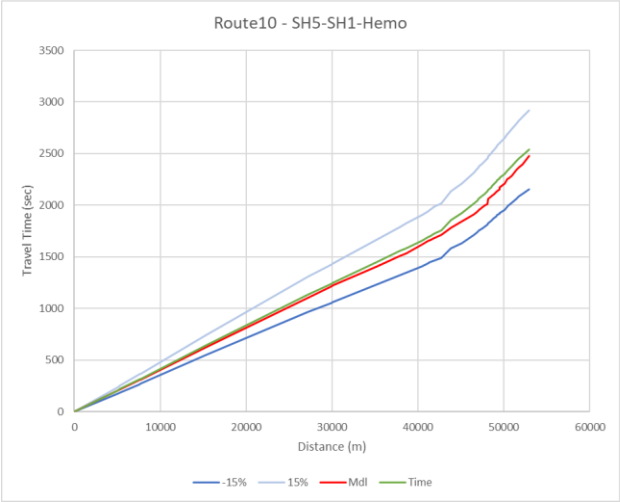

Route7 - SH3-TeKanawa-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

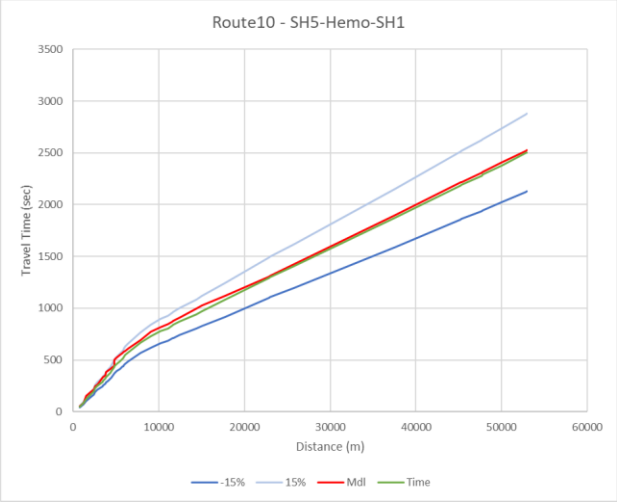

Route8 - SH29-SH1-Turret
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

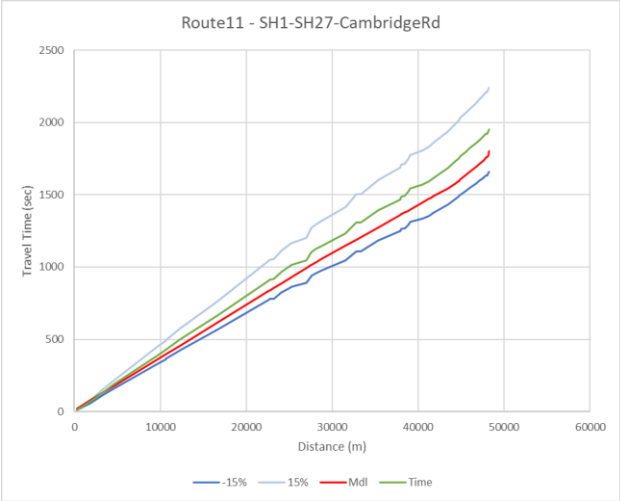

oute8 - SH29-Turret-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

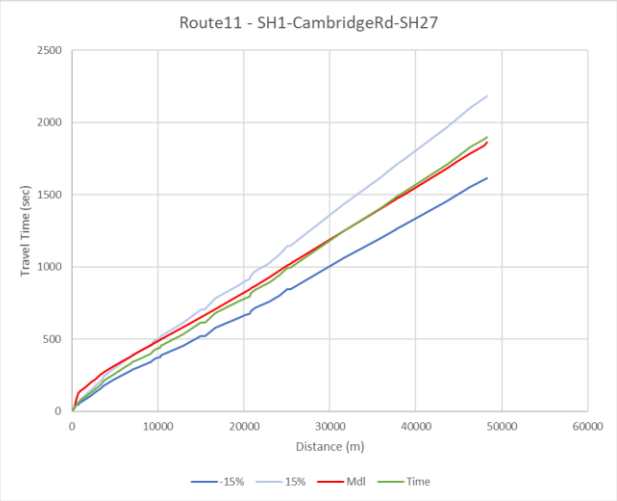
Route9 - SH1-Maraetai-Broadway
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

