PROPOSED TE PŪTAHI LADIES MILE PLAN VARIATION

RESPONSE FROM COLIN ROBERT SHIELDS TO PANEL TRANSPORT QUESTIONS RAISED ON 5 AND 6 DECEMBER 2023

- As directed by the Panel, I set out below my response to the transport related questions raised by the Panel on 5 and 6 December 2023. I include the questions in italics and my response follows this using the following headings:
 - (a) My Summary Statement;
 - (b) Parking;
 - (c) Modelling;
 - (d) Monitoring; and
 - (e) TPLM Variation provisions.

Summary Statement

Paragraph 41 - Interdependency of TPLM Variation and W2G partners investment - if Panel minded approving TPLM Variation, what happens if W2G investment doesn't happen? How big a risk is this?

2. This is addressed in paragraphs 15 and 16 of Mr Brown's Summary of Evidence and subsequent discussion at the presentation to the Panel on 6 December 2023.

Paragraph 46 – Following on from your information on daily variation of existing traffic volumes, can you please provide:

- a) Standard deviation.
- b) % differences.
- c) Variations by month.
- 3. My response is as follows:
 - (a) The Standard deviation for daily traffic over the two week period of 9 October to 22 October 2023 is 2,067.
 - (b) Figures 1 to 2 in Appendix A show the % variations of the average daily traffic flow of 17,895 for weekdays (Figure 1) and for weekends (Figure 2).
 - (c) For the same permanent count site as a) and b) above, variations by month for the 12 month period November 2022 to October 2023 are shown in Figure 3 of Appendix A. Note October 2023 is the most recent full month of data. A review of the data indicated that there was one day of data (24th) missing from

September 2023 and two days of data (23rd and 24th) missing from October 2023.

Paragraph 47–In relation to international research on housing density and reduction in vehicle trips, please provide:

- a) List of research used.
- b) Compare research findings with that of Mr Parlane.
- c) Short statement on relevance of research to Queenstown context.
- To respond to (a) research used included, please refer to weblinks provided (press CTRL + click):
 - (a) (PDF) Smart Growth -- As Seen From the Air Convenient Neighborhood, Skip the Car (researchgate.net)
 - (b) <u>Gasoline Consumption and Cities Revisited: What Have We Learnt?</u> (scirp.org)
 - (c) <u>The impact of residential density on vehicle usage and energy consumption -</u> <u>ScienceDirect</u>
 - (d) <u>Transport solution in denser housing NZ Herald</u>
- 5. To respond to (b) as detailed in my EIR, Mr Parlane used research which indicated:
 - (a) Density is only one driver of mode share (reference Mees, Paul, How dense are we? Another look at urban density and transport patterns in Australia, Canada and the USA, RMIT, Melbourne 2009).
 - (b) There are diminishing returns to density. Increases in density have their greatest effect in less dense areas, and density increases in high density areas have less effect (reference Haider, Murtaza. 2019. "Diminishing Returns to Density and Public Transit." Transport Findings, October. https://doi.org/10.32866/10679.)
 - (c) For 40 dwellings per hectare and 60 dwellings per hectare the higher density would result in a higher mode share (reference Cooke, S. & Behrens, R., 2016. Correlation or cause? The limitations of population density as an indicator for public transport viability in the context of a rapidly growing developing city. Transportation Research Procedia 25 (2017) 3003–3016)

- (d) The Other End of the Trip Matters i.e. there are a number of people who work at home or work within their own local area (reference Statistics NZ Census Journey to Work data 2018 based on resident address for Lake Hayes Estate (note not based on work address).
- 6. Mr Parlane concluded from his research that *"In my view a better minimum would be* 40 dwellings per hectare gross because that is a level that still provides for most of the transport advantages that come with density".
- 7. I agree with Mr Parlane's conclusion from his research that 40 dwellings per hectare (Ha) is the minimum density level and I consider that both the research I have used and the research that Mr Parlane has used, demonstrates that there is greater potential for mode shift with densities of 40 to 60 dwellings/Ha (the difference between our research relates to the scale of mode shift in the 40 to 60 dwellings/Ha range).
- 8. To respond to (c), as explained in my presentation to the Panel, the research used by both Mr Parlane and myself is primarily North American and European. I consider this to be appropriate research to inform the New Zealand context given it is based on examples from what can be considered car-centric locations.

Paragraph 49– Please provide details of the Aspen Transport environment

- 9. The Transport environment is described in section 2.2 (page 19) of the TPLM Transport Strategy and I repeat this as follows: "Aspen has many features in common with Queenstown: It has very expensive real estate and significant housing affordability challenges, resulting in many workers needing to commute long distances to jobs in Aspen. As a year-round resort destination, it has the same "insatiable desirability" that literally drives its transport issues. Growth in air services has in both cases been a key driver of visitor and population growth and it has even similarly constrained access as Queenstown with one route in and out of the town centre".
- In reference to the Panel question regarding whether the Queenstown winter climate would deter people using the bus or walk and cycle, it should be noted that Aspen is also a ski resort, and has colder winter weather conditions than Queenstown (queenstown climate Google Search aspen climate Google Search, aspen climate Google Search).

- 11. In reference to the Panel question regarding whether there is no charge to use buses in Aspen, this is the case for trips staying within the same fare zone within Aspen and on some routes it is also free to adjacent zones. However, for bus travel outside of these zones, fares range from \$2 to \$8 USD (\$3 to \$13 NZD). The flat fare in Queenstown is \$2 regardless of the distance travelled. As such I consider the existing bus fare structures to be similar.
- 12. It should also be noted that Aspen also has a number of exclusive bus lanes and High Occupancy Vehicle lanes that provide improved bus journey times and reliability. Bus services within Aspen City typically operate on 20 minute frequencies, with some at 10 minute frequencies. Therefore, there are many similarities of the Aspen bus network that is intended within the TPLM Variation and wider W2G initiatives to achieve mode shift including bus priorities and high frequency services. Other initiatives in operation in Aspen also include an e-bike sharing programme (called We-Cycle), a car share programme (called Car To Go), a car pool programme, a support programme for employers to help their staff to find better ways to work (called the Transportation Options Program), discounted bus passes, on demand transport services, end of trip cycle facilities and Transport Demand Management marketing. These measures have been identified for implementation by the W2G partners to achieve mode shift and were also initiatives identified within the TPLM Transport Strategy. Given the success of these measures to reduce car use in Aspen, I consider that these will also be effective in reducing car use as part of the TPLM Variation.

Paragraph 32 – Please provide details of spreadsheet analysis of bus capacity as described in presentation to the Panel.

- 13. At the presentation to the Panel, I explained that I prepared a calculation of predicted bus capacity at 2,400, 2,000, 1,800 and 1,100 residential units based on the earlier Panel questioning of the economics and urban design expert presentations to the Panel on 4 December 2023 relating to 2,000 and 1,800 residential units at TPLM Variation (with 1,100 also included in my assessment since this was the Strategic transport model baseline).
- 14. Below is a table summarising this assessment which uses the transport model AM and PM predicted peak hour bus flows for the 2,400 TPLM Variation units and Lake Hayes Estate (LHE) /Shotover Country (SC). This data is taken from Table 6.3.3 of Appendix C of my EIC, which I have then pro-rata for the 2,000, 1,800 and 1,100 units. I then calculated the hourly capacity of buses based on a 10 minute frequency

and a capacity of 40 seats (based on existing Queenstown bus vehicle seat numbers and I have assumed an additional 10 passengers standing). This results in the following bus capacity assessment:

No. units	AM TPLM Bus trips	PM TPLM Bus trips	AM LHE/ SC bus trips	PM LHE/ SC bus trips	No. buses in peak hour	Bus capacity	AM Pk Bus occupancy	PM Pk Bus occupancy
2400	386	445	323	365	12	600	118%	135%
2000	322	371	269	304	12	600	98%	113%
1800	290	334	242	274	12	600	89%	101%
1100	177	204	148	167	12	600	54%	62%

15. This indicates that with 2,400 and 2,000 units at TPLM, bus capacity will be exceeded and will be at or close to capacity with 1,800 units. Any lower than 1,800 units at TPLM will mean that buses will have excess capacity and will be unsustainable in terms of viability at the proposed level of high frequency (i.e. every 10 mins) bus service.

Parking

1.5 parking spaces for 3+ bed units – how can this be controlled through the provisions.

16. I have discussed this with Mr Brown and we consider that developers will work out through their sales the number of spaces (i.e. 1 or 2 car park spaces) which will be provided for their 3+ bed units in order to achieve the overall average of 1.5 spaces for 3 + units across their site. Mr Brown is considering this further following questions from the Hearing Panel on 6 December.

Reconsider parking standards for supermarket

17. This is addressed in paragraph 10 (f) of Mr Brown's Summary of Evidence.

Residents will park more vehicles than their off street provision

I note that QLDC control parking on street through the Traffic and Parking Bylaw
 2018 and this also prevents parking "off a roadway", and this includes the land
 considered to be berms. Control within the individual sections is more difficult to

enforce but I consider that the plot sizes are unlikely to provide the room to accommodate more cars than the parking provision.

Modelling

Confirm Sidra assumes 60 km/h speed limit.

I confirm that the Sidra traffic signal assessments I have undertaken are based on a
 60 km/h speed limit.

The following questions for Mr Smith:

- a) Confirm with Mr Smith that 60 km/h speed limit required for urbanisation.
- b) Confirm with Mr Smith data used to validate strategic transport model base year and does this take into account 6% growth in observed traffic flows 2020 to 2023.
- c) Request Mr Smith to provide GEH stats from calibration/validation of base year strategic model.
- d) Re paragraph 36 of Mr Shields EIR Since Tracks model is built using Census and household travel survey data, request Mr Smith comments on whether Tracks model can assess active modes.
- e) Request Mr Smith to provide details of school trips in the model for TPLM, Shotover Country and Lake Hayes Estate.
- 20. **Appendix B** provides Mr Smith's response to these questions.

Monitoring

Re paragraph 38 of Mr Shields' EIR, how can monitoring of achievement of mode shares be incorporated into provisions eg no more development if targets not met? and is the ITA mechanism a suitable way to assess progress on mode shares ? Should specific ITA guidance be prepared or should Council take a leading role on monitoring?

- 21. Provisions for monitoring are included in TPLM Variation Provisions 49.7.2 in relation to preparation of a Travel Demand Management Plan for residential buildings in the High Density Residential Precinct. Mr Brown and I will look into amendments of this provision to cover all development within TPLM. Mr Brown and I will also review amendments to the Provisions to incorporate the Panel's suggestion of including mode share monitoring and identifying remedial actions (should targets not be met) within Integrated Transport Assessments submitted as part of a Resource Consent application. This will be addressed in the Council's written reply.
- 22. Separately Mr Brown and I will also review the existing District Plan Chapter 29 (Transport) rules for High Traffic Generating Activities (**HTGA**). As detailed in

paragraph 30 of Mr Browns Summary, Rule 29.9 identifies thresholds for HTGA – we will review whether these thresholds should be amended for the TPLM Variation Provisions.

Based on the transport model, identify a vehicle trip generation that would equate to the 20% PT modelled flows.

23. As detailed in Table 6.3.3 of Appendix C of my EIC, the strategic transport model predicts the following AM, Interpeak (IP) and PM peak hour PT trips from the TPLM Variation which can be used as an equivalent vehicle trip:

	AM Peak	Interpeak	PM Peak
TPLM In	103	108	328
TPLM Out	283	88	117
TPLM Total	386	196	445

Anna Hutchinson Trust Land

Provide details of distances from the terraces to TPLM schools and commercial centre.

- 24. Based on Figure 1 and Attachment A of Mr Barlett and Mr McKenzie's EIC (dated 20 October 2023) I have measured the distance from the TPLM Variation Commercial Precinct to the upper terrace at its furthest point as 1.6km and to furthest point to the lower terrace of 2km. This equates to a walk time of 20 minutes and 25 minutes (upper and lower terrace respectively) which I do not consider to be a reasonable walk time. The closest distances from the upper and lower terraces to the commercial precinct would be 1.4km and 1.6km (upper and lower terrace respectively). This equates to a walk time of 17.5 minutes and 20 minutes (upper and lower terrace respectively) which I still do not consider to be a reasonable walk time.
- 25. Furthermore, these distances are in excess of the QLDC defined walkable catchment to shops and services of 600-800m and Ministry for the Environment (MfE) guidance on walkable catchments of up to 800m (as referenced in my response to question 19b of Reply to Submitters Questions dated 24 November). The distances of 1.6km and 2km would equate to approximately a 4 minute e-bike ride (or 6 minutes by conventional bike).

26. Based on Figure 1 and Attachment A of Mr Barlett and Mr McKenzie's EIC (dated 20 October 2023) I have measured the distance from the proposed bus stops on SH6 west of Stalker Road to the furthest point of the upper terrace as 990m and to the furthest point of the lower terrace of 1.4km. This equates to a walk time of 12.5 minutes and 17.5 minutes (upper and lower terrace respectively) which I do not consider to be a reasonable walk time to a bus stop. The closest distances from the upper and lower terraces to the bus stops would be 650m and 820m (upper and lower terrace respectively). This equates to a walk time of 8 minutes and 10 minutes (upper and lower terrace respectively) which I still do not consider to be a reasonable walk time since these distances are in excess of the 'industry norm' of a walk distance of 400 to 500m (5 minute walk time) to a bus stop. These distances (apart from the closest point of the upper terrace) are also in excess of QLDC defined walkable catchment to bus stops of 600-800m and MfE guidance on walkable catchments of up to 800m (as referenced in my response to question 19b of Reply to Submitters Questions dated 24 November).

TPLM Variation provisions

Consider back up provisions should the school(s) be delayed

27. This is addressed in Paragraph 41 of Mr Brown's Summary of Evidence. Furthermore, Mr Brown and I will look into what alternative Transport Demand Management measures (e.g. school buses) would be possible to incorporate into the TPLM Variation Provisions. This will be addressed in the Council's written reply.

Should a housing cap be included in the Provisions?

28. This is addressed in paragraph 42 of Mr Brown's Summary of Evidence.

Variation objectives and policies do not refer to mode shift

29. This is included in 49.2.6.1 to 49.2.6.6 objective and policies and also in 49.1 Purpose Statement and in objective 27.3.24. I understand Mr Brown will also address this further in the Council's written reply.

Does the Queenstown Business Case factor in the TPLM variation?

30. As detailed subsequently by Mr Pickard's presentation to the Panel on 5 December, TPLM was anticipated within the Queenstown Business Case but unlikely to the scale as envisioned in the TPLM Variation. Identify key transport issues if Collector Road provided to the north (and including connection to Hutchinson land)

- 31. As explained at the Panel presentation, from a transport perspective the key issues relating to providing the Collector Road to the north is that this will not be central to the development and may restrict pedestrian, cycle and vehicular access and connectivity within TPLM. Furthermore, should a decision be made in the future to route buses through the site, then moving the Collector Road to the north will mean that residents to the south of this will have further to walk to bus stops.
- 32. In respect of providing the Collector Road to the north and connecting to Hutchinson land, due to the level differences of the upper terrace of the Hutchinson land (of circa 20m) and on Lower Shotover Road, it would not be possible to do this. It is for this reason that Mr Barlett and Mr McKenzie's EIC dated (20 October 2023) showed an indicative alignment of roads with the TPLM Variation Collector Road realigned and extended southwards to provide a connection to the Hutchinson land via Spence Road (see extract below from Mr Barlett and Mr McKenzie's EIC, with the black dashed lines indicating their indicative roads).



Review inclusion of NZUP works west of bridge in TPLM Variation provisions

33. This is addressed in paragraph 13 of Mr Brown's Summary of Evidence. In addition the Stalker Road northbound bus lane will be incorporated into the SH6/Stalker Road intersection upgrade within the TPLM Variation Provisions. At Mr Brown's presentation 6 December, a question was raised relating to TPLM Variation provisions 49.5.33 and why is sub area A excluded from the list?

34. This is a typo and will be corrected in the updated TPLM Variation Provisions.

APPENDIX A











Figure 3 Monthly variation of daily traffic flow November 2022 to October 2023

APPENDIX B

Responses from Mr Smith

Dave Smith response to TPLM Hearing Panel transportation questions

Technical Note

Prepared for	Colin Shields, Tonkin & Taylor; TPLM Hearing Panel
Job Number	NZTA-J321
Revision	A
Issue Date	06 December 2023
Prepared by	Dave Smith, Technical Director - Transportation Planning

Hearing Panel Question Responses

Thank you for your email dated 5th December forwarding the modelling-related questions received from the Te Pūtahi Ladies Mile (TPLM) hearing panel for an initial response. These are addressed in turn below to include in your response to the panel.

1. Confirm with Mr Smith that 60 km/h speed limit required for urbanisation.

The key principle behind changing the corridor to a 60 km/h speed limit is related to road safety should traffic signals be installed. The likelihood of a side collision resulting in death is considerably higher if the collision speed occurred at 70 km/h (allowing for some reduction speed in braking for a vehicle travelling in an 80 km/h environment), compared to a collision speed of 50 km/h (allowing for a reduction from 60 km/h). The installation of signals greatly increases the potential for side impact collisions, for example as a result of red light running.

This reduced risk of a fatality that accompanies a reduction in collision speed, is demonstrated in the following diagram from the Austroads Guide to Road Safety Part 3. The likelihood of a side impact collision (the blue line) resulting in a fatality drops from approximately 80% to 10%.

Urbanising the SH6 corridor has an important role such that the highway is not just signposted at 60 km/h but also is interpreted by the driver to be consistent with a 60 km/h environment. Achieving this means that the design of the infrastructure (and corresponding design speed) matches the posted speed. If the environment were too rural in nature then drivers are more likely to drive as they would in a more rural environment with higher operating speeds irrespective of the posted speed.

As such it is not the speed limit that is required for urbanisation. Instead it is the urbanisation of the corridor that is required to be consistent with a much safer 60 km/h environment.



Figure 2.6: Relationships between a motorised vehicle collision speed and probability of a fatality for different crash configurations

Source: Jurewicz et al. (2015a) and based on Wramborg (2005)

2. Confirm with Mr Smith data used to validate strategic transport model base year and does this take into account 6% growth in observed traffic flows 2020 to 2023.

The full reporting of the model validation performance is appended to this technical note as Attachment A. The Waka Kotahi Transport Model Development Guidelines have been applied in accordance with industry best practice.

The modelled growth in traffic activity between 2018 and 2024 with no mode shift away from vehicle driver trips to public transport is summarised below:

Metric	2018	2024	Growth
8-9am peak hour trips	16092	19890	23.6% (3.9% pa)
12-1pm interpeak trips	15403	18833	22.2% (3.7% pa)
5-6pm peak hour trips	21291	26102	22.6% (3.8% pa)

Table 0.1 Modelled growth 2018-2024

3. Request Mr Smith to provide GEH stats from calibration/validation of base year strategic model.

This is appended to this technical note for the full base year model validation as Attachment B. Of note is the following count:

• SH6 east of Lower Shotover Road (Cordon Number 12 count 4) with GEHs of 0.6 and 1.5 (morning); 1.7 and 2.5 (interpeak); and 0.2 and 1.3 (evening peak).

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4. Re paragraph 36 of Mr Shields EIR - Since Tracks model is built using Census and household travel survey data, request Mr Smith comments on whether Tracks model can assess active modes.

No it does not assess active modes. Neither the Tracks model or the WSP bespoke PT model used in the TPLM assessment assume any mode shift relating to active modes.

5. Request Mr Smith to provide details of school trips in the model for TPLM, Shotover Country and Lake Hayes Estate.

School trips are represented in the model by including community and education jobs as a land use variable with the number of jobs added to the corresponding transport model zone where the school is situated. For the future forecast scenarios including TPLM, it was assumed that there is one employee for every 15 students at TPLM schools which corresponds well with actual school land use data.

There is a trip purpose in the trip generation phase of the model which is applied to generate home based other/education trips as a combined trip purpose. This means that the school trips are aggregated with other trips such as shopping and recreational trips. On this basis I acknowledge that the model does not provide a sophisticated representation of school-based travel, and as a result these cannot be isolated from the model from some other home-based trips.

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ATTACHMENT A Base Year Model Validation



3. Base Year Validation

The updated 2018 'Summer' models have been validated against available traffic counts to ensure it is appropriately validated across all count locations and matches observed volumes across a selection of screenlines. Travel time validation on key corridors of the model has also been undertaken.

The NZ Transport Agency has released Transport Model Development Guidelines (TMDG) (1st edition amendment 01 effective from 01 September 2019) to support the development and validation of transport models and the purpose category (Category A) has been used to establish suitable validation thresholds in this model update.

3.1 Individual Traffic Count Validation

Observed vs Modelled Count XY Scatter Plots (section 5.5 of TMDG)

The traffic counts used in the model validation have been combined into scatter plots comparing modelled and observed flows to determine the goodness of fit. The TMDG required that the line of best fit should have an R² values greater than 0.85 and the equation within the range of y=0.9x to y=1.1x. The morning peak, interpeak and evening peak scatter plots are shown below. Lines that are plus and minus 30% are shown for reference. The modelled flows are on the y-axis and the observed flows on the x-axis.



Figure 3.1 Morning Peak Scatter Plot





Figure 3.2 Interpeak Scatter Plot



Figure 3.3 Evening Peak Scatter Plot

Period	Slope	R ²
Criteria	0.9 to 1.1	> 0.85
АМ	0.948	0.945
IP	1.020	0.953
РМ	1.041	0.955

Table 3-1 Overall Scatter Plot goodness of fit (based on 47 two-way count observations)

The scatter plots demonstrate the line of best fit and R² value from each of the peak periods is within the guidelines set by the TMDG. There are 94 observations in this validation comparison across 47 two-way count sites spread throughout the District. There are some counts outside of the +/-30% lines and effort has been put into the validation phase to limit this occurring in the area that would be influenced by the current public transport serviced area and key traffic generation areas such as the wider Frankton Flats area and Wakatipu Basin. Noting that many of the counts are lower in volume and are more susceptible to flow discrepancy pushing beyond the 30% lines. However, this could be addressed if needed through local area validation on a project-by-project basis as required.

Observed vs Modelled Count Root Mean Square Error (section 5.6 of TMDG)

The RMSE across all counts is considered acceptable if this metric is less than 30% or requires clarification if below 40%. For each period model the RMSE is:

- 25.59% for AM Peak model;
- 23.16% for Interpeak model; and
- 23.23% for PM Peak model.

The RMSE statistic for all three periods is below 30% as required.