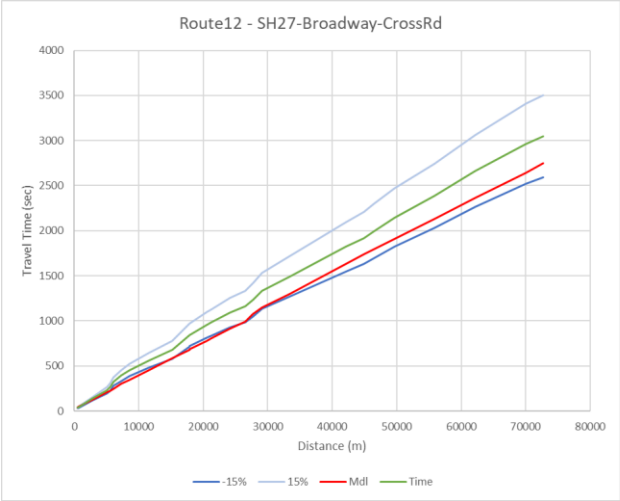
Route9 - SH1-Broadway-Maraetai
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

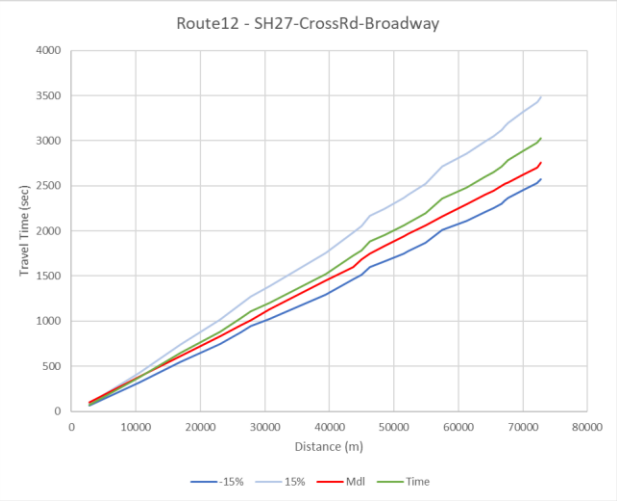

Route10 - SH5-SH1-Hemo
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

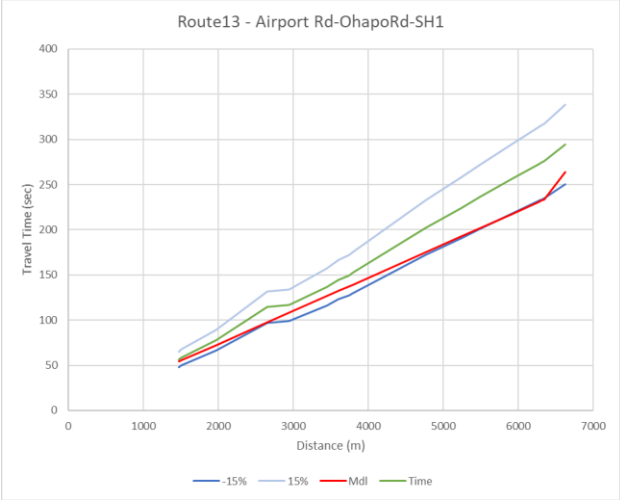

Route10 - SH5-Hemo-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

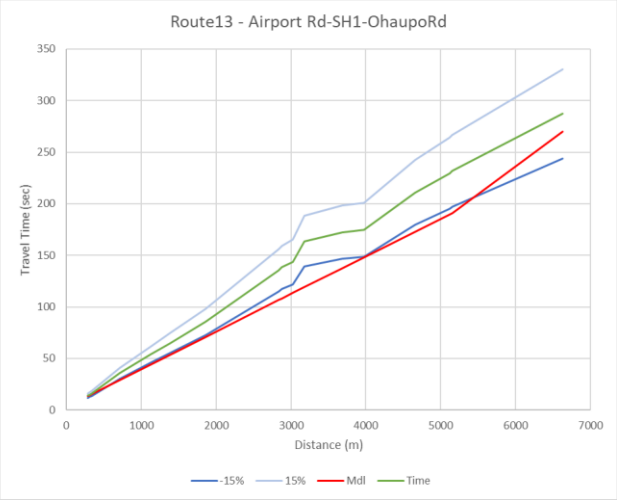

Route11 - SH1-SH27-CambridgeRd
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