3.2 Screenline Validation

The model has been validated against existing traffic count data across the wider modelled area. There are three screenlines in and around Frankton as are shown in Figure 3.4.



Figure 3.4 Frankton Screenlines

There are regional screenlines and other township cordons included in the validation process and these are shown in Figure 3.5.



Figure 3.5 Regional and Other Screenlines



Screenline Statistics

The key screenline statistics for the Frankton Flats screenlines 1-3 are shown in Table 3-2, Table 3-3 and Table 3-4 highlighting the directional count volumes compared with the modelled count volume and the GEH based goodness-of-fit statistic. The screenline statistics for regional and other screenlines 4-9 are shown in Table 3-5 to Table 3-10 highlighting the directional count volumes compared with the modelled count volume and the GEH based goodness-of-fit statistic. The screenline statistic. The full screenline outputs are provided in Appendix A. For reference the screenlines with count locations and other spot counts are shown spatially in the figures in Appendix B.

Period	Value	Inbound	Outbound	Total
АМ	Count	1635	909	2544
	Model	1589	855	2444
	GEH	1.1	1.8	2
IP	Count	1496	1517	3011
	Model	1508	1486	2994
	GEH	0.3	0.8	0.3
РМ	Count	1481	2037	3519
	Model	1423	2179	3602
	GEH	1.5	3.1	1.4

Table	3-2	Screenline	Statistics	1	Frankton	Flats	Cordon	(6	counts	:1
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Table 3-3 Screenline Statistics 2. North of SH6 (3 counts)

Period	Value	Southbound	Northbound	Total
АМ	Count	350	219	569
	Model	303	211	514
_	GEH	2.6	0.5	2.4
IP	Count	211	228	439
	Model	202	199	401
	GEH	0.6	2	1.9
РМ	Count	232	246	478
	Model	263	338	601
	GEH	2	5.4	5.3



Period	Value	Southbound	Northbound	Total
АМ	Count	1941	1559	3500
	Model	2018	2011	4029
	GEH	1.7	10.7	8.6
IP	Count	1919	1846	3766
	Model	2147	2151	4298
	GEH	5.1	6.8	8.4
РМ	Count	2542	2543	5083
	Model	2618	2800	5418
	GEH	1.5	5	4.6

Table 3-4 Screenline Statistics 3. South of SH6 (9 counts)

Table 3-5 Screenline Statistics 4. Surrounding Queenstown (6 counts)

Period	Value	Southbound	Northbound	Total
АМ	Count	2209	1713	3923
	Model	2181	1413	3594
_	GEH	0.6	7.6	5.4
IP	Count	1740	1628	3367
	Model	1834	1821	3655
_	GEH	2.2	4.6	4.9
РМ	Count	2415	2346	4763
	Model	2167	2546	4713
	GEH	5.2	4.0	0.7

Table 3-6 Screenline Statistics 5. East of Queenstown (3 counts)

Period	Value	Southbound	Northbound	Total
АМ	Count	942	613	1554
	Model	891	521	1412
	GEH	1.7	3.9	3.7
IP	Count	750	701	1452
	Model	747	743	1490
	GEH	0.1	1.6	1.0
РМ	Count	780	1030	1810
	Model	896	1135	2031
	GEH	4.0	3.2	5.0



Period	Value	Southbound	Northbound	Total
АМ	Count	389	277	666
	Model	335	287	622
	GEH	2.8	0.6	1.7
IP	Count	361	362	723
	Model	295	299	594
	GEH	3.6	3.5	5.0
РМ	Count	439	446	884
	Model	381	351	732
	GEH	2.9	4.8	5.3

Table 3-7 Screenline Statistics 6. North of Cromwell (3 counts)

Table 3-8 Screenline Statistics 7. Wanaka Cordon (6 counts)

Period	Value	Southbound	Northbound	Total
АМ	Count	451	410	860
	Model	547	345	892
_	GEH	4.3	3.3	1.1
IP	Count	474	478	953
	Model	433	416	849
_	GEH	1.9	2.9	3.5
РМ	Count	651	658	1309
	Model	451	654	1105
	GEH	8.5	0.2	5.9

Table 3-9 Screenline Statistics 8. North of Wanaka (2 counts)

Period	Value	Southbound	Northbound	Total
АМ	Count	177	96	273
	Model	196	71	267
	GEH	1.4	2.7	0.4
IP	Count	146	165	311
	Model	130	122	252
	GEH	1.4	3.6	3.5
РМ	Count	161	236	397
	Model	129	220	349
	GEH	2.7	1.1	2.5



Period	Value	Southbound	Northbound	Total
АМ	Count	1719	1167	2886
	Model	1782	1009	2791
	GEH	1.5	4.8	1.8
IP	Count	1333	1336	2670
	Model	1311	1294	2605
	GEH	0.6	1.2	1.3
РМ	Count	1612	1825	3438
	Model	1451	1799	3250
	GEH	4.1	0.6	3.3

Table 3-10 Screenline Statistics 9. Outer Queenstown (5 counts)

Overall, the results demonstrate that the model is largely consistent with observed traffic counts across the screenlines throughout the district. There are some anomalies in some periods but this is to be expected as the model covers a large geographic area and needs to reflect both regional and local traffic patterns. The south of SH6 screenline has been affected by the count on Stalker Road as it is located deep within the subdivision instead of just south of the highway. The zonal layout means either a lot or very little traffic will pass over this link. This made it difficult to validate the overall balance of flows from the largely residential area. With effects of congestion not reflected well the route choice in Frankton is potentially affected as some traffic will be rat running to avoid extensive queueing that occurs. In the AM there is not a lot of choice to deal with westbound queues on the Shotover Bridge but there is more route choice in the PM peak. This may provide reasoning why the PM has a poorer fit with GEH values on the south of SH6 screenline than the other periods.

Observed vs Modelled Hourly Link GEH Comparisons (Section 5.3 of TMDG)

The TMDG purpose type A requirements for all screenlines in terms of total GEH is for 60% of screenlines to have a GEH value less than 5.0, 75% of screenlines to have a GEH value less than 7.5 and 90% of screenlines to have a GEH value less than 10.0. The comparison of the modelled screenlines against these criteria is shown in Table 3-11 and this demonstrates that the model exceeds these requirements.

Period	% of GEH < 5.0	% of GEH < 7.5	% of GEH < 10.0
Criteria	> 60%	> 75%	> 90%
АМ	90%	90%	95%
IP	90%	100%	100%
РМ	95%	100%	100%

Table 3-11 Overall screenline goodness of fit (based on 18 directions)

Individual count validation on the screenlines is also recommended in the TMDG, and requires that on each screenline 65% of GEH values are less than 5.0, 75% of GEH values are less than 7.5, 85% of GEH values are less than 10 and 95% of GEH values are less than 12. The comparison of the



modelled screenlines against these criteria is shown in Table 3-12 with criteria met for each period and screenline.

Table 3-12 Individual screenline	goodness of fit
----------------------------------	-----------------

Screenline	AM Peak			Interpeak			PM Peak					
Criteria (GEH of counts on screenline less than)	<5	<7.5	<10	<12	<5	<7.5	<10	<12	<5	<7.5	<10	<12
Target	65%	75%	85%	95%	65%	75%	85%	95%	65%	75%	85%	95%
1 Frankton Cordon (12)	100%	100%	100%	100%	83%	100%	100%	100%	75%	100%	100%	100%
2 North of SH6 (6)	83%	100%	100%	100%	100%	100%	100%	100%	83%	100%	100%	100%
3 South of SH6 (18)	83%	94%	94%	100%	83%	100%	100%	100%	72%	100%	100%	100%
4 Queenstown Cordon (12)	92%	100%	100%	100%	100%	100%	100%	100%	83%	92%	100%	100%
5 East of Queenstown (6)	100%	100%	100%	100%	100%	100%	100%	100%	83%	100%	100%	100%
6 North of Cromwell (3)	100%	100%	100%	100%	67%	100%	100%	100%	83%	100%	100%	100%
7 Wanaka Cordon (12)	100%	100%	100%	100%	100%	100%	100%	100%	75%	100%	100%	100%
8 North of Wanaka (4)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
9 Outer Queenstown (10)	90%	100%	100%	100%	100%	100%	100%	100%	70%	90%	100%	100%

Note: Count observations in brackets next to screenline name

Overall, the model aligns with the criteria and in many cases all counts on separate screenlines having a GEH less than 5.0 with the requirement being on 65%. Screenline 6 has one rural location on SH6 between Cromwell and Wanaka where GEH values were just over a value of five in both directions in the interpeak and in one in the evening peak. Because this screenline has only 3 counts this affects the overall percentage adversely with 67% directional counts under 5.0 GEH value being reported. The other counts on the screenline are generally a good fit and the screenline is considered to have better fit than this value suggests. It is not in a critical location for the QTPBC but could be looked into for other project work if needed.

While the evening peak period meets the requirements for model validation it does not perform as well as the other periods in the criteria for GEH being under a value of five for counts within a screenline reported in Table 3-12. The model and outputs have been looked into for why this might be the case but there doesn't appear to be a particular reason. Some relate to the counts near the BP roundabout where transferring traffic to an adjacent road to address two counts would adversely affect the validation in the other periods. Some also relate to the potential mismatch in route choice with queuing more significant in the PM peak. The model trip generation is informed by an Auckland HIS from 1999 and there might be slightly more discrepancy in trip making in the evening peak compared to the other periods acknowledging the near 20 year difference. However, given the model validation results are



favourable across all periods the level of fit is considered to be satisfactory for the purpose of the QTPBC. It is advised that local checks are undertaken in the QTPBC to determine if any adjustments are needed for the adopted methodology of the QTPBC.

Observed vs Modelled Hourly Link Count Band Comparison (section 5.4 of TMDG)

The TMDG Purpose Type A requirements for all screenlines in screenline count bands is for greater than 70% of screenlines to be within 10% and greater than 80% of screenlines within 15%. The comparison of the modelled counts against these criteria is shown in Table 3-13 and there are some issues meeting these thresholds. The model is closer to meeting the "within 15%" threshold with the interpeak model right on the threshold with 80% of screenline directional totals within 15% of the count total.

Many of the counts are low in volume and changes in volume appear to push the total screenline difference over the thresholds particularly when the total flow across a screen line is low. For example, one of the screenline directions has a count of 177 and the model is just 11% high but the GEH for this is very good at 1.4. Another screenline direction has a count of 389 and the model is 14% high but the GEH for this GEH for this is still good at 2.8. The high variability of seasonal counts is likely to be affecting the fit to these criteria also.

With the high number of lower volume counts the goodness of fit is better informed by the GEH statistic as the two examples demonstrate in the preceding paragraph. The link band validation is still reported but in this case we prefer the GEH as a measure of goodness of fit as it better accounts for a mixture of low and high volume counts and the variation from the model to observed values.

Period	% of screenlines within 10%	% of screenlines within 15%
Criteria	> 70%	> 80%
АМ	45%	65%
IP	55%	80%
РМ	40%	70%

Table 3-13 Overall screenline goodness of fit to link bands

The TMDG Purpose Type A requirements for all individual link counts on screenlines bands is for greater than 70% of counts over 700vph to be within 100vph, counts between 700vph and 2700vph to be within 15% and counts over 2700vph to be within 400vph. The comparison of the modelled counts against these criteria is shown in Table 3-14 and this demonstrates that the model exceeds these requirements.

Table 3-14 Individual screenline count goodness of fit to link bands

Period	% of counts under 700vph within 100vph	% of counts btwn 700- 2700vph within 15%	% of counts over 2700vph within 400vph
Criteria	> 70%	> 70%	> 70%
AM	97%	75%	n/a
IP	94%	100%	n/a
PM	94%	100%	n/a

Overall the model is considered to reflect observed counts well even with the low threshold meeting for the overall screenline bands particularly in light of the overall GEH thresholds reported in the previous section and that individually the band criteria is met very well.



3.3 Travel Time Validation

A bluetooth system is set up to extract travel times on key corridors of the road network. The Purpose Type A validation criteria are for 80% of journeys to be within 15% or one minute (if higher) and for 85% of journeys to be within 25% or 1.5 minutes (if higher). The routes are shown in the figure below.



Figure 3.6 Queenstown-Frankton detector locations

A comparison between the observed and modelled journey times is shown in Table 3-15 to Table 3-17 for the three hours modelled. Further discussion outside of this reporting has highlighted that mean observed travel times were not available from the Bluetooth data at the granularity required for the model validation comparison. The only measure available to compare to the hourly modelled travel times is the upper and lower 10th percentiles. Comparing how the modelled times fit within this range instead is consistent with the previous base model validation for the Business Case work.

Route Segment Description	BT end points	Observed 10%ile	Modelled Time	Observed 90%ile	OK?
1 SH6inc LHayes to 5Mile	V to U	121	144	169	ОК
2 SH6inc 5Mile to BP	U to R	80	112	118	ОК
3 SH6inc BP to Airport	R to S	42	63	116	ОК
4 SH6inc Airport to PenRd	S to T	159	98	550	Too fast

Table 3-15 Travel Time Validation Reporting AM Peak Hour



5 SH6dec PenRd to Airport	T to S	161	106	506	Too fast
6 SH6dec Airport to BP	S to R	49	76	127	ОК
7 SH6dec BP to 5Mile	R to U	73	109	119	ОК
8 SH6dec 5Mile to Lhayes	U to V	122	119	163	Too fast
9 SH6Ainc BP to Dublin	R to O	338	379	423	ОК
10 SH6Ainc Dublin to Stanley	O to N	69	71	200	ОК
11 SH6Ainc Stanley to FrnsdRbt	N to M	163	200	273	ОК
12 SH6Adec FrnsdRbt to Stanley	M to N	185	186	410	ОК
13 SH6Adec Stanley to Dublin	N to O	62	84	112	ОК
14 SH6Adec Dublin to BP	O to R	353	368	478	ОК
15 GorgeNB Stanley to HInstn	N to P	59	96	300	ОК
16 GorgeNB FrnsdRbt to HInstn	M to P	214	247	514	ОК
17 GorgeNB Hinstn to Indstl	P to Q	46	56	90	ОК
18 GorgeSB Indstl to HInstn	Q to P	49	58	79	ОК
19 GorgeSB HInstn to Stanley	P to N	74	82	305	ОК
20 GorgeSB HInstn to FrnsdRbt	P to M	227	253	402	ОК

Table 3-16 Travel Time Validation Reporting Interpeak Hour

Route Segment Description	BT end points	Observed 10%ile	Observed 90%ile	Modelled Time	OK?
1 SH6inc LHayes to 5Mile	V to U	121	139	174	ОК
2 SH6inc 5Mile to BP	U to R	82	113	126	ОК
3 SH6inc BP to Airport	R to S	42	60	120	ОК
4 SH6inc Airport to PenRd	S to T	165	100	592	Too fast
5 SH6dec PenRd to Airport	T to S	166	106	512	Too fast
6 SH6dec Airport to BP	S to R	54	75	148	ОК
7 SH6dec BP to 5Mile	R to U	74	113	123	ОК
8 SH6dec 5Mile to Lhayes	U to V	121	124	159	ОК
9 SH6Ainc BP to Dublin	R to O	347	375	550	ОК
10 SH6Ainc Dublin to Stanley	O to N	93	70	346	Too fast



11 SH6Ainc Stanley to FrnsdRbt	N to M	187	208	323	ОК
12 SH6Adec FrnsdRbt to Stanley	M to N	225	181	447	Too fast
13 SH6Adec Stanley to Dublin	N to O	62	86	120	ОК
14 SH6Adec Dublin to BP	O to R	351	387	513	ОК
15 GorgeNB Stanley to HInstn	N to P	63	98	488	ОК
16 GorgeNB FrnsdRbt to HInstn	M to P	246	243	534	Too fast
17 GorgeNB HInstn to Indstl	P to Q	46	56	94	ОК
18 GorgeSB Indstl to HInstn	Q to P	49	57	90	ОК
19 GorgeSB HInstn to Stanley	P to N	76	82	318	ОК
20 GorgeSB HInstn to FrnsdRbt	P to M	239	260	444	ОК

Table 3-17 Travel Time Validation Reporting PM Peak Hour

Route Segment Description	BT end points	Observed 10%ile	Observed 90%ile	Modelled Time	OK?
1 SH6inc LHayes to 5Mile	V to U	119	138	156	ОК
2 SH6inc 5Mile to BP	U to R	81	116	122	ОК
3 SH6inc BP to Airport	R to S	42	62	97	ОК
4 SH6inc Airport to PenRd	S to T	124	103	238	Too fast
5 SH6dec PenRd to Airport	T to S	141	107	260	Too fast
6 SH6dec Airport to BP	S to R	53	90	141	ОК
7 SH6dec BP to 5Mile	R to U	74	115	128	ОК
8 SH6dec 5Mile to Lhayes	U to V	121	130	163	ОК
9 SH6Ainc BP to Dublin	R to O	330	387	441	ОК
10 SH6Ainc Dublin to Stanley	O to N	98	121	227	ОК
11 SH6Ainc Stanley to FrnsdRbt	N to M	187	221	302	ОК
12 SH6Adec FrnsdRbt to Stanley	M to N	187	179	313	Too fast
13 SH6Adec Stanley to Dublin	N to O	63	115	120	ОК
14 SH6Adec Dublin to BP	O to R	331	399	431	ОК
15 GorgeNB Stanley to HInstn	N to P	59	98	287	ОК
16 GorgeNB FrnsdRbt to HInstn	M to P	224	247	397	ОК



17 GorgeNB HInstn to Indstl	P to Q	45	57	85	ОК
18 GorgeSB Indstl to HInstn	Q to P	48	57	90	ОК
19 GorgeSB HInstn to Stanley	P to N	77	80	225	ОК
20 GorgeSB HInstn to FrnsdRbt	P to M	231	272	358	ОК

Most of the journey times sit within the upper and lower observed 10th percentiles however some observed times are difficult to replicate in a strategic model particular during the evening peak as the observed delays are very significant. The existing evening peak congestion and associated travel times northbound on Kawarau Road have been difficult to calibrate without adversely affecting the other periods or transferring too much traffic onto alternative routes such as McBride Street and Yewlett Crescent in the vicinity of SH6/6A intersection. The other area proving difficult is the Queenstown Town Centre where there are many interactions that slow traffic such as parking, zebra crossings and delays at traffic signals. The new Kawarau Falls bridge was being constructed during the modelled period but has been coded into the model as built as it is unlikely the effects of construction could have been reflected. The times along these routes (3 & 4) are much faster in the model than observed as a result. With this in mind there is just one route in the morning and evening peaks that is too fast out of 18 and three in the interpeak.

Subsequently, as the model is under-representing delays in some locations, the modelling provides a highly conservative analysis in the base year. This should be taken into consideration when interpreting the evaluation of travel times and corresponding benefits in subsequent project work. For the QPTPBC the modal split and mode shift potential will not rely on the Strategic model and thus any underrepresentation of travel times is not likely to have a major bearing as it might have in a standard four stage public transport based strategic model.

3.4 Model Convergence

All three period models have been converged until there is no difference between the output statistics on the penultimate and final model runs. The key model statistics are presented in Table 3-18 and this is in line with the expectation of this type of model set out in NZTA's TMDG.

Indicator	Final Run	Penultimate Run	Difference
AM Peak			
Trips Total	16092	16092	0.0
Vehicle Minutes	193506	193515	-8.6
Vehicle Kilometres	153876	153878	-1.5
Ave Trip Length (min)	12.03	12.03	0
Ave Trip Length (km)	9.56	9.56	0
Intrazonal Trips	2134	2134	0
Interpeak			
Trips Total	15403	15403	0.0
Vehicle Minutes	194576	194591	-15.6

Table 3-18 2018 Base Model Convergence

ATTACHMENT B Base Year GEH Individual Count Reporting

TRACKS TRACKS TRACKS TRACK TRACKS TRACKS TRACK S TRACKS KS TRACK Program : CKS TRAC Version : ACKS TRAC Version : ACKS TR Date run : TRACKS TR Date run : TRACKS T Time run : TRACKS Platform : W S TRACKS TRACKS TRACKS T	KS TRACKS TRACKS TR + TRACKS S TRACKS CORDON KS TRACK V7.08 CKS TRACK V7.08 CKS TRACK ACKS TRA ACKS TR 16:48:26 TRACKS T 16:48:26 TRACKS TRACKS 			
+ TRACKS Licenc	ed to			
at : Abley Chri	stchurch			
Parameter versi	on : V5.20			
Network Period Factor : 1	.000			
Cordon Period Factor : 1	.000			
GEH Period Factor : 1	.000			
CSV Output File :				
Cordon Data File : QM18CD Loaded Network : QM18NL 6018 L	.DAT .000 WAKATIPU MO inks in network	DEL 2018 AMP LIGHTS Y		
Cordon Number : 3 Description : 4 SURROUND	ING QUEENSTOWN (Inboun	d 1st)		
FORWAR NODE1 NODE2 COUNT VOLU	:D Me change % geh	BACKTOTAL COUNT VOLUME CHANGE %	GEH COUNT VOLUME CHANGE	%
1747 3761 1036. 112 1930 1935 138. 15 1963 1971 43. 5 1829 1839 485. 40 2038 1998 396. 37 3111 2132 111. 7	4 88. 108.5 2.7 2 14. 110.1 1.2 4 11. 125.6 1.6 3 -82. 83.1 3.9 3 -23. 94.2 1.2 5 -36. 67.6 3.7	1041. 826 -215. 79.3 57. 66 9. 115.8 25. 26 1. 104.0 337. 269 -68. 79.8 160. 120 -40. 75.0 93. 106 13. 114.0	7.0 2077. 1950 -127. 9 1.1 195. 218 23. 12 0.2 69. 80 11. 12 3.9 822. 672 -150. 3 3.4 556. 493 -63. 1.3 1.3 204. 181 -23. 1.3	 3.9 SH6A (West of Yewlett Cres) 1.8 Edinburgh Dr (East of Belfast Tce) 5.9 Panorama Tce (West of Wakatipu Heights) 1.8 Gorge Rd (South of Sawmill Rd) 8.7 Fernhill Rd (East of Sainsbury Rd) 8.7 Glenorchy Qtown Rd (East of Moke Lake Rd)
Number of links = 6 Num	ber of forward links =	6 Number of back links =	6	
TOTALS FORWARD BACK	TOTALS			
COUNT 2209. 1713. VOLUME 2181. 1413. CHANGE -28300. % 99. 82. CORREL.	3923. 3594. -329. 92.			
COEFF. 0.992 0.999 %RMS 15.66 35.96 r^2 0.984 0.998 GEH 0.6 7.6	0.998 14.31 0.996 5.4			
GEH <5 <7 <10 <12 # 11 11 12 12 % 91.7 91.7 100.0 100.0	>12 0 0.0			
Cordon Number : 4 Description : 5 EAST OF	QUEENSTOWN (twds qtown	1st)		
FORWAR NODE1 NODE2 COUNT VOLU	d Me change % geh	BACKTOTAL COUNT VOLUME CHANGE %	GEH COUNT VOLUME CHANGE	%
1002 2622 81. 6 1836 1835 238. 20 3280 1820 623. 61	7 -14. 82.7 1.6 5 -33. 86.1 2.2 9 -4. 99.4 0.2	36. 59 23.163.9 163.128 -35.78.5 414.334 -80.80.7	3.3 117. 126 9. 10 2.9 400. 333 -67. 67. 4.1 1037. 953 -84. 95.	 7.7 Cadrona Valley Rd (North of Tuohys Gully Rd) 3.2 SH6 (00600970 Gibbston-before Gibbston Back Rd) 1.9 SH6 (00690997 Btwn Southberg Ave & Bridge)
Number of links = 3 Num	ber of forward links =	3 Number of back links =	3	
TOTALS FORWARD BACK	TOTALS			
COUNT 942. 613. VOLUME 891. 521. CHANGE -51. -92. % 95. 85. CORFL. COEFF. 0.999 0.996 %RMS 8.12 31.25	1554. 1412. -142. 91. 0.998 14.72			
GEH <5 <7 <10 <12	3.7 >12			

6 6 6 6 % 100.0 100.0 100.0 100.0 0.0 Cordon Number : 5 Description : 6 NORTH OF CROMWEL L AND C (SB/EB 1st) ΒΑCΚΤΟΤΑΙ FORWARD NODE1 NODE2 COUNT VOLUME CHANGE % GEH COUNT VOLUME CHANGE % GEH COUNT VOLUME CHANGE % 9. 107.7 1002 2622 81. 67 -14. 82.7 1.6 36. 59 23. 163.9 3.3 117. 126 3058 229 -42. 84.5 3057 271. 2.7 177. 191 14. 107.9 420 -28. 93.8 1.0 448. 3100 3066 37. 39 2. 105.4 0.3 57.8 3.8 75.2 64. 37 -27. 101 76 -25. Number of links = 3 Number of forward links = 3 Number of back links = 3 TOTALS FORWARD BACK TOTALS COUNT 277. 389. 666. VOLUME 335. 287. 622. CHANGE -54. 10. -44. % 86. 104. 93. CORREL. 0.999 0.949 0.996 COFFF. %RMS 24.17 29.20 12.29 r^2 0.998 0.900 0.991 GEH 2.8 0.6 1.7 GEH <5 <7 <10 <12 >12 # 6 6 6 6 0 % 100.0 100.0 100.0 100.0 0.0 Cordon Number : 6 Description : 7 WANAKA CORDON (Inbound 1st) FORWARD ΒΑCΚΤΟΤΑΙ NODE1 NODE2 COUNT VOLUME CHANGE % GEH COUNT VOLUME CHANGE % COUNT VOLUME CHANGE % GEH 2622 1002 36 59 23 163 9 33 81 67 -14. 82 7 1 6 117 126 9. 107.7 2. 120.0 -2. 91.3 -38. 54.2 2746 12 0.6 9 69.2 1668 10. 13. -4. 1.2 23. 21 1663 1664 57. 30 -27. 52.6 4.1 55.6 2.6 27. 15 -12. 83. 45 1601 1559 186. 247 61. 132.8 4.1 188. 176 -12. 93.6 0.9 374. 423 49. 113.1 157. 1362 1375 185 28. 117.8 2.1 85. 62 -23. 72.9 2.7 242. 247 5. 102.1 1421 1422 5. 14 9. 280.0 2.9 16. 16 0. 100.0 0.0 21. 30 9. 142.9 6 Number of forward links = Number of links = 6 Number of back links = 6 TOTALS FORWARD BACK TOTALS COUNT 451. 410. 860. VOLUME 547. 345. 892. CHANGE 96. -65. 32. 104. % 121. 84. CORREL. COEFF. 0.977 0.994 0.992 %RMS 45.50 20.99 19.82 0.955 0.987 0.983 r^2 GEH 4.3 3.3 1.1 GEH <5 <7 <10 <12 >12 12 12 12 12 Ø # % 100.0 100.0 100.0 100.0

0.0

Cadrona Valley Rd (North of Tuohys Gully Rd)

Cadrona Valley Rd (North of Tuohys Gully Rd) Mt Barker Rd (West of SH6)

SH6 (00600895 WANAKA - Telemetry Site 109) SH6 (00600884 Hawea Sth of dam)

Wanaka Mt Aspiring Rd (West of West Wanaka Rd)

Ballantyne Road (West of SH6)

SH6 (00600939 Lowburn)

SH8 (00800278 Bendigo)

Cordon Number : 7 Description : 8 NORTH OF WANAKA (SB 1st) FORWARD BACKTOTAL NODE1 NODE2 COUNT VOLUME CHANGE % GEH COUNT VOLUME CHANGE % COUNT VOLUME CHANGE GEH % -23. 247 1362 1375 157. 185 28. 117.8 2.1 85. 62 72.9 27 242 5. 102.1 SH6 (00600884 Hawea Sth of dam) 1580 1579 20. 11 -9. 55.0 2.3 11. 9 -2. 81.8 0.6 31. 20 -11. 64.5 Kane Rd (Anywhere North of SH8A) Number of links = 2 Number of forward links = 2 Number of back links = 2 TOTALS FORWARD BACK TOTALS COUNT 177. 96. 273. 267. VOLUME 196. 71. CHANGE 19. -25. -6. % 111. 74. 98 CORREL. 1.000 1.000 1.000 COEFF. %RMS 33.23 48.10 8.85 r^2 1.000 1.000 1.000 GEH 1.4 2.7 0.4 GEH <5 <7 <10 <12 >12 4 0 % 100.0 100.0 100.0 100.0 0.0 Cordon Number : 8 Description : 1 Frankton Cordon (Inbound 1st) FORWARD BACKTOTAL NODE1 NODE2 COUNT VOLUME CHANGE % GEH COUNT VOLUME CHANGE % GEH COUNT VOLUME CHANGE % Hardware Lane (South of SH6) 3736 3735 278. 324 46. 116.5 2.7 8. 1 7. 12.5 3.3 286. 325 39. 113.6 3731 3732 308. 272 -36. 88.3 2.1 186 -9. 95.4 0.7 504. 458 -46. 90.9 EAR Spine (South of SH6) 195. Grants Rd (South of SH6) 3730 3737 164. 217 53. 132.3 3.8 87. 128 41. 147.1 4.0 251. 345 94. 137.5 2.4 Joe Oconnell Dr (South of SH6) 1745 1760 70. 92 22. 131.4 62. 37 -25. 59.7 129 -3. 97.7

132.

3.6

2680 1693 1815 1810	553. 262.	482 202	-71. -60.	87.2 77.1	3.1 3.9	365. 192.	352 151	-13. -41.	96.4 78.6	0.7 3.1	918. 453.	834 353	-84. -100.	90.8 77.9	Lucas Pl (East of SH6) Humphrey St (East of SH6)
Number of link:	s =	6 Number	of for	ward 1	inks =	6 Numb	oer of	back li	nks =	6					
TOTALS FORW	ARD E	ACK	TOTALS	;											
COUNT 163	5.	909.	2544.												
CHANGE -46	9. 6. 7	-54.	-100.												
% 97 CORREL.	7.	94.	96.												
COEFF. 0.95 %RMS 20.3	53 6 33 1	.977 9.33	0.971 18.13												
r^2 0.90 GEH 1	08 0 .1	.954 1.8	0.943 2.0												
GEH <5 <3	7 <10	<12	>12												
# 12 12 % 100.0 100.0	2 12 0 100.0	12 100.0	0 0.0												
Cordon Number Description	: 9 : 2 Fra	nkton Na	orth SHE	(SB/E	3 1st)										
NODE1 NODE2	F COUNT	orward Volume	CHANGE	%	GEH	BACH COUNT \	TOTAL	CHANGE	%	GEH	COUNT	VOLUME	CHANGE	%	
4408 1745	30.	10	-20.	33.3	4.5	49.	14	-35.	28.6	6.2	79.	24	-55.	30.4	Hansen Rd (North of SH6)
1733 3319 3343 1164	160. 160.	159 134	-1. -26.	99.4 83.8	0.1 2.1	63. 107.	78 119	15. 12.	123.8 111.2	$\begin{array}{c} 1.8 \\ 1.1 \end{array}$	223. 267.	237 253	14. 1 -14.	06.3 94.8	Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd)
Number of links	s =	3 Number	of for	ward l	inks =	3 Numb	oer of	back li	nks =	3					
TOTALS FORW/	ARD E	ACK	TOTALS	i											
COUNT 356	0.	219.	569. 514												
CHANGE -47	5. 7. 7	-8.	-55.												
CORREL.	/. 	96.	90.												
COEFF. 0.98 %RMS 19.8	88 6 89 3	.915 8.67	0.987 21.79												
r^2 0.97 GEH 2	75 0 .6	.837 0.5	0.974 2.4												
GEH <5 <7 # 5 (% 83.3 100 (7 <10 6 6 9 109 9	<12 6 100.0	>12 0 0.0												
Cordon Number	: 10														
Description	: 3 Fra	nkton So	uth Fra	nkton	Rd and :	SH6 (SB									
NODE1 NODE2	F COUNT	ORWARD VOLUME	CHANGE	%	GEH	BACH COUNT \	(TOTAL /OLUME	CHANGE	%	GEH	COUNT	VOLUME	CHANGE	%	
1747 1754 2251 3069	99. 74.	93 113	-6. 39.	93.9 152.7	0.6 4.0	72. 77.	122 70	50. -7.	169.4 90.9	5.1 0.8	171. 151.	215 183	44.1 32.1	25.7 21.2	Yewlett Cres (South of SH6A) McBride St (South of SH6A)
2325 2679 1745 1760	754. 70	661 92	-93. 22.	87.7 131.4	3.5	631. 62.	751 37	120.	119.0 59.7	4.6	1385. 132	1412 129	27.1	01.9 97.7	SH6 (South of Gray St) loe Oconnell Dr (South of SH6)
3730 3737	164.	217	53.	132.3	3.8	87.	128	41.	147.1	4.0	251.	345	94.1	37.5	Grants Rd (South of SH6)
3736 3735	278.	324	-36. 46.	116.5	2.1	195.	186	-9. -7.	12.5	3.3	286.	325	-40. 39. 1	13.6	Hardware Lane (South of SH6)
3744 3307 3347 3742	66. 128.	77 169	11. 41.	116.7 132.0	1.3 3.4	132. 295.	301 415	169. 120.	228.0 140.7	11.5 6.4	198. 422.	378 584	180.1 162.1	90.9 38.4	Stalker Rd (South of SH6) Howards Dr (South of SH6)
Number of links	s =	9 Number	of for	ward l	inks =	9 Numb	per of	back li	nks =	9					
TOTALS FORW	ARD E	ACK	TOTALS	i											
COUNT 1941	1. 1	559. 011	3500.												
CHANGE 77	7.	452.	529.												
CORREL.	4.	129.	115.												
COEFF. 0.98 %RMS 22.4	88 6 43 5	.968 0.96	0.982 24.87												
r^2 0.97 GEH 1	76 6 .7	.938 10.7	0.965 8.6												
GEH <5 <7 # 15 17 % 83.3 94.4	7 <10 7 17 4 94.4	<12 18 100.0	>12 0 0.0												
				-+ \											
Cordon Number Description	: 11 : 0 At	BP Rbt (SB/EB 1	.st)											
Cordon Number Description	: 11 : 0 At F	BP Rbt (ORWARD VOLUMF	SB/EB 1	.st)	GEH	BACH COUNT N	TOTAL	CHANGE	%	GEH	COUNT	VOLUMF	CHANGE	%	
Cordon Number Description NODE1 NODE2 1747 1754	: 11 : 0 At F COUNT 99.	BP Rbt (ORWARD VOLUME 93	SB/EB 1 CHANGE -6.	93.9	GEH 0.6	BACH COUNT N 72.	TOTAL OLUME	CHANGE 50.	% 169.4	GEH 5.1	COUNT 171.	VOLUME 215	CHANGE 44. 1	% 25.7	Yewlett Cres (South of SH6A)
Cordon Number Description NODE1 NODE2 1747 1754 2251 3069 2325 2679	: 11 : 0 At F COUNT 99. 74. 754.	BP Rbt (ORWARD VOLUME 93 113 661	SB/EB 1 CHANGE -6. 39. -93.	93.9 152.7 87.7	GEH 0.6 4.0 3.5	BACH COUNT N 72. 77. 631.	(TOTAL /OLUME 122 70 751	CHANGE 50. -7. 120.	% 169.4 90.9 119.0	GEH 5.1 0.8 4.6	COUNT 171. 151. 1385.	VOLUME 215 183 1412	CHANGE 44. 1 32. 1 27. 1	% 25.7 21.2 21.9	Yewlett Cres (South of SH6A) McBride St (South of SH6A) SH6 (South of Gray St)
Cordon Number Description NODE1 NODE2 1747 1754 2251 3069 2325 2679 Number of links	: 11 : 0 At F COUNT 99. 754. S =	BP Rbt (ORWARD VOLUME 93 113 661 3 Number	SB/EB 1 CHANGE -6. 39. -93.	93.9 152.7 87.7 ward l:	GEH 0.6 4.0 3.5 inks =	BACH COUNT N 72. 77. 631. 3 Numb	TOTAL /OLUME 122 70 751 Der of	CHANGE 50. -7. 120. back li	% 169.4 90.9 119.0 nks =	GEH 5.1 0.8 4.6 3	COUNT 171. 151. 1385.	VOLUME 215 183 1412	CHANGE 44. 1 32. 1 27. 1	% 25.7 21.2 01.9	Yewlett Cres (South of SH6A) McBride St (South of SH6A) SH6 (South of Gray St)
Cordon Number Description NODE1 NODE2 1747 1754 2325 2679 Number of links TOTALS FORW/	: 11 : 0 At F COUNT 99. 74. 754. s = ARD E	BP Rbt (ORWARD VOLUME 93 113 661 3 Number	SB/EB 1 CHANGE -6. 39. -93. of for TOTALS	93.9 152.7 87.7 ward 1	GEH 0.6 4.0 3.5 inks =	BACK COUNT N 72. 77. 631. 3 Numb	TOTAL /OLUME 122 70 751 Der of	CHANGE 50. -7. 120. back li	% 90.9 119.0 nks =	GEH 5.1 0.8 4.6 3	COUNT 171. 151. 1385.	VOLUME 215 183 1412	CHANGE 44. 1 32. 1 27. 1	% 25.7 21.2 21.9	Yewlett Cres (South of SH6A) McBride St (South of SH6A) SH6 (South of Gray St)

CHANGE %	-60. 94.	163. 121.	103. 106.												
CORREL.	0.998	0.997	1,000												
%RMS	23.12	35.41 0.994	7.55												
GEH	2.0	5.6	2.5												
GEH <	<5 <7	<10 <12	>12												
# %83.	5 6 .3 100.0	6 6 100.0 100.0	0 0.0												
Cordon	Number :	12													
Descrip	otion :	9 OUTER QUE	ENSTOWN (Inbound	d 1st)										
				9/	CEU	BAG	KTOTAL	CHANG	- %	CEU	COLINIT		CHANGE	9/	
NODEL P	2552		e change	~		COONT	NOLUME		- ^	GEN E E	155	VOLUME	CHANGE	~~	
1202 3343	2558 1164	244. 269 160. 134	-26.	83.8	1.6 2.1	211. 107.	138 119	-/3. 12.	65.4 111.2	5.5 1.1	455. 267.	407 253	-48. 8 -14. 9	9.5 4.8	Arthurs Pt Rd (North of Morning Star Ice) Lower Shotover Rd (North of Spence Rd)
3347 3906	3274 2513	883. 900 321. 355	17. 1 34. 1	101.9 110.6	0.6 1.8	506. 250.	472 198	-34. -52.	93.3 79.2	1.5 3.5	1389. 571.	1372 553	-17. 9 -18. 9	8.8 6.8	SH6 (East of Lower Shotover Road) SH6 (00601000 Remarkables after ski field)
3111	2245	111. 124	13. 1	111.7	1.2	93.	82	-11.	88.2	1.2	204.	206	2. 10	1.0	Glenorchy Qtown Rd (East of Moke Lake Rd)
Number o	of links	= 5 Numb	er of forw	ward li	inks =	5 Nur	ber of	back l:	inks =	5					
TOTALS	FORWAR	D BACK	TOTALS												
COUNT	1719.	1167.	2886.												
CHANGE	1782. 63.	-158.	2791. -95.												
% CORREL.	104.	86.	97.												
COEFF. %RMS	0.998 7.85	0.980 20.83	0.999 4.84												
r^2	0.995	0.961	0.999												
GEN		4.0	1.0												
# % 90.	9 10 .0 100.0	10 10 100.0 100.0	0 0												
Cordon Descrip	Number : otion :	13 10 Frankton	Spots (SE	3/EB 19	st)										
		FORWARD				BAG	KTOTAL								
NODE1 N	NODE 2	COUNT VOLUM	E CHANGE	%	GEH	COUNT	VOLUME	CHANG	E %	GEH	COUNT	VOLUME	CHANGE	%	
1693 2970	2694 3085	156. 157 158. 147	1. 1 -11.	100.6 93.0	0.1 0.9	172. 60.	169 68	-3. 8.	98.3 113.3	0.2 1.0	328. 219.	326 215	-2.9 -4.9	9.4 8.2	Airport (East of Lucas Pl) Ferry Hill Dr (West of Tucker Beach Rd)
3268 1921	3275 2274	221. 307 262. 200	86.1 -62.	138.9 76.3	5.3 4.1	130. 307.	178 356	48. 49.	136.9 116.0	3.9 2.7	351. 568.	485 556	134.13 -12.9	8.2 7.9	Peninsula Rd (West of SH6) SH6 (00600999 Sth of Peninsula Rd)
Number o	of links	= 4 Numb	er of forw	ward li	inks =	4 Nur	iber of	back l:	inks =	4					
TOTALS	FORWAR	D BACK	TOTALS												
COUNT	797	669	1466												
VOLUME	811.	771.	1582.												
СПАНОЕ %	102.	102.	108.												
CORREL.	0.563	0.981	0.892												
%RMS r^2	30.89 0.316	23.86 0.962	21.21 0.796												
GEH	0.5	3.8	3.0												
GEH <	<5 <7	<10 <12	>12												
# % 87.	.5 100.0	100.0 100.0	0.0												
Cordon Descrip	Number : otion :	14 0 Outer Spo	ts (Inbour	nd 1st))										
			E CHANGE	%	GEH	BAC		CHANG	= %	GEH	COLINT		CHANGE	%	
2140	2526	04 142	40 -	/0	4.4	112	020112	20	74 1	2.0	206	225	10 10	~ ~	PAGA1995 (Potugon Jacks Daint and Lakosida)
1309	1310	94. 142 11. 9	-2.	81.8	4.4 0.6	21.	12	-29.	57.1	2.9	31.	225	-10. 6	9.2 7.7	00600853 Lake Wanaka Camp Creek Bridge
3064 3068	3060 3067	27. 40 217. 283	13. 1 66. 1	148.1 130.4	2.2 4.2	65. 188.	64 181	-1. -7.	98.5 96.3	0.1 0.5	92. 406.	104 464	12. 11 58. 11	3.0 4.3	00800263 TARRAS - Telemetry Site 110 00800313 Cromwell Gorge
Number c	of links	= 4 Numb	er of forw	ward li	inks =	4 Nur	ıber of	back l:	inks =	4					
TOTALS	FORWAR	D BACK	TOTALS												
	349	386	735												
VOLUME	474.	340.	814.												
%	136.	-46. 88.	79. 111.												
COEFF.	0.996	0.985	1.000												
%RMS r^2	54.70 0.993	18.65 0.971	19.79 0.999												
GEH	6.2	2.4	2.8												
GEH < # % 100.	<5 <7 8 8 .0 100.0	<10 <12 8 8 100.0 100.0	>12 0 0.0												