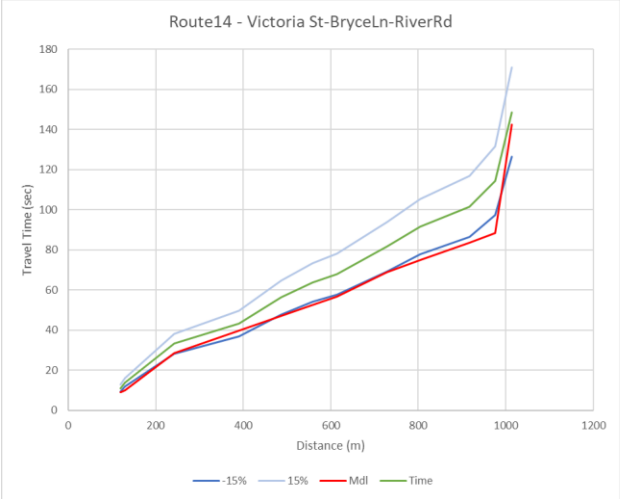

Route11 - SH1-CambridgeRd-SH27
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

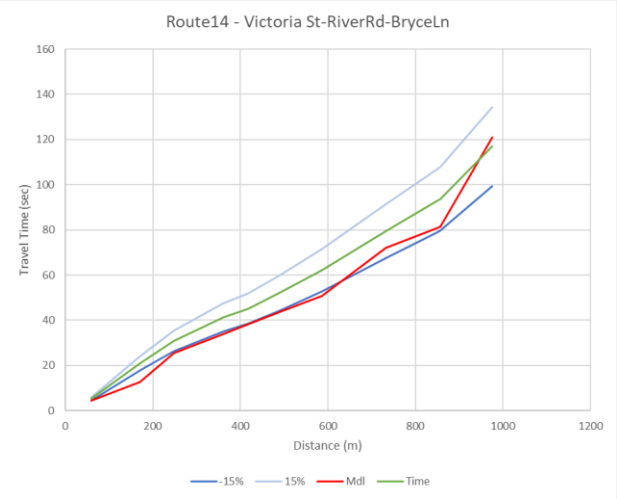

Route12 - SH27-Broadway-CrossRd
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

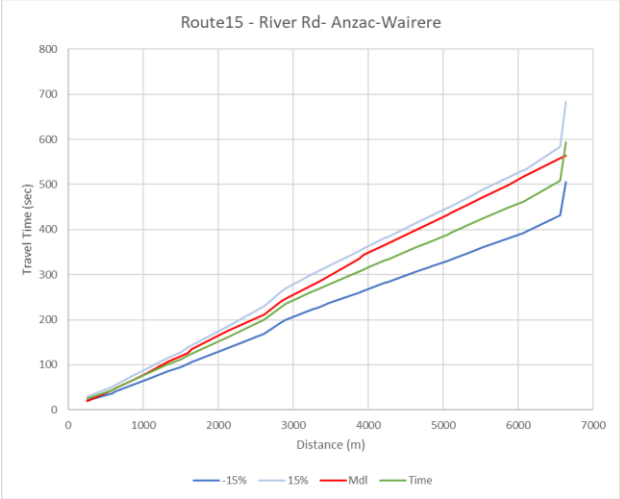

Route12 - SH27-CrossRd-Broadway
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