Cordon	Number	:	15	5	
Descrip	tion	:	0	ALL	COUNTS

		F	ORWARD			BAC	KTOTAL							
NODE1	NODE2	COUNT	VOLUME	CHANGE %	GEH	COUNT	VOLUME	CHANGE	%	GEH	COUNT	VOLUME	CHANGE %	
1747	3761	1036.	1124	88. 108.5	2.7	1041.	826	-215.	79.3	7.0	2077.	1950	-127. 93.9	SH6A (West of Yewlett Cres)
1930	1935	138.	152	14. 110.1	1.2	57.	66	9.1	15.8	1.1	195.	218	23. 111.8	Edinburgh Dr (East of Belfast Tce)
1963	1971	43.	54	11. 125.6	1.6	25.	26	1.1	04.0 70.9	0.2	69. 822	80 672	11. 115.9	Panorama Tce (West of Wakatipu Heights)
2038	1998	396.	373	-23. 94.2	1.2	160.	120	-40.	75.0	3.4	556.	493	-63. 88.7	Fernhill Rd (East of Sainsbury Rd)
3111	2132	111.	75	-36. 67.6	3.7	93.	106	13. 1	14.0	1.3	204.	181	-23. 88.7	Glenorchy Qtown Rd (East of Moke Lake Rd)
1002	2622	81.	67	-14. 82.7	1.6	36.	59	23. 1	63.9	3.3	117.	126	9. 107.7	Cadrona Valley Rd (North of Tuohys Gully Rd)
1836	1835	238.	205	-33. 86.1	2.2	163.	128	-35.	78.5	2.9	400.	333	-67. 83.2	SH6 (00600970 Gibbston-betore Gibbston Back Rd)
3057	3058	271.	229	-42. 84.5	2.7	177.	191	-30.	07.9	1.0	448.	420	-28. 93.8	SH6 (00600939 Lowburn)
3100	3066	37.	39	2. 105.4	0.3	64.	37	-27.	57.8	3.8	101.	76	-25. 75.2	SH8 (00800278 Bendigo)
2622	1002	36.	59	23. 163.9	3.3	81.	67	-14.	82.7	1.6	117.	126	9. 107.7	Cadrona Valley Rd (North of Tuohys Gully Rd)
1663	2746	10. 57.	30	-27.52.6	0.6 4.1	27.	9 15	-4. -12.	55.6	2.6	23.	21 45	-2. 91.3	Ballantyne Road (West of SH6)
1601	1559	186.	247	61. 132.8	4.1	188.	176	-12.	93.6	0.9	374.	423	49. 113.1	SH6 (00600895 WANAKA - Telemetry Site 109)
1362	1375	157.	185	28. 117.8	2.1	85.	62	-23.	72.9	2.7	242.	247	5. 102.1	SH6 (00600884 Hawea Sth of dam)
1421	1422	5.	14 185	9. 280.0	2.9	16. 85	16 62	0.1 -23	00.0 72 Q	0.0	21.	30	9. 142.9 5. 102 1	Wanaka Mt Aspiring Rd (West of West Wanaka Rd)
1580	1579	20.	185	-9. 55.0	2.3	11.	9	-23.	81.8	0.6	31.	247	-11. 64.5	Kane Rd (Anywhere North of SH8A)
3736	3735	278.	324	46. 116.5	2.7	8.	1	-7.	12.5	3.3	286.	325	39. 113.6	Hardware Lane (South of SH6)
3731	3732	308.	272	-36. 88.3	2.1	195.	186	-9.	95.4	0.7	504.	458	-46. 90.9	EAR Spine (South of SH6)
3730	3737	70.	92	22.132.3	3.8 2.4	87. 62.	37	-25.	4/.1 59.7	4.0	132.	345 129	94. 137.5 -3. 97.7	loe Oconnell Dr (South of SH6)
2680	1693	553.	482	-71. 87.2	3.1	365.	352	-13.	96.4	0.7	918.	834	-84. 90.8	Lucas Pl (East of SH6)
1815	1810	262.	202	-60. 77.1	3.9	192.	151	-41.	78.6	3.1	453.	353	-100. 77.9	Humphrey St (East of SH6)
4408	1745	30.	10	-20. 33.3	4.5	49.	14	-35.	28.6	6.2	79.	24	-55. 30.4	Hansen Rd (North of SH6)
3343	1164	160.	139	-26. 83.8	2.1	107.	119	12. 1	11.2	1.0	223.	253	-14. 94.8	Lower Shotover Rd (North of Spence Rd)
1747	1754	99.	93	-6. 93.9	0.6	72.	122	50. 1	69.4	5.1	171.	215	44. 125.7	Yewlett Cres (South of SH6A)
2251	3069	74.	113	39. 152.7	4.0	77.	70	-7.	90.9	0.8	151.	183	32. 121.2	McBride St (South of SH6A)
2325	26/9	754. 66	661 77	-93. 8/./	3.5	631. 132	751	120.1	19.0 28.0	4.6	1385.	1412 378	27. 101.9 180 190 9	SH6 (South of Gray St) Stalker Rd (South of SH6)
3347	3742	128.	169	41. 132.0	3.4	295.	415	120. 1	40.7	6.4	422.	584	162. 138.4	Howards Dr (South of SH6)
1202	2558	244.	269	25. 110.2	1.6	211.	138	-73.	65.4	5.5	455.	407	-48. 89.5	Arthurs Pt Rd (North of Morning Star Tce)
3343	1164	160.	134	-26. 83.8	2.1	107.	119	12.1	11.2	1.1	267.	253	-14. 94.8	Lower Shotover Rd (North of Spence Rd)
3347	3274 2513	321.	900 355	34, 110,6	1.8	250.	472	- 52.	93.3 79.2	3.5	571.	553	-17. 98.8	SH6 (BASE OF LOWER SHOLOVER ROAD) SH6 (BA601000 Remarkables after ski field)
3111	2245	111.	124	13. 111.7	1.2	93.	82	-11.	88.2	1.2	204.	206	2. 101.0	Glenorchy Qtown Rd (East of Moke Lake Rd)
1693	2694	156.	157	1. 100.6	0.1	172.	169	-3.	98.3	0.2	328.	326	-2. 99.4	Airport (East of Lucas Pl)
2970	3085	158.	147	-11. 93.0	0.9 5 3	60. 130	68 179	8.1	13.3	1.0	219.	215	-4. 98.2	Ferry Hill Dr (West of Tucker Beach Rd)
1921	2274	262.	200	-62. 76.3	4.1	307.	356	48.1	16.0	2.7	568.	556	-12. 97.9	SH6 (00600999 Sth of Peninsula Rd)
2140	3526	94.	142	48. 151.1	4.4	112.	83	-29.	74.1	2.9	206.	225	19. 109.2	00601005 (Between Jacks Point and Lakeside)
1309	1310	11.	9	-2. 81.8	0.6	21.	12	-9.	57.1	2.2	31.	21	-10. 67.7	00600853 Lake Wanaka Camp Creek Bridge
3064	3060	27.	40 283	13. 148.1	2.2	65. 188	64 181	-1.	98.5	0.1	92.	104	12. 113.0 58 114 3	00800263 TARRAS - Telemetry Site 110 00800313 Cromwell Gorge
3761	1747	1041.	826	-215. 79.3	7.0	1036.	1124	88.1	08.5	2.7	2077.	1950	-127. 93.9	SH6A (West of Yewlett Cres)
1935	1930	57.	66	9. 115.8	1.1	138.	152	14. 1	10.1	1.2	195.	218	23. 111.8	Edinburgh Dr (East of Belfast Tce)
1971	1963	25.	26	1. 104.0	0.2	43.	54	11. 1	25.6	1.6	69.	80	11. 115.9	Panorama Tce (West of Wakatipu Heights)
1998	2038	160.	269 120	-40. 75.0	3.4	485. 396.	373	-82.	83.1 94.2	1.2	822. 556.	493	-150. 81.8	Fernhill Rd (East of Sainsbury Rd)
2132	3111	93.	106	13. 114.0	1.3	111.	75	-36.	67.6	3.7	204.	181	-23. 88.7	Glenorchy Qtown Rd (East of Moke Lake Rd)
2622	1002	36.	59	23. 163.9	3.3	81.	67	-14.	82.7	1.6	117.	126	9. 107.7	Cadrona Valley Rd (North of Tuohys Gully Rd)
1835	3280	414.	334	-35. 78.5	2.9	238. 623.	205 619	-33.	86.1 99.4	2.2	400. 1037.	333 953	-67. 83.2	SH6 (00600970 GIDDSCON-DETORE GIDDSCON Back Ru) SH6 (00690997 Btwn Southberg Ave & Bridge)
3058	3057	177.	191	14. 107.9	1.0	271.	229	-42.	84.5	2.7	448.	420	-28. 93.8	SH6 (00600939 Lowburn)
3066	3100	64.	37	-27. 57.8	3.8	37.	39	2.1	05.4	0.3	101.	76	-25. 75.2	SH8 (00800278 Bendigo)
1002	2622	81.	67	-14. 82.7	1.6	36.	59 12	23.1	63.9 20 0	3.3	117.	126	9. 107.7	Cadrona Valley Rd (North of Tuohys Gully Rd) Mt Banken Rd (West of SH6)
1664	1663	27.	15	-12. 55.6	2.6	57.	30	-27.	52.6	4.1	83.	45	-38. 54.2	Ballantyne Road (West of SH6)
1559	1601	188.	176	-12. 93.6	0.9	186.	247	61. 1	32.8	4.1	374.	423	49. 113.1	SH6 (00600895 WANAKA - Telemetry Site 109)
1375	1362	85.	62	-23. 72.9	2.7	157.	185	28.1	17.8	2.1	242.	247	5. 102.1	SH6 (00600884 Hawea Sth of dam)
1375	1362	85.	62	-23. 72.9	2.7	157.	185	28.1	17.8	2.9	21.	247	5. 102.1	SH6 (00600884 Hawea Sth of dam)
1579	1580	11.	9	-2. 81.8	0.6	20.	11	-9.	55.0	2.3	31.	20	-11. 64.5	Kane Rd (Anywhere North of SH8A)
3735	3736	8.	1	-7. 12.5	3.3	278.	324	46.1	16.5	2.7	286.	325	39. 113.6	Hardware Lane (South of SH6)
3/32	3731	195. 87	186	-9. 95.4 41 147 1	0./ 4 0	308. 164	2/2	-36.	88.3 32 3	2.1	504. 251	458 345	-46. 90.9 94 137 5	EAR Spine (South of SH6) Grants Rd (South of SH6)
1760	1745	62.	37	-25. 59.7	3.6	70.	92	22.1	31.4	2.4	132.	129	-3. 97.7	Joe Oconnell Dr (South of SH6)
1693	2680	365.	352	-13. 96.4	0.7	553.	482	-71.	87.2	3.1	918.	834	-84. 90.8	Lucas Pl (East of SH6)
1810	1815	192.	151	-41. 78.6	3.1	262.	202	-60.	77.1	3.9	453.	353	-100. 77.9	Humphrey St (East of SH6)
3319	4408	49. 63	14 78	-35. 28.6	6.2 1.8	30. 160	10	-20.	33.3 99.4	4.5 0 1	79. 223	24	-55. 30.4 14 106 3	Hansen Ku (North of SH6) Tucker Beach Rd (North of SH6)
1164	3343	107.	119	12. 111.2	1.1	160.	134	-26.	83.8	2.1	267.	253	-14. 94.8	Lower Shotover Rd (North of Spence Rd)
1754	1747	72.	122	50. 169.4	5.1	99.	93	-6.	93.9	0.6	171.	215	44. 125.7	Yewlett Cres (South of SH6A)
3069	2251	77.	70	-7. 90.9	0.8	74.	113	39.1	52.7	4.0	151.	183	32. 121.2	McBride St (South of SH6A)
3307	2525 3744	132.	301	169. 228.0	4.0	754. 66.	77	-95.	87.7 16.7	5.5 1.3	198.	378	180. 190.9	Stalker Rd (South of SH6)
3742	3347	295.	415	120. 140.7	6.4	128.	169	41. 1	32.0	3.4	422.	584	162. 138.4	Howards Dr (South of SH6)
2558	1202	211.	138	-73. 65.4	5.5	244.	269	25.1	10.2	1.6	455.	407	-48. 89.5	Arthurs Pt Rd (North of Morning Star Tce)
1164 3274	3343	107. 506	119 472	12. 111.2	1.1	160.	134 900	-26.	83.8 01 0	2.1	267.	253 1372	-14. 94.8 -17 09 9	Lower Shotover Rd (North of Spence Rd)
2513	3906	250.	472 198	-52. 79.2	1.5 3.5	321.	355	17.1 34.1	10.6	1.8	571.	553	-18. 96.8	SH6 (00601000 Remarkables after ski field)
2245	3111	93.	82	-11. 88.2	1.2	111.	124	13.1	11.7	1.2	204.	206	2. 101.0	Glenorchy Qtown Rd (East of Moke Lake Rd)
2694	1693	172.	169	-3. 98.3	0.2	156.	157	1.1	00.6	0.1	328.	326	-2. 99.4	Airport (East of Lucas Pl)
3085 3275	2970	60. 130	68 179	8. 113.3 48 136 0	1.0 3 0	158. 221	147 307	-11. 86 1	93.0 38 a	0.9 5 3	219.	215 495	-4. 98.2	renny HILL Dr (West of Lucker Beach Rd) Peninsula Rd (West of SH6)
2274	1921	307.	356	49. 116.0	2.7	262.	200	-62.	76.3	4.1	568.	556	-12. 97.9	SH6 (00600999 Sth of Peninsula Rd)
3526	2140	112.	83	-29. 74.1	2.9	94.	142	48.1	51.1	4.4	206.	225	19. 109.2	00601005 (Between Jacks Point and Lakeside)
1310	1309	21.	12	-9. 57.1	2.2	11.	9	-2.	81.8	0.6	31.	21	-10. 67.7	00600853 Lake Wanaka Camp Creek Bridge
3067	3068	65. 188.	64 181	-1, 96,5 -7, 96,3	0.5	27. 217.	40 283	13.1 66.1	48.⊥ 30.4	2.2 4.2	92. 406.	104 464	12. 113.0 58. 114.3	00800313 Cromwell Gorge
									· · ·					

Number of	links =	92 Numbe	er of forward	links	=	92 Numbe	r of	back	links	=	92
TOTALS	FORWARD	BACK	TOTALS								
COUNT	17688.	17688.	35372.								
VOLUME	17578.	17578.	35156.								
CHANGE	-110.	-110.	-216.								
%	99.	99.	99.								
CORREL.											
COEFF.	0.972	0.972	0.989								
%RMS	25.59	25.59	16.43								
r^2	0.945	0.945	0.977								
GEH	0.8	0.8	1.2								
GEH <5	<7	<10 <12	>12								
# 170	180	182 184	0								
% 92.4	97.8	98.9 100.0	0.0								
CORDON t	erminate	d successful	llv								
			-								

+-----+

					+								
TRACKS T	RACKS TRAC	KS TRACKS	TRACKS	TRACKS	TR								
	+			+ IRACK	S								
S TRACKS	Drogn			S IKAC									
CKS TRACK	Versio	ini . C	V7 08										
ACKS TRA				ACKS T	RA								
RACKS TR	Date r	un : 23-4	UG-22	RACKS	TR								
TRACKS T	Time r	un: 16:	54:01	TRACKS	т								
TRACKS	Platfo	orm : Win	95/NT	TRACK	s								
S TRACKS	+			+S TRAC	KS								
KS TRACK	S TRACKS	RACKS TRAC	KS TRACI	KS TRAC	KS								
					+								
	TRACKS	5 Licenced	to										
	at: Ab]	lev Christo	hurch		1								
					+								
	Build Da	te : 11/12	2/12 07:	32									
	Paramete	er version	: V5.20										
letwork P	eriod Fact	or: 1.00	90										
Cordon P	eriod Fact	or : 1.00	90										
GEH P	eriod Faci	or: 1.00	90										
CSV Out	put File :												
			-										
Lordon Da	ta File : tuonk	QI18CD.DA	A I	UAVATT		DEL 2010		ITC V					
.oaueu Ne	LWOPK :	6018 Link	s in net	twork	PU MUL	JEL 2018 /	AMP LIGF	115 1					
Courdour No.													
Coruon Nu Descripti	moer: 3 on: 49		OUEENS	TOWN (I	nbound	1st)							
eser apea			Queens			- 190)							
		FORWARD	CHANCE	%	CEU	BAG		CHANCE	. %	CEU	COLINIT		
NODEL NOL	EZ (00)	II VOLUME	CHANGE	/0	GEH	COONT	VULUME	CHANGE	: /o	GEH	COUNT	VOLUME	CHANGE A
1747 37	61 975	5. 1048	73. 3	107.5	2.3	937.	1071	134.	114.3	4.2	1912.	2119	207. 110.8
1930 19	35 75	5. 106	31. 3	141.3	3.3	54.	88	34.	163.0	4.0	129.	194	65. 150.4
1963 19	71 36	9. 40	10. 3	133.3	1.7	30.	48	18.	160.0	2.9	59.	88	29. 149.2
1829 18	39 363	3. 358	-5.	98.6	0.3	320.	331	11.	103.4	0.6	683.	689	6. 100.9
2038 19	98 172	2. 203	31. :	118.0	2.3	164.	198	34.	120.7	2.5	336.	401	65. 119.3
3111 21	32 125	5. 79	-46.	63.2	4.6	123.	85	-38.	69.1	3.7	248.	164	-84. 66.1
mber of	links =	6 Number	of for	ward li	.nks =	6 Nur	mber of	back li	.nks =	6			
OTALS		PACK	TOTALC										
UTALS	FUKWAKU	DACK	IUTALS										
OUNT	1740.	1628.	3367.										
OLUME	1834.	1821.	3655.										
HANGE	94.	193.	288.										
9/	105.	112.	109.										
/0													
RREL.													
DRREL.	0.997	0.997	0.997										
DRREL. DEFF. KRMS	0.997 15.02	0.997 24.53	0.997 19.40										
% DRREL. COEFF. %RMS r^2	0.997 15.02 0.993	0.997 24.53 0.993	0.997 19.40 0.993										
∕o ORREL. COEFF. %RMS r^2 GEH	0.997 15.02 0.993 2.2	0.997 24.53 0.993 4.6	0.997 19.40 0.993 4.9										

GEH <5 <7 <10 <12 >12 # 12 12 12 12 0 % 100.0 100.0 100.0 100.0 0.0

207. 110.8 65. 150.4 29. 149.2 6. 100.9 65. 119.3 -84. 66.1

SH6A (West of Yewlett Cres) Edinburgh Dr (East of Belfast Tce) Panorama Tce (West of Wakatipu Heights) Gorge Rd (South of Sawmill Rd) Fernhill Rd (East of Sainsbury Rd) Glenorchy Qtown Rd (East of Moke Lake Rd)

Cordon Number Description	: 4 : 5 EAS	T OF QUE	ENSTOWN	(twds	qtown 1	st)									
NODE1 NODE2	F COUNT	ORWARD VOLUME	CHANGE	%	GEH	BA COUNT	CKTOTAL VOLUME	CHANG	E %	GEH	COUNT	VOLUME	CHANGE	%	
1002 2622 1836 1835 3280 1820	59. 193. 498.	81 197 469	22. 2 4. 2 -29.	L37.3 L02.1 94.2	2.6 0.3 1.3	54. 222. 425.	77 246 420	23. 24. -5.	142.6 110.8 98.8	2.8 1.6 0.2	113. 415. 924.	158 443 889	45. 28. -35.	139.8 106.7 96.2	Cadrona Valley Rd (North of Tuohys Gully Rd) SH6 (00600970 Gibbston-before Gibbston Back Rd) SH6 (00690997 Btwn Southberg Ave & Bridge)
Number of links	=	3 Number	of for	vard li	nks =	3 Nu	mber of	back 1:	inks =	3					
TOTALS FORWA	RD B	ACK	TOTALS												
COUNT 750 VOLUME 747). '.	701. 743.	1452. 1490.												
CHANGE -3 % 100	i.).	42. 106.	38. 103.												
CORREL. COEFF. 1.00 %RMS 10.3	0 0	.999 0 17	1.000												
r^2 1.00 GEH 0.	1000 1	.998 1.6	1.000 1.0												
GEH <5 <7	<10	<12	>12												
# 6 6 % 100.0 100.0	6 100.0	6 100.0	0 0.0												
Cordon Number Description	: 5 :6 NOR	TH OF CR	OMWEL I	_ AND C	(SB/EB	1st)									
NODE1 NODE2	F COUNT	ORWARD VOLUME	CHANGE	%	GEH	BA COUNT	CKTOTAL VOLUME	CHANG	E %	GEH	COUNT	VOLUME	CHANGE	%	
1002 2622 3057 3058 3100 3066	59. 207. 95.	81 132 82	22. 2 -75. -13.	L37.3 63.8 86.3	2.6 5.8 1.4	54. 205. 103.	77 135 87	23. -70. -16.	142.6 65.9 84.5	2.8 5.4 1.6	113. 412. 198.	158 267 169	45. -145. -29.	139.8 64.8 85.4	Cadrona Valley Rd (North of Tuohys Gully Rd) SH6 (00600939 Lowburn) SH8 (00800278 Bendigo)
Number of links	=	3 Number	of forw	ward li	nks =	3 Nu	mber of	back l:	inks =	3					
TOTALS FORWA	RD B	ACK	TOTALS												
COUNT 361 VOLUME 295 CHANGE -66 % 82		362. 299. -63. 83.	723. 594. -129. 82.												
CORREL. COEFF. 0.97	6 0	.987	0.982												
%RMS 46.5 r^2 0.95	6 4 3 0	4.18 .974 3.5	45.35 0.965 5 0												
GEH <5 <7	· <10	<12	>12												
# 4 6 % 66.7 100.0	6 100.0	6 100.0	0 0.0												
Cordon Number Description	: 6 : 7 WAN	AKA CORD	ON (Inbo	ound 1s	t)										
NODE1 NODE2	F COUNT	ORWARD VOLUME	CHANGE	%	GEH	BA COUNT	CKTOTAL VOLUME	CHANG	E %	GEH	COUNT	VOLUME	CHANGE	%	
2622 1002	54.	77	23. 3	L42.6	2.8	59. 10	81	22.	137.3	2.6	113.	158	45.	139.8	Cadrona Valley Rd (North of Tuohys Gully Rd)
1663 1664 1601 1559	38. 218.	22 193	-16. -25.	57.9 88.5	2.9 1.7	21. 215.	20 182	-2. -1. -33.	95.2 84.7	0.2 2.3	60. 432.	42 375	-18. -57.	70.0	Ballantyne Road (West of SH6) SH6 (00600895 WANAKA - Telemetry Site 109)
1362 1375 1421 1422	135. 20.	122 11	-13. -9.	90.4 55.0	1.1 2.3	152. 21.	114 11	-38. -10.	75.0 52.4	3.3 2.5	287. 42.	236 22	-51. -20.	82.2 52.4	SH6 (00600884 Hawea Sth of dam) Wanaka Mt Aspiring Rd (West of West Wanaka Rd)
Number of links	=	6 Number	of forw	ward li	nks =	6 Nu	mber of	back 1:	inks =	6					
TOTALS FORWA	RD B	ACK	TOTALS												
COUNT 474 VOLUME 433		478. 416.	953. 849.												
CHANGE -41 % 91	 	-62. 87.	-104. 89.												
CORREL. COEFF. 0.98	2 0	.976	0.981												
r^2 0.96 GEH 1.	i3 0 9	.953 2.9	0.962 3.5												
GEH <5 <7 # 12 12 % 100.0 100.0	<10 12 100.0	<12 12 100.0	>12 0 0.0												
Cordon Number Description	: 7 : 8 NOR	TH OF WA	NAKA (SE	3 1st)											
NODE1 NODE2	F COUNT	orward Volume	CHANGE	%	GEH	BA COUNT	CKTOTAL VOLUME	CHANG	E %	GEH	COUNT	VOLUME	CHANGE	%	
1362 1375 1580 1579	135. 11.	122 8	-13. -3.	90.4 72.7	1.1 1.0	152. 13.	114 8	-38. -5.	75.0 61.5	3.3 1.5	287. 24.	236 16	-51. -8.	82.2 66.7	SH6 (00600884 Hawea Sth of dam) Kane Rd (Anywhere North of SH8A)
Number of links	=	2 Number	of forw	ward li	nks =	2 Nu	mber of	back l:	inks =	2					
TOTALS FORWA	RD B	АСК	TOTALS												

COUNT	146.		165.	311.										
CHANGE	-16.		-43.	-59.										
%	89.		74.	81.										
CORREL.	1.000) 1	.000	1.000										
%RMS	18.28	3 4	6.46	33.20										
r^2 GEH	1.000) 1 	000	1.000										
52.11			5.0	5.5										
GEH # % 100	<5 <7 4 4	<10 4	<12 4	>12 0										
% T00	.0 100.0	100.0	100.0	0.0										
Cordon Descri	Number : ption :	8 1 Fra	inkton Co	ordon (Inbound	1st)								
NODE1	NODE2	F COUNT	ORWARD VOLUME	CHANG	E %	GEH	B4 COUNT	ACKTOTAL VOLUME	CHANGE	% GEH	COUNT	VOLUME	CHANGE %	
3736	3735	148.	211	63.	142.6	4.7	12.	3	- 9. 25	5.0 3.3	160.	214	54. 133.8	Hardware Lane (South of SH6)
3731	3732	188.	238	50.	126.6	3.4	336.	446	110. 132	2.7 5.6	524.	684	160. 130.5	EAR Spine (South of SH6)
3730 1745	3737 1760	301. 83.	314 88	13.	104.3	0.7	241. 88.	310 86	-2. 97	3.6 4.2 7.7 0.2	542. 171.	624 174	82. 115.1 3. 101.8	Joe Oconnell Dr (South of SH6)
2680	1693	574.	505	-69.	88.0	3.0	640.	497	-143. 7	7.7 6.0	1213.	1002	-211. 82.6	Lucas P1 (East of SH6)
1815	1810	202.	152	-50.	75.2	3.8	200.	144	-56. 72	2.0 4.3	401.	296	-105. 73.8	Humphrey St (East of SH6)
Number	of links	=	6 Number	r of fo	rward l	inks =	6 Nu	umber of	back links	5 = 6				
TOTALS	FORWAR	RD E	BACK	TOTAL	S									
COUNT VOLUME	1496. 1508.	. 1	.517. .486.	3011. 2994.										
CHANGE	12.		-31.	-17.										
% CORREL .	101.		98.	99.										
COEFF.	0.961	L e	.914	0.942										
%RMS	21.16	5 3 1 0	5.61 835	26.85 0 888										
GEH	0.92	3	0.8	0.000										
GEH	<u> </u>	~10	×12	\1 2										
# % 83	10 12 .3 100.0	12 100.0	12 100.0	0.0										
	Number :	9 2 Fra	inkton No	orth SH	6 (SB/E	B 1st)								
Cordon Descri	peron .													
Cordon Descri NODE1	NODE2	F	ORWARD	CHANG	E %	GEH	B4 COUNT	ACKTOTAL VOLUME	CHANGE	% GEH	COUNT	VOLUME	CHANGE %	
Cordon Descri NODE1 4408	NODE2 1745	F COUNT 34.	ORWARD VOLUME 11	CHANG	E %	GEH	BA COUNT 32.	ACKTOTAL VOLUME 11	CHANGE -21. 34	% GEH	COUNT 66.	VOLUME 22	CHANGE %	Hansen Rd (North of SH6)
Cordon Descri NODE1 4408 1733	NODE2 1745 3319	F COUNT 34. 88.	ORWARD VOLUME 11 89	CHANG -23. 1.	E % 32.4 101.1	GEH 4.8 0.1	BA COUNT 32. 99.	ACKTOTAL VOLUME 11 87	CHANGE -21. 34 -12. 87	% GEH	COUNT 66. 187.	VOLUME 22 176	CHANGE % -44. 33.3 -11. 94.1	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6)
Cordon Descri NODE1 4408 1733 3343	NODE2 1745 3319 1164	F COUNT 34. 88. 89.	ORWARD VOLUME 11 89 102	CHANG -23. 1. 13.	E % 32.4 101.1 114.6	GEH 4.8 0.1 1.3	B/ COUNT 32. 99. 97.	ACKTOTAL VOLUME 11 87 101	CHANGE -21. 34 -12. 87 4. 104	% GEH 1.4 4.5 7.9 1.2 1.1 0.4	COUNT 66. 187. 186.	VOLUME 22 176 203	CHANGE % -44. 33.3 -11. 94.1 17. 109.1	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd)
NODE1 4408 1733 3343	NODE2 1745 3319 1164 of links	F COUNT 34. 88. 89. =	ORWARD VOLUME 11 89 102 3 Number	CHANG -23. 1. 13.	E % 32.4 101.1 114.6 rward l	GEH 4.8 0.1 1.3 inks =	BA COUNT 32. 99. 97. 3 Nu	ACKTOTAL VOLUME 11 87 101 umber of	CHANGE -21. 34 -12. 83 4. 104 back links	% GEH 4.4 4.5 7.9 1.2 4.1 0.4 5 = 3	COUNT 66. 187. 186.	VOLUME 22 176 203	CHANGE % -44. 33.3 -11. 94.1 17. 109.1	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd)
NODE1 4408 1733 3343 Number TOTALS	NODE2 1745 3319 1164 of links FORWAF	F COUNT 34. 88. 89. = RD E	ORWARD VOLUME 11 89 102 3 Number	CHANG -23. 1. 13. of fo TOTAL	E % 32.4 101.1 114.6 rward l S	GEH 4.8 0.1 1.3 inks =	B4 COUNT 32. 99. 97. 3 Nu	ACKTOTAL VOLUME 11 87 101 umber of	CHANGE -21. 34 -12. 8 4. 104 back links	% GEH 4.4 4.5 7.9 1.2 1.1 0.4 5 = 3	COUNT 66. 187. 186.	VOLUME 22 176 203	CHANGE % -44. 33.3 -11. 94.1 17. 109.1	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd)
NODE1 4408 1733 3343 Number TOTALS COUNT	NODE2 1745 3319 1164 of links FORWAF 2111. 202	F COUNT 34. 88. 89. = RD E	ORWARD VOLUME 11 89 102 3 Number AACK 228.	CHANG -23. 1. 13. of fo TOTAL 439.	E % 32.4 101.1 114.6 rward 1 S	GEH 4.8 0.1 1.3 inks =	84 COUNT 32. 99. 97. 3 Nu	ACKTOTAL VOLUME 11 87 101 umber of	CHANGE -21. 34 -12. 83 4. 104 back links	% GEH 4.4 4.5 7.9 1.2 4.1 0.4 5 = 3	COUNT 66. 187. 186.	VOLUME 22 176 203	CHANGE % -44. 33.3 -11. 94.1 17. 109.1	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd)
NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE	NODE2 1745 3319 1164 of links FORWAF 2111 202. -9.	F COUNT 34. 88. 89. = RD E	ORWARD VOLUME 11 89 102 3 Number ACK 228. 199. -29.	CHANG -23. 1. 13. of fo TOTAL 439. 401. -38.	E % 32.4 101.1 114.6 rward 1 S	GEH 4.8 0.1 1.3 inks =	BA COUNT 32. 99. 97. 3 Nu	ACKTOTAL VOLUME 11 87 101 umber of	CHANGE -21. 34 -12. 8 4. 104 back links	% GEH 4.4 4.5 7.9 1.2 4.1 0.4 5 = 3	COUNT 66. 187. 186.	VOLUME 22 176 203	CHANGE % -44. 33.3 -11. 94.1 17. 109.1	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd)
NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE	NODE2 1745 3319 1164 of links FORWAF 2111. 202. -9. .96.	F COUNT 34. 88. 89. = RD E	ORWARD VOLUME 11 89 102 3 Number ACK 228. 199. -29. 87.	CHANG -23. 1. 13. of fo TOTAL 439. 401. -38. 91.	E % 32.4 101.1 114.6 rward 1 S	GEH 4.8 0.1 1.3 inks =	ΒΑ COUNT 32. 99. 97. 3 Νυ	ACKTOTAL VOLUME 11 87 101 umber of	CHANGE -21. 34 -12. 8 4. 104 back links	% GEH 4.4 4.5 7.9 1.2 1.1 0.4 5 = 3	COUNT 66. 187. 186.	VOLUME 22 176 203	CHANGE % -44. 33.3 -11. 94.1 17. 109.1	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd)
NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE % CORREL. COEFF.	NODE2 1745 3319 1164 of links FORWAF 211. 2022 -9. 96. 0.993	F COUNT 34. 88. 89. = RD E	ORWARD VOLUME 11 89 102 3 Number ACK 228. 199. -29. 87. 0.985	CHANG -23. 1. 13. of fo TOTAL 439. 401. -38. 91. 0.989	E % 32.4 101.1 114.6 rward 1 S	GEH 4.8 0.1 1.3 inks =	Β/ COUNT 32. 99. 97. 3 Νι	ACKTOTAL VOLUME 11 87 101 umber of	CHANGE -21. 34 -12. 8 4. 104 back links	% GEH 4.4 4.5 7.9 1.2 8.1 0.4 5 = 3	COUNT 66. 187. 186.	VOLUME 22 176 203	CHANGE % -44. 33.3 -11. 94.1 17. 109.1	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd)
NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE % CORFEL. COEFF. %RMS	NODE2 1745 3319 1164 of links FORWAF 211. 2022 -9. 96. 0.993 26.55	F COUNT 34. 88. 89. = RD E 8. 89. 89. 89. 89. 80. 80. 80. 80. 80. 80. 80. 80. 80. 80	ORWARD VOLUME 11 89 102 3 Number 6ACK 228. 199. -29. 87. 9.985 2.81	CHANG -23. 1. 13. of fo TOTAL 439. 401. -38. 91. 0.989 23.40	E % 32.4 101.1 114.6 rward 1 S	GEH 4.8 0.1 1.3 inks =	Β/ COUNT 32. 99. 97. 3 Νι	ACKTOTAL VOLUME 11 87 101 umber of	CHANGE -21. 34 -12. 8 4. 104 back links	% GEH 4.4 4.5 7.9 1.2 8.1 0.4 5 = 3	COUNT 66. 187. 186.	VOLUME 22 176 203	CHANGE % -44. 33.3 -11. 94.1 17. 109.1	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd)
NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE % CORREL. COEFF. %RMS r^2 GEH	NODE2 1745 3319 1164 of links FORWAF 211. 202. -9. 96. 0.993 26.55 0.986 0.96	F COUNT 34. 88. 89. = RD E 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	ORWARD VOLUME 11 89 102 3 Number 6ACK 228. 199. -29. 87. 0.985 12.81 .971 2.0	CHANG -23. 1. 13. of fo TOTAL 439. 401. -38. 91. 0.989 23.40 0.979 1.9	E % 32.4 101.1 114.6 rward 1 S	GEH 4.8 0.1 1.3 inks =	ΒΑ COUNT 32. 99. 97. 3 Νι	ACKTOTAL VOLUME 11 87 101 umber of	CHANGE -21. 34 -12. 8 4. 104 back link:	% GEH 4.4 4.5 7.9 1.2 1.1 0.4 5 = 3	COUNT 66. 187. 186.	VOLUME 22 176 203	CHANGE % -44. 33.3 -11. 94.1 17. 109.1	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd)
NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE % CORREL. COEFF. %RMS r^2 GEH	NODE2 1745 3319 1164 of links FORWAF 211. 2022 -9. 96. 0.993 26.55 0.986 0.6	F COUNT 34. 88. 89. = RD E 8. 8. 8. 8. 8. 8. 8. 8. 8. 8. 8. 8. 8.	ORWARD VOLUME 11 89 102 3 Number ACK 228. 199. -29. 87. 0.985 (2.81 2.00	CHANG -23. 1. 13. of fo TOTAL 439. 401. -38. 91. 0.989 23.40 0.979 1.9	E % 32.4 101.1 114.6 rward l S	GEH 4.8 0.1 1.3 inks =	Β <i>Α</i> COUNT 32. 99. 97. 3 Νι	ACKTOTAL VOLUME 11 87 101 umber of	CHANGE -21. 34 -12. 8 4. 104 back link:	% GEH 4.4 4.5 7.9 1.2 1.1 0.4 5 = 3	COUNT 66. 187. 186.	VOLUME 22 176 203	CHANGE % -44. 33.3 -11. 94.1 17. 109.1	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd)
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Cordon Descri NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE % CORREL. COEFF. % RMS CORREL. COEFF. % RMS GEH # % 100 Cordon Descri NODE1 1747 2325 1745	NODE2 1745 3319 1164 of links FORWAF 2111 2022 -9. 96. 0.993 26.55 0.986 0.66 0.6 0.6 0.0100.0 Number : ption : NODE2 1754 3069 2679 1760 2679 1760 1765 2679 1766 2679 1766 2679 1766 2679 1766 2679 1766 2679 1766 2679 1766 2679 1766 2679 1766 1765 1775 1765 1765 1765 1765 1765 1765 1765 1765 1765 1765 1765 1775 1765 1765 1765 1765 1765 1765 1765 1765 1775 1765 1755	F COUNT 34. 88. 89. = KD E 3 6 3 2 5 6 5 4100.0 6 100.0 6 100.0 6 100.0 72.3 83. 83. 83.	CORWARD VOLUME 11 89 102 3 Number 4ACK 228. 199. -29. 87. 2.81 0.985 2.81 0.971 2.0 <12 6 100.0 volume Volume 101 150 683 883 883	CHANG -23. 1. 13. P of fo TOTAL 439. 401. -38. 91. 0.989 23.40 0.979 1.9 >12 0 0.0 0.979 1.9 >12 0 0.0 CHANG 40. -6. -40. 5.	E % 32.4 101.1 114.6 rward 1 S S 115.6 96.2 94.5 106.0	GEH 4.8 0.1 1.3 inks = Rd and GEH 4.4 0.5 0.5	BA COUNT 32. 99. 97. 3 Nu 3 Nu 56. 89. 771. 88.	ACKTOTAL VOLUME 11 87 101 umber of ACKTOTAL VOLUME 95 63 779 86	CHANGE -21. 32 -21. 32 4. 104 back links back links CHANGE 39. 165 -26. 76 8. 102 -2. 95 -2. 95	% GEH % GEH % GEH % GEH % GEH % GEH % GEH % 0.6 % 3.0 .0 .0 .0 .0 .0 .0 .0 .0 .0	COUNT 66. 187. 186. COUNT 117. 245. 1495. 1495. 171.	VOLUME 22 176 203 VOLUME 196 213 1462 174	CHANGE % -44. 33.3 -11. 94.1 17. 109.1 7. 109.10	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd) Yewlett Cres (South of SH6A) McBride St (South of SH6A) SH6 (South of Gray St) Joe Oconnell Dr (South of SH6)
Cordon Descri NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE % CORREL. COEFF. % RMS CORREL. COEFF. % RMS TO2 GEH # % 100 Cordon Descri NODE1 1747 2251 2325 1745 3730 3731	NODE2 1745 3319 1164 of links FORWAF 211. 202. -9. 96. 0.992 26.556 0.966 0.66 0.60 100.0 Number : ption : NODE2 1754 3069 1754 3069 1754 3069 1754 3069 1754 3069 1754 3073 26.579 1760 3737	F COUNT 34. 88. 89. = KD E (100.0 (100.0 (100.0) (1	CORWARD VOLUME 11 89 102 3 Number 4ACK 228. 199. -29. 87. 2.81 0.985 2.81 0.971 2.0 <12 6 100.0 volume 101 150 683 88 314 238	CHANG -23. 1. 13. P of fo TOTAL 439. 401. -38. 91. 0.989 23.40 0.979 1.9 >12 0 0.0 0.979 1.9 >12 0 0.0 0.979 1.9 >12 0 0.0 0.979 1.9 >12 0 0.0 0.979 1.9 >12 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	E % 32.4 101.1 114.6 rward 1 S S 165.6 96.2 94.5 106.0 104.3 126.6	GEH 4.8 0.1 1.3 inks = Rd and GEH 4.4 0.5 0.5 0.5 0.5 0.3 4	BA COUNT 32. 99. 97. 3 Nu 3 Nu 56. 89. 771. 56. 89. 771. 88. 241. 336	ACKTOTAL VOLUME 11 87 101 umber of ACKTOTAL VOLUME 95 63 779 86 310 446	CHANGE -21. 3: -21. 3: 4. 10: back link: back link: CHANGE 39. 16: -26. 70 8. 10: -2. 9: 69. 12: 110 13:	% GEH % GEH % GEH % GEH 0.6 4.5 .8 3.0 .0 0.3 .7 0.2 .6 4.2 .7 5.2 .7 5.2 .8 5.2 .8 5.2 .8 5.2 .9 5.2	COUNT 66. 187. 186. COUNT 117. 245. 1495. 1495. 1495. 1495. 514	VOLUME 22 176 203 VOLUME 196 213 1462 174 624	CHANGE % -44. 33.3 -11. 94.1 17. 109.1 77. 109.1 79. 167.5 -32. 86.9 -33. 97.8 3. 101.8 82. 115.1 160. 130.5	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd) Yewlett Cres (South of SH6A) McBride St (South of SH6A) SH6 (South of Gray St) Joe Oconnell Dr (South of SH6) Grants Rd (South of SH6)
Cordon Descri NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE % CORREL. COEFF. % RMS CORREL. COEFF. % RMS TO2 GEH # % 100 Cordon Descri NODE1 1747 2251 2325 1745 37310 37311 3736	NODE2 1745 3319 1164 of links FORWAF 211. 202. -9. 96. 0.982 26.58 0.986 0.986 0.995 26.58 0.996 0.996 0.995 26.58 0.996 0.995 26.58 0.955 0.955 0.956 0.957 26.58 0.9577 0.957 0.957 0.957 0.9577 0.957 0.957	F COUNT 34. 88. 88. 89. = COUNT 61. 100.0 6 100.0 6 100.0 6 100.0 6 100.0 723. 83. 301. 188. 33. 148.	CORWARD VOLUME 11 89 102 3 Number 4ACK 228. 199. -29. 87. 0.985 2.81 0.971 2.0 <12 6 100.0 volume 101 150 683 88 314 238 211	CHANG -23. 1. 13. P of fo TOTAL 439. 401. -38. 91. 0.989 23.40 0.979 1.9 >12 0 0.0 0.979 1.9 >12 0 0.0 0.979 1.9 >12 0 0.0 0.979 1.9 >12 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	E % 32.4 101.1 114.6 rward 1 S S 114.6 rward 1 S S 105.6 96.2 94.5 106.0 104.3 126.6 142.6	GEH 4.8 0.1 1.3 inks = Rd and GEH 4.4 0.5 0.5 0.7 3.4 4.7	BA COUNT 32. 99. 97. 3 Nu 3 Nu 56. 89. 771. 56. 89. 771. 88. 241. 336. 12.	ACKTOTAL VOLUME 11 87 101 umber of amber of ACKTOTAL VOLUME 95 63 779 86 310 446 310 46 310	CHANGE -21. 3: -21. 8: 4. 100 back links back links CHANGE 39. 165 -26. 77 8. 100 -2. 9: 69. 121 110. 13: -9. 25	% GEH % GEH % GEH 0.6 4.5 .8 3.0 .0 0.3 % 7 0.2 .6 4.2 .7 5.6 .0 3.3	COUNT 66. 187. 186. COUNT 117. 245. 1495. 1495. 1495. 1495. 1495. 1495.	VOLUME 22 176 203 VOLUME 196 213 1462 174 624 624 624 624	CHANGE % -44. 33.3 -11. 94.1 17. 109.1 79. 167.5 -32. 86.9 -33. 97.8 3. 101.8 82. 115.1 160. 130.5 54. 133.8	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd) Yewlett Cres (South of SH6A) McBride St (South of SH6A) SH6 (South of Gray St) Joe Oconnell Dr (South of SH6) Grants Rd (South of SH6) EAR Spine (South of SH6) Hardware Lane (South of SH6)
Cordon Descri NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE % CORREL. COEFF. % RMS CORREL. COEFF. % RMS T^2 GEH # % 100 Cordon Descri NODE1 1747 2255 1745 3730 3731 3736 3744 3347	NODE2 1745 3319 1164 of links FORWAF 211. 202. -9. 96. 0.993 26.55 0.986 0.66 0.61 0.993 26.586 0.993 26.586 0.995 26.597 37.57 37.32 37.35 33.377 37.23 37.25	F COUNT 34. 88. 89. = KD E CD E CD E COUNT 61. 156. 83. 83. 83. 83. 83. 84. 84. 84. 85. 84. 85. 85. 85. 85. 85. 85. 85. 85. 85. 85	CORWARD VOLUME 11 89 102 3 Number 4ACK 228. 199. -29. 87. 0.985 2.81 0.971 2.0 <12 6 100.0 volume 101 150 683 88 314 238 211 127 235	CHANG -23. 1. 13. P of fo TOTAL 439. 401. -38. 91. 0.989 23.40 0.979 1.9 >12 0 0.979 1.9 >12 0 0.0 Soluth Fr CHANG 40. -6. -40. 5. 13. 50. 63. 32. 71	E % 32.4 101.1 114.6 rward 1 S S 105.6 96.2 94.5 106.0 104.3 126.6 142.6 133.7 143.3	GEH 4.8 0.1 1.3 inks = Rd and GEH 4.4 0.5 0.5 0.7 3.4 4.7 3.6 5 0.5	BA COUNT 32. 99. 97. 3 Nu 3 Nu 56. 89. 771. 56. 89. 771. 88. 241. 336. 12. 94.	ACKTOTAL VOLUME 11 87 101 umber of ACKTOTAL VOLUME 95 63 779 86 310 446 3 131 238	CHANGE -21. 3: -21. 3: 4. 10/ back links back links CHANGE 39. 166 -26. 70 8. 10/ -2. 97 69. 121 110. 132 -9. 22 37. 133 -9. 140	% GEH % GEH % GEH % GEH % GEH % GEH % GEH % 3.0 .0 .0 .3 .7 .2 .8 .4 .5 .8 .9 .0 .2 .1 .1 .1 .2 .1 .1 .2 .1 .1 .2 .1 .1 .2 .1 .2 .1 .2 .1 .1 .2 .1 .2 .1 .2 .1 .1 .2 .1 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .1 .2 .2 .2 .2 .2 .2 .2 .2 .2 .2	COUNT 66. 187. 186. COUNT 117. 245. 1495. 171. 542. 544. 160. 189. 333	VOLUME 22 176 203 VOLUME 196 213 1462 174 624 684 214 258 473	CHANGE % -44. 33.3 -11. 94.1 17. 109.1 77. 109.1 79. 167.5 -32. 869 -33. 97.8 3. 101.8 82. 115.1 160. 130.5 54. 133.8 69. 136.5	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd) Yewlett Cres (South of SH6A) McBride St (South of SH6A) SH6 (South of Gray St) Joe Oconnell Dr (South of SH6) Grants Rd (South of SH6) Hardware Lane (South of SH6) Hardware Lane (South of SH6) Hardware Dr (South of SH6)
Cordon Descri NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE % CORREL. COEFF. % RMS CORREL. COEFF. % RMS CORREL. COEFF. % RMS TO2 GEH # % 100 Cordon Descri NODE1 1747 2251 2325 1745 3730 3731 3736 3744 3347	NODE2 1745 3319 1164 of links FORWAF 211. 202. -9. 96. 0.993 26.55 0.986 0.66 0.61 0.993 26.586 0.993 26.556 0.996 0.66 0.100.0 Number : ption : NODE2 1754 3069 1760 3732 3735 3307 3742	F COUNT 34. 88. 89. = KD E 3 @ 3 @ 3 @ 3 @ 3 @ 6 100.0 6 100.0 6 100.0 6 100.0 6 100.0 723. 83. 301. 156. 83. 95. 164.	CORWARD VOLUME 11 89 102 3 Number 4ACK 228. 199. -29. 87. 0.985 2.81 0.971 2.0 <12 6 100.0 volume 101 150 683 88 314 238 211 127 235	CHANG -23. 1. 13. P of fo TOTAL 439. 401. -38. 91. 0.989 23.40 0.979 1.9 >12 0 0.979 1.9 >12 0 0.0 Soluth Fr CHANG 40. -6. -40. 5. 13. 50. 63. 32. 71.	E % 32.4 101.1 114.6 rward 1 S S 105.6 96.2 94.5 106.0 104.3 126.6 142.6 142.6 143.7 143.3	GEH 4.8 0.1 1.3 inks = Rd and GEH 4.4 0.5 0.5 0.5 0.5 0.5 0.7 3.4 4.7 3.0 5.0	BA COUNT 32. 99. 97. 3 Nu 3 Nu 56. 89. 771. 56. 89. 771. 88. 241. 336. 12. 94. 159.	ACKTOTAL VOLUME 11 87 101 umber of 01 umber of 05 63 779 86 310 446 3 131 238	CHANGE -21. 3: -21. 3: 4. 10: back links back links CHANGE 39. 165 -26. 76 8. 10: -2. 9; 69. 123 -9. 13: 79. 14: 79. 14: 50. 14: 50	% GEH 4.4 4.5 9 1.2 1.1 0.4 5 = 3 % GEH 9.6 4.5 8.8 3.0 .0 0.3 7.7 0.2 8.6 4.2 2.7 5.6 8.3 9.7 5.6	COUNT 66. 187. 186. COUNT 117. 245. 1495. 171. 542. 544. 160. 189. 323.	VOLUME 22 176 203 VOLUME 196 213 1462 174 624 684 214 258 473	CHANGE % -44. 33.3 -11. 94.1 17. 109.1 77. 109.1 79. 167.5 -32. 869 -33. 97.8 3. 101.8 82. 115.1 160. 130.5 54. 133.8 69. 136.5 150. 146.4	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd) Yewlett Cres (South of SH6A) McBride St (South of SH6A) SH6 (South of Gray St) Joe Oconnell Dr (South of SH6) Grants Rd (South of SH6) Hardware Lane (South of SH6) Stalker Rd (South of SH6) Hardware Lone (South of SH6)
Cordon Descri NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE % CORREL. COEFF. % RMS COEFF. % RMS COEFF. % RMS COEFF. % RMS COEFF. % RMS COEFS. % RMS COEFS. % RMS RMS RMS RMS RMS RMS RMS RMS RMS RMS	NODE2 1745 3319 1164 of links FORWAF 2111. 202. -9. 96. 0.992 26.58 0.992 26.58 0.64 0.64 0.64 0.65 0.100.0 Number : ption : NODE2 1754 3069 2679 2679 3737 3732 3737 3732 3737 3742 of links	F COUNT 34. 88. 89. 89. 89. 89. 89. 6 6 6 6 7 89. 6 6 7 89. 89. 89. 89. 89. 89. 89. 89. 89. 89.	CORWARD VOLUME 11 89 902 3 Number ACK 228. 199. -29. 87. 0.985 22.81 0.971 2.0 <12 6 100.0 (12 6 100.0 (12 6 100.0 (12 6 100.0 (12 6 100.0 (12 6 100.0 (12 6 100.0 (12 6 100.0 (12 7 (12 6 100.0 (12 7 (1)) (12 7) (12 7 (12 7 (12 7 (12 7) (12 7) (12 7 (12 7) (12 7 (12 7 (12 7)) (12 7) (12 7)) (12 7) (12 7)) (12 7) (12 7)) (12 7) (12 1) (1)) (1)) (1)) (1)) (1)) (1)) (CHANG -23. 1. 13. offo TOTAL 439. 401. -38. 91. 0.989 23.40 0.979 1.9 >12 0 0.979 1.9 >12 0 0.979 1.9 >12 0 0.979 1.9 >12 0 0.979 1.9 >12 0 0.979 1.9 >12 0 0.979 1.9 >12 0 0.971 1.9 -38. -37. -38. -38. -38. -37. -38. -37. -38. -37. -38. -38. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -38. -37. -37. -57.	E % 32.4 101.1 114.6 rward 1 S 165.6 96.2 94.5 106.0 104.3 126.6 142.6 133.7 143.3 rward 1 S	GEH 4.8 0.1 1.3 inks = Rd and GEH 4.4 0.5 1.5 0.7 3.4 4.7 3.0 5.0 inks =	BA COUNT 32. 99. 97. 3 Nu 3 Nu 56. 89. 771. 56. 89. 771. 56. 89. 771. 56. 89. 771. 56. 89. 771. 56. 89. 71. 56. 89. 71. 56. 89. 71. 56. 89. 71. 56. 89. 71. 56. 89. 71. 56. 89. 71. 71. 71. 71. 71. 71. 71. 71. 71. 71	ACKTOTAL VOLUME 11 87 101 umber of umber of 63 779 86 310 446 3131 238 umber of	CHANGE -21. 3: -12. 8: 4. 100 back links back links CHANGE 39. 166 -26. 76 8. 100 -2. 9 69. 128 10. 133 -9. 128 10. 133 79. 145 back links	% GEH 4.4 4.5 7.9 1.2 1.1 0.4 5 = 3 % GEH 5.6 4.5 5.8 3.0 .0 0.3 7.7 0.2 8.6 4.2 7.7 5.6 5.9 9	COUNT 66. 187. 186. COUNT 117. 245. 1495. 171. 542. 524. 169. 189. 323.	VOLUME 22 176 203 VOLUME 196 213 1462 174 624 684 214 624 684 217 73	CHANGE % -44. 33.3 -11. 94.1 17. 109.1 77. 109.1 79. 167.5 -32. 86.9 -33. 97.8 3. 101.8 82. 115.1 160. 130.5 54. 133.8 69. 136.5 150. 146.4	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd) Yewlett Cres (South of SH6A) McBride St (South of SH6A) SH6 (South of Gray St) Joe Oconnell Dr (South of SH6) Grants Rd (South of SH6) Hardware Lane (South of SH6) Hardware Lane (South of SH6) Stalker Rd (South of SH6) Howards Dr (South of SH6)
Cordon Descri NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE % CORREL. COEFF. % RMS COCREL. COEFF. % RMS COCREL. COEFF. % RMS COCREL.	NODE2 1745 3319 1164 of links FORWAF 2111. 202. -9. 96. 0.995 26.58 0.995 27.57 3069 26.77 37.35 33.97 37.42 of links FORWAF	F COUNT 34. 88. 89. 89. 89. 89. 89. 60. 61. 61. 100.0 61. 156. 723. 83. 83. 83. 164. 83. 85. 164. 83. 85. 164. 83. 85. 85. 85. 85. 83. 83. 83. 83. 83. 83. 83. 83. 83. 83	CORWARD VOLUME 11 89 102 3 Number ACK 228. 199. -29. 87. 0.985 22.81 0.971 2.0 <12 6 100.0 <12 6 100.0 <12 6 100.0 <12 6 100.0 <12 50 CORWARD VOLUME 101 150 683 88 314 238 211 127 235 9 Number	CHANG -23. 1. 13. offo TOTAL 439. 401. -38. 91. 0.989 23.40 0.979 1.9 >12 0 0.979 1.9 >12 0 0.0 TOTAL 40. -38. 91. 0.979 1.9 >12 0 0.979 1.9 >12 0 0.0 TOTAL -38. -37. -38. -38. -37. -57.	E % 32.4 101.1 114.6 rward 1 S 165.6 96.2 94.5 106.0 104.3 126.6 142.6 143.7 143.3 rward 1 S	GEH 4.8 0.1 1.3 inks = Rd and GEH 4.4 0.5 1.5 0.7 3.4 4.7 3.0 5.0 inks =	B4 COUNT 32. 99. 97. 3 Nu 3 Nu 56. 89. 771. 56. 89. 771. 56. 89. 771. 56. 89. 771. 56. 89. 771. 56. 89. 91. 336. 159. 9 Nu	ACKTOTAL VOLUME 11 87 101 umber of ACKTOTAL VOLUME 95 63 779 86 310 446 3131 238 umber of	CHANGE -21. 3: -12. 8: 4. 100 back links back links CHANGE 39. 165 -26. 7(8. 100; -2. 9; 69. 123 10. 133; -9. 22; 37. 133 79. 145 back links	% GEH 4.4 4.5 7.9 1.2 1.1 0.4 5 = 3 8 8 6 6 4.5 7 5.8 8 .0 0.3 7 7 5.6 6 .0 3.5 7 5.6 5 = 9 9	COUNT 66. 187. 186. COUNT 117. 245. 171. 542. 524. 160. 189. 323.	VOLUME 22 176 203 VOLUME 196 213 1462 174 624 684 214 624 684 217 77	CHANGE % -44. 33.3 -11. 94.1 17. 109.1 77. 109.1 79. 167.5 -32. 86.9 -33. 97.8 3. 101.8 82. 115.1 160. 130.5 54. 133.8 69. 136.5 150. 146.4	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd) Yewlett Cres (South of SH6A) McBride St (South of SH6A) SH6 (South of Gray St) Joe Oconnell Dr (South of SH6) Grants Rd (South of SH6) Hardware Lane (South of SH6) Hardware Lane (South of SH6) Stalker Rd (South of SH6) Howards Dr (South of SH6)
Cordon Descri NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE % CORREL. COEFF. % RMS COCREL. COEFF. % RMS COCREL. COEFF. % RMS COCREL. COEFF. % RMS COCREL. COEFF. % RMS COCREL. COCRE.	NODE2 1745 3319 1164 of links FORWAF 2111. 202. -9. 96. 0.992 26.58 0.992 26.58 0.995 27.57 30.69 27.57 37.37 37.35 33.07 37.42 of links FORWAF 1919. 	F COUNT 34. 88. 89. 89. 89. 89. 89. 89. 89	CORWARD VOLUME 11 89 102 3 Number ACK 228. 199. -29. 87. 0.985 22.81 0.971 2.0 <12 6 100.0 <12 6 100.0 <12 6 100.0 <12 6 100.0 <12 50 CORWARD VOLUME 101 150 683 88 314 238 211 127 235 9 Number ACK	CHANG -23. 1. 13. offo TOTAL 439. 401. -38. 91. 0.989 23.40 0.979 1.9 >12 0 0.979 1.9 >12 0 0.979 1.9 >12 0 0.979 1.9 >12 0 0.979 1.9 >12 0 0.979 1.9 >12 0 0.979 1.9 >12 0 0.975 1.9 >12 0 0.975 1.9 >1.9 >1.9 >1.9 >1.9 >1.9 >1.9 >1.9 >1.9 >1.9 >1.9 >1.9 >1.9 0.979 1.9 >1.9 >1.9 0.0 0.979 1.9 >1.9 >1.9 0.0 0.979 1.9 >1.9 >1.9 0.0 0.0 0.0 1.9 >1.9 0.0 0.0 0.0 1.9 >1.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	E % 32.4 101.1 114.6 rward 1 S ankton E % 165.6 96.2 94.5 166.0 104.3 126.6 142.6 143.3 rward 1 S	GEH 4.8 0.1 1.3 inks = Rd and GEH 4.4 0.5 1.5 0.7 3.0 5.0 inks =	B4 COUNT 32. 99. 97. 3 Nu 3 Nu 56. 89. 771. 56. 89. 771. 56. 89. 771. 56. 89. 771. 56. 89. 771. 56. 89. 771. 56. 89. 91. 91. 91. 91. 91. 91. 91. 91. 91. 9	ACKTOTAL VOLUME 11 87 101 umber of ACKTOTAL VOLUME 95 63 779 86 310 446 310 446 3131 238 umber of	CHANGE -21. 3: -12. 8: 4. 100 back links back links CHANGE 39. 165 -26. 7(8. 100; -2. 9; 69. 123 10. 133; -9. 22; 37. 133 79. 145 back links	% GEH 4.4 4.5 7.9 1.2 1.1 0.4 5 = 3 8 8 8 9 6 4.5 9 8 8 9 9 9 9 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2	COUNT 66. 187. 186. COUNT 117. 245. 1495. 171. 542. 524. 160. 189. 323.	VOLUME 22 176 203 VOLUME 196 213 1462 174 624 684 214 473	CHANGE % -44. 33.3 -11. 94.1 17. 109.1 77. 109.1 79. 167.5 -32. 86.9 -33. 97.8 3. 101.8 82. 115.1 160. 130.5 54. 133.8 69. 136.5 150. 146.4	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd) Yewlett Cres (South of SH6A) McBride St (South of SH6A) SH6 (South of Gray St) Joe Oconnell Dr (South of SH6) Grants Rd (South of SH6) Hardware Lane (South of SH6) Hardware Lane (South of SH6) Stalker Rd (South of SH6) Howards Dr (South of SH6)
Cordon Descri NODE1 4408 1733 3343 Number TOTALS COUNT VOLUME CHANGE % CORREL. COEFF. % RMS COCREL. COEFF. % RMS COCREL. COEFF. % RMS COCREL. COEFF. % RMS COCREL. COEFF. % RMS COCREL. COEFF. % RMS COCREL. COEFF. % RMS COCREL. COCRE. COCREL. COCRE. COCREL. COCREL. COCRE. COC	NODE2 1745 3319 1164 of links FORWAF 2111. 2022 -9. 96. 0.992 26.58 0.992 26.58 0.995 27.57 37.57 37.37 37.35 37.37 37.42 of links FORWAF 1919, 2147, 228	F COUNT 34. 88. 89. 89. 89. 89. 89. 89. 89	CORWARD VOLUME 11 89 902 3 Number ACK 228. 199. -29. 87. 0.985 22.81 0.971 2.0 <12 6 100.0 <12 6 100.0 <12 6 100.0 <12 6 100.0 <12 50 CORWARD VOLUME 101 150 683 88 314 238 211 127 235 9 Number ACK 8846. (151. 305.	CHANG -23. 1. 13. offo TOTAL 439. 401. -38. 91. 0.989 23.40 0.979 1.9 >12 0 0.979 1.9 >12 0 0.0 0.979 1.9 >12 0 0.0 0.979 1.9 >12 0 0.0 0.979 1.9 >12 0 0.0 0.0 1.9 >1.9 >1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	E % 32.4 101.1 114.6 rward 1 S	GEH 4.8 0.1 1.3 inks = Rd and GEH 4.4 0.5 1.5 0.7 3.4 4.7 3.0 5.0 inks =	B4 COUNT 32. 99. 97. 3 Nu 3 Nu 56. 89. 771. 56. 89. 771. 56. 89. 771. 56. 89. 771. 56. 89. 771. 56. 89. 91. 316. 159. 91.	ACKTOTAL VOLUME 11 87 101 umber of ACKTOTAL VOLUME 95 63 779 86 63 310 446 310 446 3131 238 umber of	CHANGE -21. 3: -12. 8: 4. 100 back links back links CHANGE 39. 165 -26. 7(8. 100; -2. 9; 69. 123 10. 133; -9. 22; 37. 133 79. 145 back links	% GEH 4.4 4.5 7.9 1.2 1.1 0.4 5 = 3 8 8 8 9 6 4.5 9 8 9 9 9 9 9 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2	COUNT 66. 187. 186. COUNT 117. 245. 1495. 171. 542. 524. 169. 189. 323.	VOLUME 22 176 203 VOLUME 196 213 1462 174 624 684 214 473	CHANGE % -44. 33.3 -11. 94.1 17. 109.1 77. 109.1 79. 167.5 -32. 86.9 -33. 97.8 3. 101.8 82. 115.1 160. 130.5 54. 133.8 69. 136.5 150. 146.4	Hansen Rd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd) Yewlett Cres (South of SH6A) McBride St (South of SH6A) SH6 (South of Gray St) Joe Oconnell Dr (South of SH6) Grants Rd (South of SH6) Hardware Lane (South of SH6) Hardware Lane (South of SH6) Stalker Rd (South of SH6) Howards Dr (South of SH6)