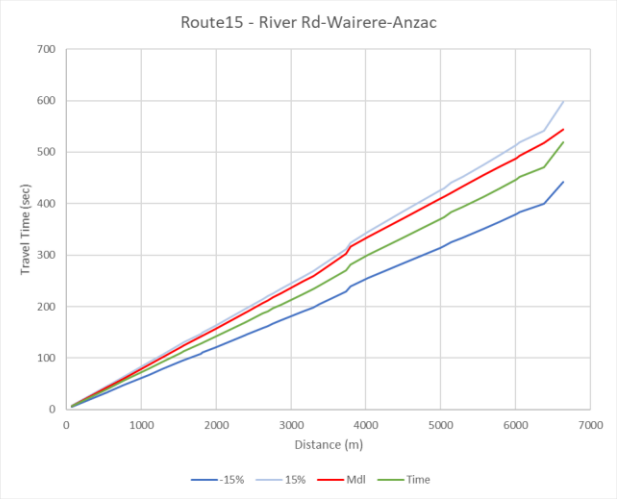

Route13 - Airport Rd-OhapoRd-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

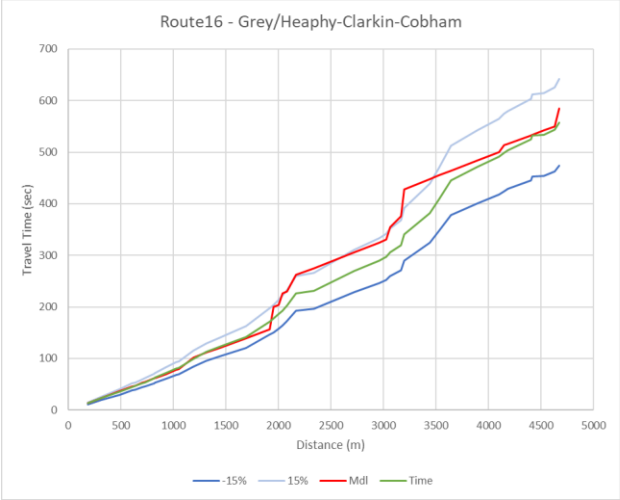

Route13 - Airport Rd-SH1-OhaupoRd
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

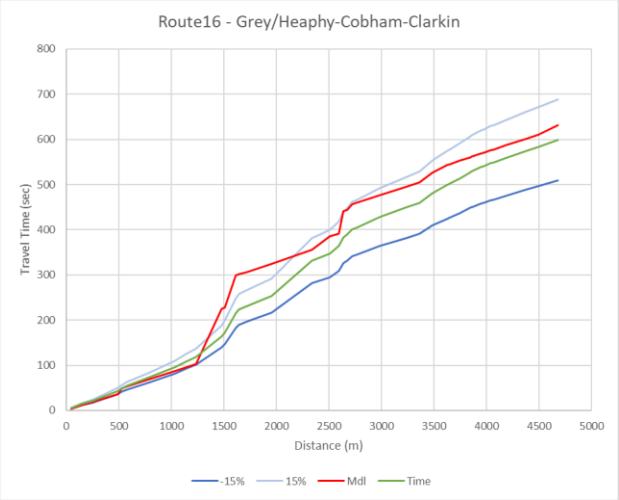

Route14 - Victoria St-BryceLn-RiverRd
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

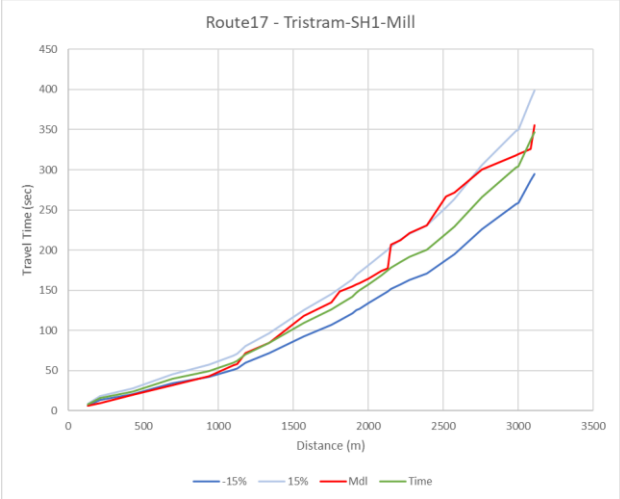

Route14 - Victoria St-RiverRd-BryceLn
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