CHANGE % CORREL. 228. 112. 305. 117.

COEFF. %RMS r^2 GEH	0.989 20.95 0.978 5.1		0.983 28.23 0.967 6.8	0.987 22.49 0.974 8.4												
GEH < # 1 % 83.	5 <7 5 18 3 100.0	<10 18 100.0	<12 18 100.0	>12 0 0.0												
Cordon Descrip	Number : tion :	11 0 At	BP Rbt	(SB/EB	1st)											
NODE1 N	ODE2	F COUNT	ORWARD VOLUME	CHANG	E %	GEH	BA COUNT	CKTOTAL VOLUME	CHANGE	%	GEH	COUNT	VOLUME	CHANGE	%	
1747 2251 2325	1754 3069 2679	61. 156. 723.	101 150 683	40. -6. -40.	165.6 96.2 94.5	4.4 0.5 1.5	56. 89. 771.	95 63 779	39. 1 -26. 8. 1	169.6 70.8 101.0	4.5 3.0 0.3	117. 245. 1495.	196 213 1462	79. -32. -33.	167.5 86.9 97.8	Yewlett Cres (South of SH6A) McBride St (South of SH6A) SH6 (South of Gray St)
Number o	f links	=	3 Number	∽ of fo	rward l	inks =	3 Nu	mber of	back li	nks =	3					
TOTALS	FORWAR	RD E	ВАСК	TOTAL	s											
COUNT VOLUME CHANGE % COBREL	940. 934. -6. 99.		916. 937. 21. 102.	1857. 1871. 14. 101.												
COEFF. %RMS r^2 GEH	0.998 12.84 0.997 0.2	8 6 1 7 6	0.997 L1.01 0.994 0.7	0.997 10.44 0.995 0.3												
GEH < # % 100.	5 <7 6 6 0 100.0	<10 6 100.0	<12 6 100.0	>12 0 0.0												
Cordon Descrip	Number : tion :	12 9 OUT	fer queei	NSTOWN	(Inboun	d 1st)										
NODE1 N	IODE2	F COUNT	ORWARD VOLUME	CHANG	E %	GEH	BA COUNT	CKTOTAL VOLUME	CHANGE	%	GEH	COUNT	VOLUME	CHANGE	%	
1202 3343 3347 3906 3111	2558 1164 3274 2513 2245	205. 89. 627. 287. 125.	185 102 671 260 93	-20. 13. 44. -27. -32.	90.2 114.6 107.0 90.6 74.4	1.4 1.3 1.7 1.6 3.1	205. 97. 652. 259. 123.	174 101 717 215 87	-31. 4. 2 65. 2 -44. -36.	84.9 104.1 110.0 83.0 70.7	2.3 0.4 2.5 2.9 3.5	410. 186. 1279. 547. 248.	359 203 1388 475 180	-51. 17. 109. -72. -68.	87.6 109.1 108.5 86.8 72.6	Arthurs Pt Rd (North of Morning Star Tce) Lower Shotover Rd (North of Spence Rd) SH6 (East of Lower Shotover Road) SH6 (00601000 Remarkables after ski field) Glenorchy Qtown Rd (East of Moke Lake Rd)
Number o	f links	=	5 Number	n of fo	rward l	inks =	5 Nu	mber of	back li	nks =	5					
TOTALS	FORWAR	D E	ЗАСК	TOTAL	S											
COUNT VOLUME CHANGE %	1333. 1311. -22. 98.	1 1	L336. L294. -42. 97.	2670. 2605. -65. 98.												
COEFF. %RMS r^2 GEH	0.995 12.24 0.996 0.6	5 6 1 5 6	0.994 L7.19 0.989 1.2	0.995 14.68 0.989 1.3												
GEH < # 1 % 100.	5 <7 0 10 0 100.0	<10 10 100.0	<12 10 100.0	>12 0 0.0												
Cordon Descrip	Number : tion :	13 10 Fr	rankton S	Spots (SB/EB 1	st)										
NODE1 N	ODE2	F COUNT	Forward Volume	CHANG	E %	GEH	BA COUNT	CKTOTAL VOLUME	CHANGE	%	GEH	COUNT	VOLUME	CHANGE	%	
1693 2970 3268 1921	2694 3085 3275 2274	212. 73. 144. 271.	206 78 248 216	-6. 5. 104. -55.	97.2 106.8 172.2 79.7	0.4 0.6 7.4 3.5	230. 84. 133. 313.	206 77 244 261	-24. -7. 111. : -52.	89.6 91.7 183.5 83.4	1.6 0.8 8.1 3.1	442. 157. 277. 584.	412 155 492 477	-30. -2. 215. -107.	93.2 98.7 177.6 81.7	Airport (East of Lucas Pl) Ferry Hill Dr (West of Tucker Beach Rd) Peninsula Rd (West of SH6) SH6 (00600999 Sth of Peninsula Rd)
Number o	f links	=	4 Number	∩ of fo	rward l	inks =	4 Nu	mber of	back li	nks =	4					
TOTALS	FORWAR	D E	ВАСК	TOTAL	s											
Count Volume Change %	700. 748. 48. 107.		760. 788. 28. 104.	1460. 1536. 76. 105.												
CORREL. COEFF. %RMS r^2 GEH	0.662 38.90 0.438 1.8		0.717 38.01 0.515 1.0	0.691 38.28 0.477 2.0												
GEH < # % 75.	5 <7 6 6 0 75.0	<10 8 100.0	<12 8 100.0	>12 0 0.0												
Condon	Numbon	14														

Cordon Number : 14 Description : 0 Outer Spots (Inbound 1st)

NODE1	NODE2	F COUNT	ORWARD VOLUME	CHANGE	%	GEH	BAC COUNT	KTOTAL VOLUME	CHANGE %	GEH	COUNT	VOLUME	CHANGE %	
2140 1309 3064 3068	3526 1310 3060 3067	96. 45. 120. 188.	126 36 148 216	30. 1 -9. 28. 1 28. 1	80.0 23.3	2.8 1.4 2.4 2.0	119. 53. 128. 196.	83 28 141 247	-36. 69.7 -25. 52.8 13. 110.2 51. 126.0	3.6 3.9 1.1 3.4	216. 98. 248. 384	209 64 289 463	-7. 96.8 -34. 65.3 41. 116.5 79. 120.6	00601005 (Between Jacks Point and Lakeside) 00600853 Lake Wanaka Camp Creek Bridge 00800263 TARRAS - Telemetry Site 110 00800013 Cromwell Gorge
Number	of links	5 =	4 Number	n of forw	vard li	inks =	4 Nur	ber of	back links =	4				
TOTALS	5 FORWA	ARD E	BACK	TOTALS										
COUNT	449	Э.	496.	946.										
VOLUME CHANGE %	526 77 117	5. 7. 7.	499. 3. 101.	1025. 79. 108.										
COEFF. COEFF. %RMS r^2 GEH	0.98 25.9 0.97 3.	35 6 97 3 70 6 .5	0.970 31.89 0.941 0.1	0.996 23.32 0.993 2.5										
GEH # % 100	<5 <7 8 8 9.0 100.0	7 <10 3 8 9 100.0	<12 8 100.0	>12 0 0.0										
Cordor Descri	Number .ption	: 15 : 0 All	. COUNTS											
NODE1	NODE 2	F COUNT	ORWARD VOLUME	CHANGE	%	GEH	BAC COUNT	KTOTAL VOLUME	Change %	GEH	COUNT	VOLUME	CHANGE %	
1747	3761	975.	1048	73.1	L07.5	2.3	937.	1071	134. 114.3	4.2	1912.	2119	207. 110.8	SH6A (West of Yewlett Cres)
1950 1963	1935	30.	40	10. 1	L41.3	1.7	30.	48	18. 160.0	2.9	59.	88	29. 149.2	Panorama Tce (West of Wakatipu Heights)
1829 2038	1839 1998	363. 172.	358 203	-5. 31. 1	98.6 18.0	0.3 2.3	320. 164.	331 198	11. 103.4 34. 120.7	0.6 2.5	683. 336.	689 401	6. 100.9 65. 119.3	Gorge Rd (South of Sawmill Rd) Fernhill Rd (East of Sainsbury Rd)
3111 1002	2132	125.	79 81	-46.	63.2	4.6	123.	85 77	-38. 69.1	3.7	248. 113	164 158	-84. 66.1	Glenorchy Qtown Rd (East of Moke Lake Rd) Cadrona Valley Rd (North of Tuohys Gully Rd)
1836	1835	193.	197	4.1	102.1	0.3	222.	246	24. 110.8	1.6	415.	443	28. 106.7	SH6 (00600970 Gibbston-before Gibbston Back Rd)
3280 1002	1820 2622	498. 59.	469 81	-29. 22. 1	94.2 L37.3	1.3 2.6	425. 54.	420 77	-5. 98.8 23. 142.6	0.2 2.8	924. 113.	889 158	-35. 96.2 45. 139.8	SH6 (00690997 Btwn Southberg Ave & Bridge) Cadrona Valley Rd (North of Tuohys Gully Rd)
3057 3100	3058 3066	207.	132 82	-75.	63.8 86 3	5.8	205.	135 87	-70. 65.9	5.4	412.	267 169	-145. 64.8	SH6 (00600939 Lowburn)
2622	1002	54.	77	23. 1	42.6	2.8	59.	81	22. 137.3	2.6	113.	158	45. 139.8	Cadrona Valley Rd (North of Tuohys Gully Rd)
1668 1663	2746 1664	9. 38.	8 22	-1. -16.	88.9 57.9	0.3 2.9	10. 21.	8 20	-2. 80.0 -1. 95.2	0.7 0.2	19. 60.	16 42	-3. 84.2 -18. 70.0	Mt Barker Rd (West of SH6) Ballantyne Road (West of SH6)
1601	1559	218.	193	-25.	88.5	1.7	215.	182	-33. 84.7	2.3	432.	375	-57. 86.8	SH6 (00600895 WANAKA - Telemetry Site 109)
1421	1422	20.	122	-13.	90.4 55.0	2.3	21.	114	-38. 75.0 -10. 52.4	2.5	42.	236	-20. 52.4	Wanaka Mt Aspiring Rd (West of West Wanaka Rd)
1362 1580	1375 1579	135. 11.	122 8	-13. -3.	90.4 72.7	1.1 1.0	152. 13.	114 8	-38. 75.0 -5. 61.5	3.3 1.5	287. 24.	236 16	-51. 82.2 -8. 66.7	SH6 (00600884 Hawea Sth of dam) Kane Rd (Anvwhere North of SH8A)
3736	3735	148.	211	63.1	42.6	4.7	12.	3	-9. 25.0	3.3	160.	214	54. 133.8	Hardware Lane (South of SH6)
3731	3732	188. 301.	238 314	13. 1	L26.6	3.4 0.7	241.	446 310	69. 128.6	4.2	524.	684 624	82. 115.1	Grants Rd (South of SH6)
1745 2680	1760 1693	83. 574.	88 505	5.1 -69.	106.0 88.0	0.5 3.0	88. 640.	86 497	-2. 97.7 -143. 77.7	0.2 6.0	171. 1213.	174 1002	3. 101.8 -211. 82.6	Joe Oconnell Dr (South of SH6) Lucas Pl (East of SH6)
1815	1810	202.	152	-50.	75.2	3.8	200.	144	-56. 72.0	4.3	401.	296	-105. 73.8	Humphrey St (East of SH6)
1733	3319	54. 88.	89	-23. 1.1	52.4 L01.1	4.8 0.1	99.	87	-21. 34.4 -12. 87.9	4.3 1.2	187.	176	-44. 55.5 -11. 94.1	Tucker Beach Rd (North of SH6)
3343 1747	1164 1754	89. 61.	102 101	13.1 40.1	L14.6 L65.6	1.3 4.4	97. 56.	101 95	4. 104.1 39. 169.6	0.4 4.5	186. 117.	203 196	17. 109.1 79. 167.5	Lower Shotover Rd (North of Spence Rd) Yewlett Cres (South of SH6A)
2251	3069	156.	150	-6.	96.2	0.5	89.	63	-26. 70.8	3.0	245.	213	-32. 86.9	McBride St (South of SH6A)
2325 3744	3307	95.	127	-40. 32. 1	94.5 L33.7	3.0	94.	131	37. 139.4	0.3 3.5	1495.	258	-33. 97.8 69. 136.5	Stalker Rd (South of SH6)
3347 1202	3742 2558	164. 205.	235 185	71. 1 -20.	43.3 90.2	5.0 1.4	159. 205.	238 174	79. 149.7 -31. 84.9	5.6 2.3	323. 410.	473 359	150. 146.4 -51. 87.6	Howards Dr (South of SH6) Arthurs Pt Rd (North of Morning Star Tce)
3343	1164	89.	102	13. 1	14.6	1.3	97.	101	4. 104.1	0.4	186.	203	17. 109.1	Lower Shotover Rd (North of Spence Rd)
3906	2513	287.	260	-27.	90.6	1.6	259.	215	-44. 83.0	2.9	547.	475	-72. 86.8	SH6 (00601000 Remarkables after ski field)
3111 1693	2245 2694	125. 212.	93 206	-32. -6.	74.4 97.2	3.1 0.4	123. 230.	87 206	-36. 70.7 -24. 89.6	3.5 1.6	248. 442.	180 412	-68. 72.6 -30. 93.2	Glenorchy Qtown Rd (East of Moke Lake Rd) Airport (East of Lucas Pl)
2970	3085	73.	78 248	5.1	106.8	0.6	84.	77 244	-7. 91.7	0.8 8 1	157. 277	155	-2. 98.7	Ferry Hill Dr (West of Tucker Beach Rd)
1921	2274	271.	248	-55.	79.7	3.5	313.	261	-52. 83.4	3.1	584.	492	-107. 81.7	SH6 (00600999 Sth of Peninsula Rd)
2140 1309	3526 1310	96. 45.	126 36	30.1 -9.	131.2 80.0	2.8 1.4	119. 53.	83 28	-36. 69.7 -25. 52.8	3.6 3.9	216. 98.	209 64	-7. 96.8 -34. 65.3	00601005 (Between Jacks Point and Lakeside) 00600853 Lake Wanaka Camp Creek Bridge
3064	3060	120.	148	28.1	14 0	2.4	128.	141	13. 110.2 51 126 0	1.1	248.	289	41. 116.5	00800263 TARRAS - Telemetry Site 110
3761	1747	937.	1071	134.1	14.3	4.2	975.	1048	73. 107.5	2.3	1912.	2119	207. 110.8	SH6A (West of Yewlett Cres)
1935 1971	1930 1963	54. 30.	88 48	34.1 18.1	L63.0 L60.0	4.0 2.9	75. 30.	106 40	31. 141.3 10. 133.3	3.3 1.7	129. 59.	194 88	65. 150.4 29. 149.2	Edinburgh Dr (East of Belfast Tce) Panorama Tce (West of Wakatipu Heights)
1839	1829	320.	331	11. 1	103.4	0.6	363.	358	-5. 98.6	0.3	683.	689 401	6. 100.9	Gorge Rd (South of Sawmill Rd)
2132	3111	123.	85	-38.	69.1	3.7	172.	203 79	-46. 63.2	4.6	248.	164	-84. 66.1	Glenorchy Qtown Rd (East of Moke Lake Rd)
2622 1835	1002 1836	54. 222.	77 246	23.1 24.1	L42.6 L10.8	2.8 1.6	59. 193.	81 197	22. 137.3 4. 102.1	2.6 0.3	113. 415.	158 443	45. 139.8 28. 106.7	Cadrona Valley Rd (North of Tuohys Gully Rd) SH6 (00600970 Gibbston-before Gibbston Back Rd)
1820	3280	425.	420	-5.	98.8	0.2	498.	469	-29. 94.2	1.3	924.	889	-35. 96.2	SH6 (00690997 Btwn Southberg Ave & Bridge)
2622 3058	3057	54. 205.	135	-70.	65.9	2.8 5.4	59. 207.	81 132	-75. 63.8	2.6 5.8	412.	158 267	45. 139.8 -145. 64.8	SH6 (00600939 Lowburn)
3066 1002	3100 2622	103. 59	87 81	-16. 22.1	84.5	1.6	95. 54	82 77	-13. 86.3 23. 142.6	1.4	198. 113	169 158	-29. 85.4 45. 139.8	SH8 (00800278 Bendigo) Cadrona Vallev Rd (North of Tuchys Gully Rd)
2746	1668	10.	8	-2.	80.0	0.7	9.	8	-1. 88.9	0.3	19.	16	-3. 84.2	Mt Barker Rd (West of SH6)
1664 1559	1663 1601	21. 215.	20 182	-1. -33.	95.2 84.7	0.2 2.3	38. 218.	22 193	-16. 57.9 -25. 88.5	2.9 1.7	60. 432.	42 375	-18. 70.0 -57. 86.8	Ba⊥⊥antyne Road (West of SH6) SH6 (00600895 WANAKA – Telemetry Site 109)
1375	1362	152.	114	-38.	75.0	3.3	135.	122	-13. 90.4	1.1	287.	236	-51. 82.2	SH6 (00600884 Hawea Sth of dam)
1422 1375	1362	21. 152.	11	-38.	52.4 75.0	2.5 3.3	20. 135.	122	-9. 55.0 -13. 90.4	$\frac{2.3}{1.1}$	42. 287.	236	-20. 52.4 -51. 82.2	Manaka mu Aspiring ku (west of west wanaka Rd) SH6 (00600884 Hawea Sth of dam)
1579	1580	13.	8	-5.	61.5	1.5	11.	8	-3. 72.7	1.0	24.	16	-8. 66.7	Kane Rd (Anywhere North of SH8A)

3735	3736	12.	3	-9.	25.0	3.3	148.	211	63. 142.6	4.7	160.	214	54. 133.8	Hardware Lane (South of SH6)
3732	373 1	336.	446	110.	132.7	5.6	188.	238	50. 126.6	3.4	524.	684	160. 130.5	EAR Spine (South of SH6)
3737	3730	241.	310	69.	128.6	4.2	301.	314	13. 104.3	0.7	542.	624	82. 115.1	Grants Rd (South of SH6)
1760	1745	88.	86	-2.	97.7	0.2	83.	88	5. 106.0	0.5	171.	174	3. 101.8	Joe Oconnell Dr (South of SH6)
1693	2680	640.	497	-143.	77.7	6.0	574.	505	-69. 88.0	3.0	1213.	1002	-211. 82.6	Lucas Pl (East of SH6)
1810	1815	200.	144	-56.	72.0	4.3	202.	152	-50. 75.2	3.8	401.	296	-105. 73.8	Humphrey St (East of SH6)
1745	4408	32.	11	-21.	34.4	4.5	34.	11	-23. 32.4	4.8	66.	22	-44. 33.3	Hansen Rd (North of SH6)
3319	1733	99.	87	-12.	87.9	1.2	88.	89	1. 101.1	0.1	187.	176	-11. 94.1	Tucker Beach Rd (North of SH6)
1164	3343	97.	101	4.	104.1	0.4	89.	102	13. 114.6	1.3	186.	203	17. 109.1	Lower Shotover Rd (North of Spence Rd)
1754	1747	56.	95	39.	169.6	4.5	61.	101	40. 165.6	4.4	117.	196	79. 167.5	Yewlett Cres (South of SH6A)
3069	2251	89.	63	-26.	70.8	3.0	156.	150	- 6. 96.2	0.5	245.	213	-32. 86.9	McBride St (South of SH6A)
2679	2325	771.	779	8.	101.0	0.3	723.	683	-40. 94.5	1.5	1495.	1462	-33. 97.8	SH6 (South of Gray St)
3307	3744	94.	131	37.	139.4	3.5	95.	127	32. 133.7	3.0	189.	258	69. 136.5	Stalker Rd (South of SH6)
3742	3347	159.	238	79.	149.7	5.6	164.	235	71. 143.3	5.0	323.	473	150. 146.4	Howards Dr (South of SH6)
2558	1202	205.	174	-31.	84.9	2.3	205.	185	-20. 90.2	1.4	410.	359	-51. 87.6	Arthurs Pt Rd (North of Morning Star Tce)
1164	3343	97.	101	4.	104.1	0.4	89.	102	13. 114.6	1.3	186.	203	17. 109.1	Lower Shotover Rd (North of Spence Rd)
3274	3347	652.	717	65.	110.0	2.5	627.	671	44. 107.0	1.7	1279.	1388	109. 108.5	SH6 (East of Lower Shotover Road)
2513	3906	259.	215	-44.	83.0	2.9	287.	260	-27. 90.6	1.6	547.	475	- 72. 86.8	SH6 (00601000 Remarkables after ski field)
2245	3111	123.	87	-36.	70.7	3.5	125.	93	-32. 74.4	3.1	248.	180	-68. 72.6	Glenorchy Qtown Rd (East of Moke Lake Rd)
2694	1693	230.	206	-24.	89.6	1.6	212.	206	- 6. 97.2	0.4	442.	412	-30. 93.2	Airport (East of Lucas Pl)
3085	2970	84.	77	- 7.	91.7	0.8	73.	78	5. 106.8	0.6	157.	155	-2. 98.7	Ferry Hill Dr (West of Tucker Beach Rd)
3275	3268	133.	244	111.	183.5	8.1	144.	248	104. 172.2	7.4	277.	492	215. 177.6	Peninsula Rd (West of SH6)
2274	1921	313.	261	- 52.	83.4	3.1	271.	216	- 55. 79.7	3.5	584.	477	-107. 81.7	SH6 (00600999 Sth of Peninsula Rd)
3526	2140	119.	83	-36.	69.7	3.6	96.	126	30. 131.2	2.8	216.	209	-7. 96.8	00601005 (Between Jacks Point and Lakeside)
1310	1309	53.	28	-25.	52.8	3.9	45.	36	-9. 80.0	1.4	98.	64	-34. 65.3	00600853 Lake Wanaka Camp Creek Bridge
3060	3064	128.	141	13.	110.2	1.1	120.	148	28. 123.3	2.4	248.	289	41. 116.5	00800263 TARRAS - Telemetry Site 110
3067	3068	196.	247	51.	126.0	3.4	188.	216	28. 114.9	2.0	384.	463	79. 120.6	00800313 Cromwell Gorge

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TOTALS	FORWAR	D BACK	TOTALS
COUNT	17699.	17699.	35402.
VOLUME	18003.	18003.	36006.
CHANGE	304.	304.	604.
%	102.	102.	102.
CORREL.			
COEFF.	0.977	0.977	0.979
%RMS	23.16	23.16	22.01
r^2	0.955	0.955	0.959
GEH	2.3	2.3	3.2
GEH	<5 <7	<10 <12	>12
# 1	72 184	188 188	0
% 91	.5 97.9	100.0 100.0	0.0

Number of links = 94 Number of forward links = 94 Number of back links = 94

CORDON terminated successfully

TRACKS TRACKS TRACKS TRACKS TRACKS TR TRACKS TRACKS S TRACKS KS TRACK CKS TRAC Version V7.08 CKS TRAC ACKS TRA ACKS TRA RACKS TR Date run 2.3-AUG-22 RACKS TR Date run 16:58:51 TRACKS Platform Win 95/NT TRACKS TRACKS TRACKS TRACKS TRACKS TRACKS														
+	TRACKS Licenced to)	·+ 											
	at : Abley Christop	inch	1											
+			+											
	Build Date : 11/12/12 07:32													
	Parameter version :	V5.20												
Network	Period Factor : 1.000													
Cordon	Period Factor : 1.000													
GEH	Period Factor : 1.000													
CSV Ou	cput File :													
Cordon D Loaded N	ata File : QE18CD.DAT etwork : QE18NL.000 6018 Links	WAKATIPU in network	MODEL 2018	AMP LIGHTS Y										

Cordon Number : 3 Description : 4 SURROUNDING QUEENSTOWN (Inbound 1st)

NODE1	NODE2	F COUNT	ORWARD VOLUME	CHANGE	%	GEH	BA COUNT	CKTOTAL VOLUME	CHANGE	= %	GEH	COUNT	VOLUME	CHANGE	%	
1747	3761	1331.	1350	19.	101.4	0.5	1133.	1293	160.	114.1	4.6	2464.	2643	179. 10	97.3	SH6A (West of Yewlett Cres)
1930	1935	201.	120	-81.	59.7	6.4	142.	199	57.	140.1	4.4	344.	319	-25.	92.7	Edinburgh Dr (East of Belfast Tce)
1963 1829	1971 1839	36. 443.	50 354	14. -89.	138.9 79.9	2.1 4.5	64. 455.	74 479	10. 24.	115.6	1.2	100. 898.	124 833	-65. 9	24.0 92.8	Panorama Ice (west of wakatipu Heights) Gorge Rd (South of Sawmill Rd)
2038	1998	222.	220	-2.	99.1	0.1	408.	399	-9.	97.8	0.4	631.	619	-12. 9	98.1	Fernhill Rd (East of Sainsbury Rd)
3111	2132	182.	73 6 Numbon	-109.	40.1	9.7	144. 6 Nu	102	-42.	70.8	3.8	326.	175	-151. !	53.7	Glenorchy Qtown Rd (East of Moke Lake Rd)
TOTALS	FORWAR	= RD B	ACK	TOTALS	waru 11	LIIKS =	0 Nu	mber or	Dack 1	LIIKS =	0					
COUNT	2415.	. 2	346.	4763.												
CHANGE	-248.	. 2	546. 200.	4/13. -50.												
%	90.		109.	99.												
CORREL.	0.994	ı e	.996	0.997												
%RMS	18.23	3 2	0.26	13.85												
r^2 GEH	0.988	2 0	.992 4.0	0.994 0.7												
		-														
GEH #	<5 <7 10 11	<10 12	<12 12	>12 0												
% 83	.3 91.7	100.0	100.0	0.0												
Cordon	Number ·	4														
Descri	ption :	5 EAS	T OF QUE	ENSTOWN	l (twds	qtown :	lst)									
NODE1	NODE 2	F COUNT	ORWARD VOLUME	CHANGE	%	GEH	BA COUNT	CKTOTAL VOLUME	CHANGE	E %	GEH	COUNT	VOLUME	CHANGE	%	
1000	2622	60	120	F 1	172 0	F 2	08	70	20	71 4	2 1	167	100	22 1	1.2 0	Codmons Valley Rd (North of Tuebys Cully Rd)
1836	1835	214.	262	48.	122.4	3.1	342.	423	-28. 81.	123.7	4.1	556.	685	129. 12	23.2	SH6 (00600970 Gibbston-before Gibbston Back Rd)
3280	1820	497.	514	17.	103.4	0.8	590.	642	52.	108.8	2.1	1087.	1156	69. 10	96.3	SH6 (00690997 Btwn Southberg Ave & Bridge)
Number	of links	=	3 Number	of for	ward li	inks =	3 Nu	mber of	back li	inks =	3					
TOTALS	FORWAR	RD B	АСК	TOTALS												
COUNT	780	1	030	1810												
VOLUME	896.	. 1	135.	2031.												
CHANGE	116.		105.	221.												
CORREL.	115.		110.	112.												
COEFF. %pmc	1.000) (.990	0.995												
r^2	0.999) 2) 0	.981	0.989												
GEH	4.0)	3.2	5.0												
GEH	<5 <7	<10	<12	>12												
# % 93	5 6	6 100 0	6 100 0	0												
/0 00	100.0	100.0	100.0	0.0												
Cordon	Number :	5 6 NOR	TH OF CR	OMMEL		SB/F	3 1st)									
Desera	peron .		in or en			. (50/11	, 190)									
NODE1	NODE 2	F	ORWARD VOLUME	CHANGE	%	GEH	BA COUNT	VOLUME	CHANGE	= %	GEH	COUNT	VOLUME	CHANGE	%	
HODEL			TOLONIL			0211		TOLONIE		- /0	0211		1010/11		,,,	
1002 3057	2622 3058	98. 245.	120 180	22. -65.	122.4	2.1 4.5	69. 307.	70 216	1. -91.	101.4	0.1 5.6	167. 551.	190 396	23. 1	L3.8 71.9	Cadrona Valley Rd (North of Tuohys Gully Rd) SH6 (00600939 Lowburn)
3100	3066	96.	81	-15.	84.4	1.6	70.	65	-5.	92.9	0.6	166.	146	-20.	38.0	SH8 (00800278 Bendigo)
Number	of links	=	3 Number	of for	ward li	inks =	3 Nu	mber of	back li	inks =	3					
TOTAL	FORMA		ACK	TOTALC												
TOTALS	FURWAR	KD B	ACK	TOTALS												
COUNT	439.		446.	884.												
CHANGE	-58.		-95.	-152.												
%	87.		79.	83.												
CORREL.	0.925	5 e	.999	0.987												
%RMS	33.94	4	3.35	37.91												
r^2 GEH	0.855))	.999	0.9/4 5.3												
GEH #	<5 <7 5 6	<10 6	<12 6	>12 0												
× 83	.3 100.0	100.0	100.0	0.0												
Cordon	Number :	6 7 มกม		ION (Tab	ound 1	st)										
00001		, main		(110	50110 IS	~)	-	CUTOT								
NODE1	NODE2	F COUNT	URWARD VOLUME	CHANGE	%	GEH	BA COUNT	VOLUME	CHANGE	E %	GEH	COUNT	VOLUME	CHANGE	%	
2622	1002	69	70	1.	101.4	0.1	98.	120	22.	122.4	2.1	167	190	23. 1	13.8	Cadrona Valley Rd (North of Tuchys Gully Rd)
1668	2746	51.	11	-40.	21.6	7.2	50.	15	-35.	30.0	6.1	101.	26	-75.	25.7	Mt Barker Rd (West of SH6)
1663 1601	1664 1559	72. 277.	24 204	-48. -73.	33.3 73.6	6.9 4.7	52. 235.	31 274	-21. 39	59.6 116.6	3.3 2.4	124. 512.	55 478	-69. 4 -34. 9	+4.4 93.4	Ballantyne Road (West of SH6) SH6 (00600895 WANAKA - Telemetrv Site 109)
1362	1375	153.	119	-34.	77.8	2.9	217.	208	-9.	95.9	0.6	370.	327	-43. 8	38.4	SH6 (00600884 Hawea Sth of dam)
1421	1422	29.	23	-6.	/9.3	1.2	6.	6	0.	100.0	0.0	35.	29	-6. 8	\$2.9	wanaкa Mt Aspiring ка (West o+ West Wanaka Rd)