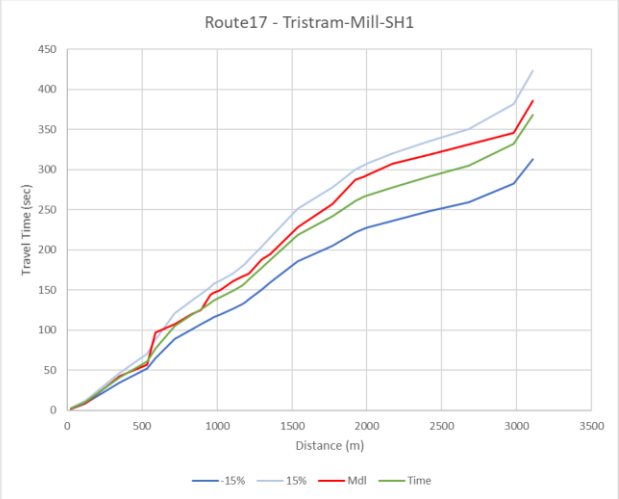

Route15 - River Rd- Anzac-Wairere
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

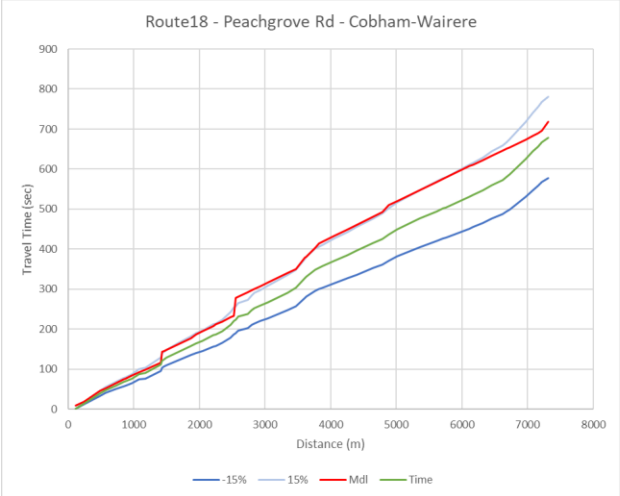

Route15 - River Rd-Wairere-Anzac
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

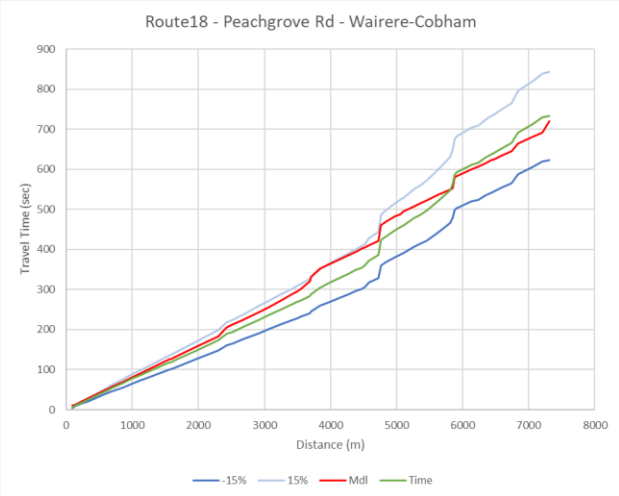

Route16 - Grey/Heaphy-Clarkin-Cobham
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

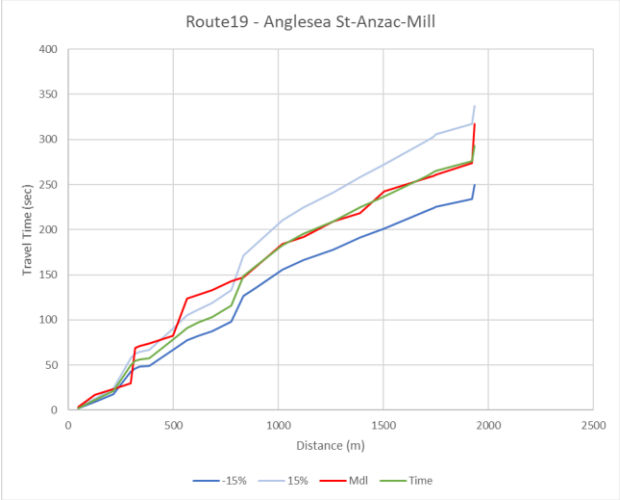

Route16 - Grey/Heaphy-Cobham-Clarkin
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

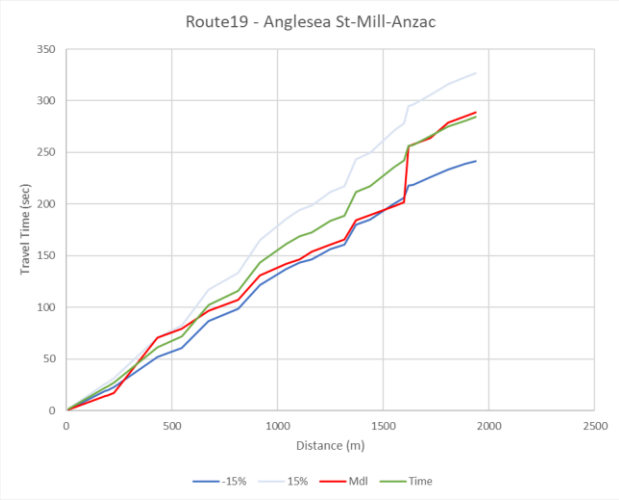

Route17 - Tristram-SH1-Mill
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

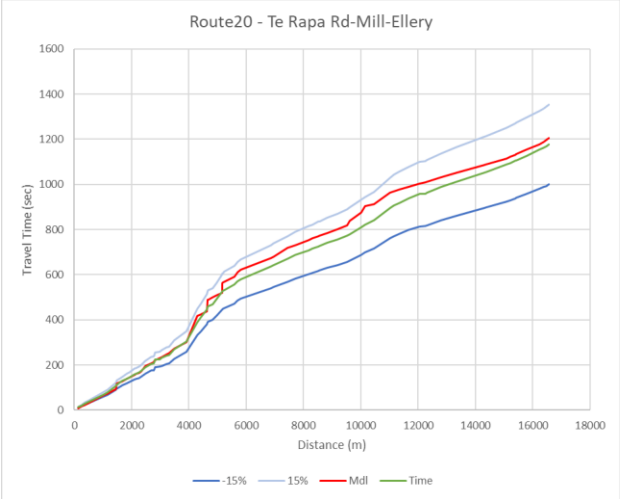

Route17 - Tristram-Mill-SH1
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

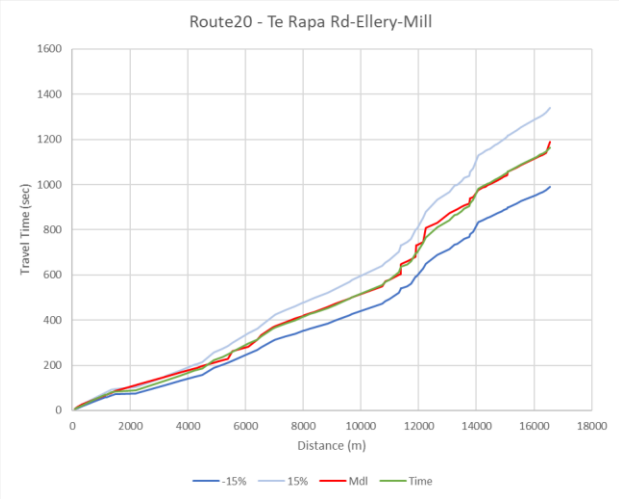

Route18 - Peachgrove Rd - Cobham-Wairere
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

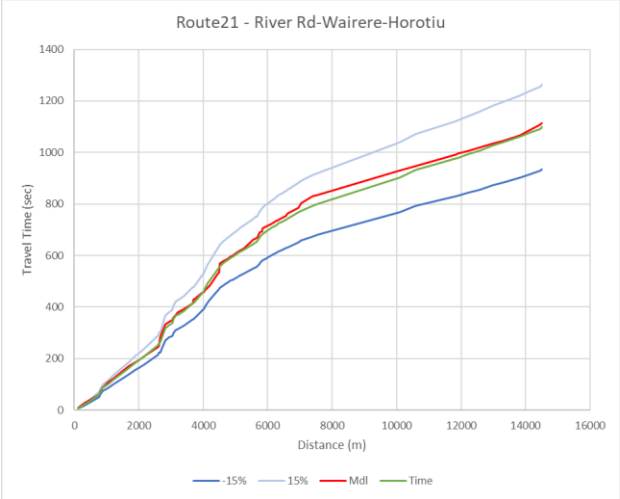

Route18 - Peachgrove Rd - Wairere-Cobham
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

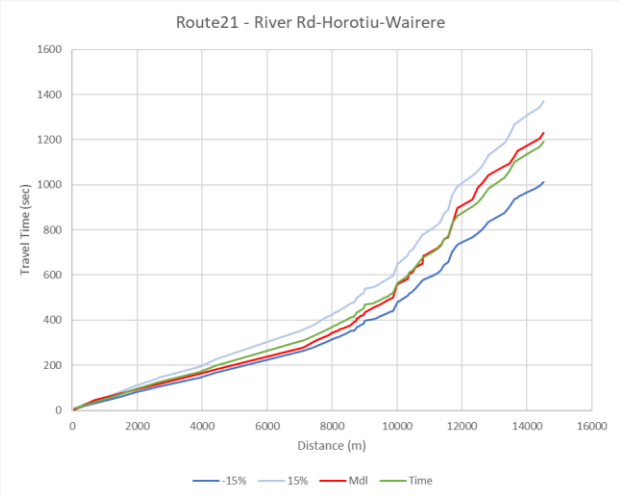

Route19 - Anglesea St-Anzac-Mill
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

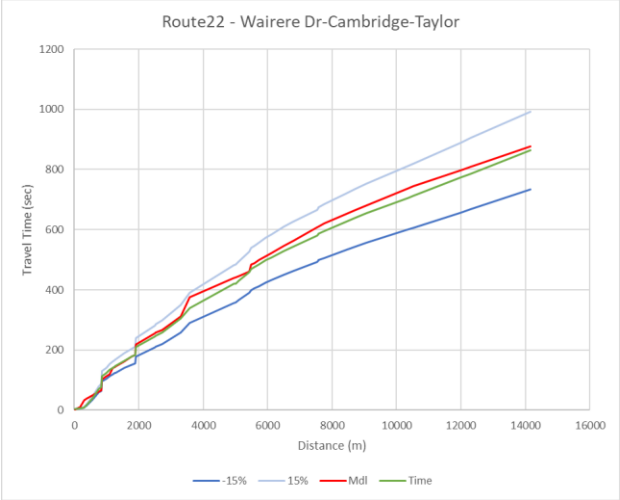

Route19 - Anglesea St-Mill-Anzac
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

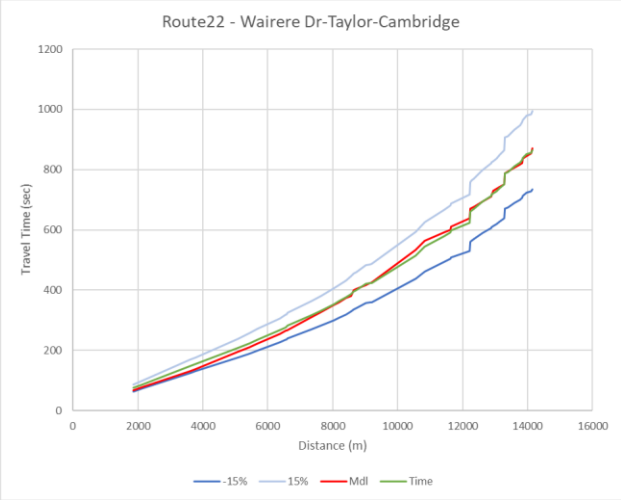

Route20 - Te Rapa Rd-Mill-Ellery
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time


Route20 - Te Rapa Rd-Ellery-Mill
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time


Route21 - River Rd-Wairere-Horotiu
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time


Route21 - River Rd-Horotiu-Wairere
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time


Route22 - Wairere Dr-Cambridge-Taylor
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time


Route22 - Wairere Dr-Taylor-Cambridge
Travel Time (sec)
Distance (m)
-15%
15%
Mdl
Time

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