Number of links = 6 Number of forward links = 6 Number of back links = 6

TOTALS FO	ORWARD E	BACK	TOTALS								
Count Volume Change %	651. 451. -200. 69.	658. 654. -4. 99.	1309. 1105. -204. 84.								
CORREL. COEFF. %RMS r^2	0.969 (42.09 2 0.938 (9.978 24.98 9.957	0.979 24.22 0.959								
GEH GEH <5 # 0	8.5 <7 <10	0.2 <12	5.9 >12								
# 9 % 75.0 9	91.7 100.0	100.0	0.0								
Cordon Numl Descriptio	per: 7 n : 8 NOF	RTH OF WA	ANAKA (SB 1s	st)							
NODE1 NODE:	F 2 COUNT	ORWARD VOLUME	CHANGE	% GEH	BACKTOTA COUNT VOLUM	L E CHANGE %	6 GEH	COUNT	VOLUME	Change %	
1362 137 1580 157	5 153. 9 8.	119 10	-34. 77. 2. 125.	8 2.9 0 0.7	217. 208 19. 12	-9. 95.9 -7. 63.2	9 0.6 2 1.8	370. 27.	327 22	-43. 88.4 -5. 81.5	SH6 (00600884 Hawea Sth of dam) Kane Rd (Anywhere North of SH8A)
Number of 1	inks =	2 Number	r of forward	links =	2 Number o	f back links =	= 2				
TOTALS FO	orward e	ЗАСК	TOTALS								
COUNT VOLUME	161. 129.	236. 220.	397. 349.								
CHANGE %	-32. 80.	-16. 93.	-48. 88.								
CORREL.	1.000 1	L.000	1.000								
%RMS 4	42.31 1.000 1	9.66 L.000	21.81 1.000								
GEH	2.7	1.1	2.5								
GEH <5 # 4 % 100.0 10	<7 <10 4 4 90.0 100.0	<12 4 100.0	>12 0 0.0								
Cordon Num Descriptio	ber: 8 n :1Fra	ankton Co	ordon (Inbou	ınd 1st)							
NODE1 NODE:	F 2 COUNT	ORWARD	CHANGE	% GEH	BACKTOTA COUNT VOLUM	L E CHANGE %	6 GEH	COUNT	VOLUME	CHANGE %	
3736 373	5 135.	205	70. 151.	9 5.4	11. 1	-10. 9.1	L 4.1	146.	206	60. 141.1	Hardware Lane (South of SH6)
3731 373 3730 373	2 184. 7 459.	173 360	-11. 94. -99. 78.	0 0.8 4 4.9	592. 689 517. 492	97.116.4 -25.95.2	1 3.8 2 1.1	776. 975.	862 852	86. 111.1 -123. 87.4	EAR Spine (South of SH6) Grants Rd (South of SH6)
1745 176	0 134. 3 398	73	-61. 54.	5 6.0	117. 120	3. 102.6	5 0.3	251.	193 1022	-58. 76.9	Joe Oconnell Dr (South of SH6)
1815 1810	a 171.	220	49. 128.	7 3.5	291. 247	-44. 84.9	2.7	463.	467	4. 100.9	Humphrey St (East of SH6)
Number of 1	inks =	6 Number	r of forward	links =	6 Number o	f back links =	= 6				
TOTALS FO	ORWARD E	BACK	TOTALS								
COUNT : VOLUME : CHANGE	1481. 2 1423. 2 -58.	2037. 2179. 142.	3519. 3602. 83.								
CORREL.	<i>9</i> 0.	107.	102.								
COEFF. (%RMS : r^2 (GEH	26.24 2 26.24 2 3.805 6 1.5	21.53 2.959 3.1	0.968 15.72 0.936 1.4								
GEH <5 # 9 % 75.0.10	<7 <10 12 12 20 0 100 0	<12 12 100.0	>12 0								
Cordon Num Descriptio	ber: 9 n : 2 Fra	ankton No	orth SH6 (SB	B/EB 1st)							
	F	ORWARD		х сти	BACKTOTA			COUNT	VOLUME		
1400 174		VOLUME						47	VOLUME	10 (1 7	
4408 1749 1733 3319 3343 1164	9 87. 4 116.	15 109 139	-14. 51. 22. 125. 23. 119.	7 3.0 3 2.2 8 2.0	18. 14 139. 174 89. 150	-4. 77.8 35. 125.2 61. 168.5	2 2.8 5 5.6	47. 226. 205.	29 283 289	-18. 61.7 57. 125.2 84. 141.0	Hansen Kd (North of SH6) Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd)
Number of 1	inks =	3 Number	r of forward	links =	3 Number o	f back links =	= 3				
TOTALS FO	orward e	ЗАСК	TOTALS								
COUNT VOLUME	232. 263.	246. 338.	478. 601.								
CHANGE %	31. 113.	92. 137.	123. 126.								
CORREL.	· a.995 <i>(</i>	1.960	0.992								
%RMS	31.79 e	50.74	45.75								
GEH (2.0 0ee.u	5.4	0.984 5.3								

GEł	H <5	<7	<10	<12	>12
#	5	6	6	6	0
%	83.3	100.0	100.0	100.0	0.0

Cordon Number : 10 Description : 3 Frankton South Frankton Rd and SH6 (SB

NODE1 NODE2	FORM COUNT VC	Vard Dlume chang	ie %	GEH	BA COUNT	CKTOTAL VOLUME	CHANGE %	GEH	COUNT	VOLUME	CHANGE %	
1747 1754	199.	135 -64.	67.8	5.0	105.	122	17. 116.2	1.6	304.	257	-47, 84,5	Yewlett Cres (South of SH6A)
2251 3069	129.	177 48.	137.2	3.9	141.	126	-15. 89.4	1.3	270.	303	33. 112.2	McBride St (South of SH6A)
2325 2679	665.	731 66.	109.9	2.5	780.	859	79. 110.1	2.8	1445.	1590	145. 110.0	SH6 (South of Gray St)
1745 1760	134.	73 -61.	54.5	6.0	117.	120	3. 102.6	0.3	251.	193	-58. 76.9	Joe Oconnell Dr (South of SH6)
3731 3732	459. 184	173 -11	94.0	4.9	592	492 689	-25. 95.2	3.8	776	852	-125. 87.4	EAR Spine (South of SH6)
3736 3735	135.	205 70.	151.9	5.4	11.	1	-10. 9.1	4.1	146.	206	60. 141.1	Hardware Lane (South of SH6)
3744 3307	214.	312 98.	145.8	6.0	100.	135	35. 135.0	3.2	314.	447	133. 142.4	Stalker Rd (South of SH6)
3347 3742	423.	452 29.	106.9	1.4	180.	256	76. 142.2	5.1	602.	708	106. 117.6	Howards Dr (South of SH6)
Number of links	= 91	Number of fo	orward l	inks =	9 Nu	mber of	back links =	9				
TOTALS FORWAR	D BACK	C TOTAL	.S									
COUNT 2542.	2543	3. 5083.										
VOLUME 2618.	2800). 5418.										
CHANGE /6. % 103	257	7. 335. N 107										
CORREL.	110	. 10/.										
COEFF. 0.939	0.99	91 0.980)									
%RMS 24.96	19.3	34 18.01										
GEH 1.5	5.	.0 4.6	5									
GEH <5 <7	<10 <	(12 >12										
# 14 18 % 77.8 100.0	100.0 100	0.0 0.0										
Cordon Number : Description :	11 0 At BP	Rbt (SB/EB	1st)									
	FOR	VARD			BA	CKTOTAL						
NODE1 NODE2	COUNT VO	DLUME CHANG	ie %	GEH	COUNT	VOLUME	CHANGE %	GEH	COUNT	VOLUME	CHANGE %	
1747 1754	199.	1 35 - 64.	67.8	5.0	105.	122	17. 116.2	1.6	304.	257	-47. 84.5	Yewlett Cres (South of SH6A)
2251 3069	129.	177 48.	137.2	3.9	141.	126	-15. 89.4	1.3	270.	303	33. 112.2	McBride St (South of SH6A)
2325 2679	665.	731 66.	109.9	2.5	780.	859	79. 110.1	2.8	1445.	1590	145. 110.0	SH6 (South of Gray St)
Number of links	= 31	Number of fo	orward l	inks =	3 Nu	mber of	back links =	3				
TOTALS FORWAR	D BACK	C TOTAL	.S									
COUNT 993.	1026	5. 2019.										
VOLUME 1043.	1107	7. 2150.										
% 105.	108	3. 106.										
CORREL.												
COEFF. 0.983	0.99	0.998	1									
%RMS 22.16	16.9 Ø 90	99 16.39 98 0.997	,									
GEH 1.6	2.	.5 2.9)									
GEH <5 <7	<10 <	(12 >12										
# 6 6	6	6 0										
% 100.0 100.0	100.0 100	0.0 0.0										
Cordon Number : Description :	12 9 OUTER	QUEENSTOWN	(Inboun	nd 1st)								
	FOR	ARD			BA	CKTOTAL						
NODE1 NODE2	COUNT VC	DLUME CHANG	ie %	GEH	COUNT	VOLUME	CHANGE %	GEH	COUNT	VOLUME	CHANGE %	
1202 2558	310.	1 73 - 137.	55.8	8.8	280.	269	-11. 96.1	0.7	590.	442	-148. 74.9	Arthurs Pt Rd (North of Morning Star Tce)
3343 1164	116.	139 23.	119.8	2.0	89.	150	61. 168.5	5.6	205.	289	84. 141.0	Lower Shotover Rd (North of Spence Rd)
3347 3274	702.	707 5.	100.7	0.2	1003. 309	961 326	-42. 95.8	1.3	1706. 611	1668 646	-38. 97.8	SH6 (East of Lower Shotover Road) SH6 (00601000 Remarkables after ski field)
3111 2245	182.	112 -70.	61.5	5.8	144.	93	-51. 64.6	4.7	326.	205	-121. 62.9	Glenorchy Qtown Rd (East of Moke Lake Rd)
Number of links	= 5 N	Number of fo	orward 1	inks =	5 Nu	mber of	back links =	5				
TOTALS FORWAR	D BACK	C TOTAL	.S									
COUNT 1612	1020											
VOLUME 1451.	1799). 3438. 9. 3250.										
CHANGE -161.	-26	5188.										
% 90.	99	9. 95.										
COFFE. 0.960	0.99	93 0.986										
%RMS 24.30	12.6	53 15.64	Ļ									
r^2 0.922	0.98	37 0.972										
чен 4.1	0.	.o 3.3	•									
GEH <5 <7	<10 <	(12 >12										
# 7 9 % 70 0 00 0	10	10 0										
∞ /U.U 90.0	100.0 106	0.0 0.0										
	10											

Cordon Number : 13 Description : 10 Frankton Spots (SB/EB 1st)

NODE1	NODE2	FORWAR COUNT VOLU	d Me change	%	GEH	BA COUNT	CKTOTAL VOLUME	CHANGE %	GEH	COUNT	VOLUME	CHANGE %	
1693 2970 3268 1921	2694 3085 3275 2274	103. 11 84. 9 142. 25 321. 32	2 9.1 7 13.1 4 112.1 9 8.1	.08.7 15.5 .78.9 .02.5	0.9 1.4 8.0 0.4	167. 157. 224. 315.	169 160 375 321	2. 101.2 3. 101.9 151. 167.4 6. 101.9	0.2 0.2 8.7 0.3	271. 240. 366. 636.	281 257 629 650	10. 103.7 17. 107.1 263. 171.9 14. 102.2	Airport (East of Lucas Pl) Ferry Hill Dr (West of Tucker Beach Rd) Peninsula Rd (West of SH6) SH6 (00600999 Sth of Peninsula Rd)
Number	of links	= 4 Num	ber of forw	ard li	nks =	4 Nu	mber of	back links =	4				
TOTALS	5 FORWAR	RD BACK	TOTALS										
Count Volume Change %	650. 792. 142. 122.	863. 1025. 162. 119.	1513. 1817. 304. 120.										
CORREL. COEFF. %RMS r^2 GEH	0.894 40.29 0.799 5.3	4 0.736 9 40.45 9 0.541 8 5.3	0.814 40.31 0.662 7.5										
GEH # % 75	<5 <7 6 6 5.0 75.0	<10 <12 8 8 100.0 100.0	>12 0 0.0										
Cordor Descri	n Number : iption :	14 0 Outer Sp	ots (Inboun	d 1st)									
NODE1	NODE 2	FORWAR COUNT VOLU	d Me change	%	GEH	BA COUNT	CKTOTAL VOLUME	CHANGE %	GEH	COUNT	VOLUME	CHANGE %	
2140 1309 3064 3068	3526 1310 3060 3067	108. 18 52. 5 106. 16 222. 26	8 80.1 4 2.1 3 57.1 1 39.1	.74.1 .03.8 .53.8 .17.6	6.6 0.3 4.9 2.5	166. 24. 59. 370.	98 27 114 364	-68. 59.0 3. 112.5 55. 193.2 -6. 98.4	5.9 0.6 5.9 0.3	274. 77. 165. 592.	286 81 277 625	12. 104.4 4. 105.2 112. 167.9 33. 105.6	00601005 (Between Jacks Point and Lakeside) 00600853 Lake Wanaka Camp Creek Bridge 00800263 TARRAS - Telemetry Site 110 00800313 Cromwell Gorge
Number	of links	= 4 Num	ber of forw	ard li	nks =	4 Nu	mber of	back links =	4				
TOTALS	5 FORWAR	RD BACK	TOTALS										
Count Volume Change %	488. 666. 178. 136.	619. 603. -16. 97.	1108. 1269. 161. 115.										
CORREL. COEFF. %RMS r^2 GEH	0.928 50.02 0.861 7.4	8 0.946 2 32.73 4 0.895 4 0.6	0.976 24.48 0.953 4.7										
GEH # % 62	<5 <7 5 8	<10 <12 8 8 100.0 100.0	>12 0 0.0										
Cordor Descri	Number : Iption :	15 0 ALL COUN	TS										
NODE1	NODE 2	FORWAR COUNT VOLU	d Me change	%	GEH	ba Count	CKTOTAL VOLUME	Change %	GEH	COUNT	VOLUME	Change %	
1747 1930	3761 1935	1331. 135 201. 12	ə 19.1 ə -81.	01.4 59.7	0.5 6.4	1133. 142.	1293 199	160. 114.1 57. 140.1	4.6 4.4	2464. 344.	2643 319	179. 107.3 -25. 92.7	SH6A (West of Yewlett Cres) Edinburgh Dr (East of Belfast Tce)
1963 1829	1971 1839	36. 5 443. 35	ə 14.1 4 -89.	38.9 79.9	2.1 4.5	64. 455.	74 479	10. 115.6 24. 105.3	1.2 1.1	100. 898.	124 833	24. 124.0 -65. 92.8	Panorama Tce (West of Wakatipu Heights) Gorge Rd (South of Sawmill Rd)
2038 3111	1998 2132	222. 22 182. 7	0 -2. 3 -109.	99.1 40.1	0.1 9.7	408. 144.	399 102	-9. 97.8 -42. 70.8	0.4 3.8	631. 326.	619 175	-12. 98.1 -151. 53.7	Fernhill Rd (East of Sainsbury Rd) Glenorchy Qtown Rd (East of Moke Lake Rd)
1002 1836	2622 1835	69. 12 214. 26	ə 51.1 2 48.1	.73.9	5.2 3.1	98. 342.	70 423	-28. 71.4 81. 123.7	3.1 4.1	167. 556.	190 685	23. 113.8 129. 123.2	Cadrona Valley Rd (North of Tuohys Gully Rd) SH6 (00600970 Gibbston-before Gibbston Back Rd)
3280 1002	1820 2622	497. 51 98. 12	$\begin{array}{cccc} 4 & 17.1 \\ 3 & 22.1 \\ \end{array}$.03.4 .22.4	0.8 2.1	590. 69.	642 70	52. 108.8 1. 101.4	2.1 0.1	1087. 167.	1156 190	69. 106.3 23. 113.8	SH6 (00690997 Btwn Southberg Ave & Bridge) Cadrona Valley Rd (North of Tuohys Gully Rd)
3057 3100	3058 3066	245. 18 96. 8	ə -65. 1 -15.	73.5 84.4	4.5 1.6	307. 70.	216 65	-91. 70.4 -5. 92.9	5.6 0.6	551. 166.	396 146	-155. 71.9 -20. 88.0	SH6 (00600939 Lowburn) SH8 (00800278 Bendigo)
2622 1668	1002 2746	69. 7 51. 1	ə 1.1 1 -40.	01.4 21.6	0.1 7.2	98. 50.	120 15	22. 122.4 -35. 30.0	2.1 6.1	167. 101.	190 26	23. 113.8 -75. 25.7	Cadrona Valley Rd (North of Tuohys Gully Rd) Mt Barker Rd (West of SH6)
1663 1601	1664 1559	72. 2 277. 20	4 -48. 4 -73.	33.3 73.6	6.9 4.7	52. 235.	31 274	-21. 59.6 39. 116.6	3.3 2.4	124. 512.	55 478	-69. 44.4 -34. 93.4	Ballantyne Road (West of SH6) SH6 (00600895 WANAKA - Telemetry Site 109)
1362 1421	1375 1422	153. 11 ⁻ 29. 2	9 -34. 3 -6.	77.8 79.3	2.9 1.2	217. 6.	208 6	-9. 95.9 0. 100.0	0.6 0.0	370. 35.	327 29	-43. 88.4 -6. 82.9	SH6 (00600884 Hawea Sth of dam) Wanaka Mt Aspiring Rd (West of West Wanaka Rd)
1362	1375	153. 11	9 -34. 2 2 1	77.8 25.0	2.9	217.	208	-9. 95.9 -7 63 2	0.6	370.	327	-43. 88.4	SH6 (00600884 Hawea Sth of dam) Kane Rd (Anywhere North of SH8A)
3736	3735	135. 20	5 70.1	51.9	5.4	11.	1	-10. 9.1	4.1	146.	206	60. 141.1	Hardware Lane (South of SH6)
3730	3737	459. 36	-99.	78.4	4.9	517.	492	-25. 95.2	1.1	975.	852	-123. 87.4	Grants Rd (South of SH6)
1745 2680	1760 1693	134. / 398. 39	3 -61. 2 -6.	54.5 98.5	6.0 0.3	117. 509.	120 630	3. 102.6 121. 123.8	0.3 5.1	251. 908.	193	-58. 76.9 114. 112.6	Lucas Pl (East of SH6)
1815 4408	1810 1745	171. 22 29. 1	ə 49.1 5 -14.	28.7 51.7	3.5 3.0	291. 18.	247 14	-44. 84.9 -4. 77.8	2.7 1.0	463. 47.	467 29	4. 100.9 -18. 61.7	Humphrey St (East of SH6) Hansen Rd (North of SH6)
1733 3343	3319 1164	87. 10 ⁻ 116. 13 ⁻	9 22.1 9 23.1	25.3 19.8	2.2 2.0	139. 89.	174 150	35. 125.2 61. 168.5	2.8 5.6	226. 205.	283 289	57. 125.2 84. 141.0	Tucker Beach Rd (North of SH6) Lower Shotover Rd (North of Spence Rd)
1747 2251	1754 3069	199. 13 129. 17	5 -64. 7 48 1	67.8 37.2	5.0 3.9	105. 141	122 126	17. 116.2 -15. 89.4	1.6 1.3	304. 270	257 303	-47. 84.5 33. 112.2	Yewlett Cres (South of SH6A) McBride St (South of SH6A)
2325	2679	665. 73	1 66.1	09.9	2.5	780.	859	79. 110.1	2.8	1445.	1590	145. 110.0	SH6 (South of Gray St) Stalkan Rd (South of SH6)
3744	3742	214. 31 423. 45	2 98.1 2 29.1	.45.8 .06.9	1.4	180.	256	55. 135.0 76. 142.2	5.2	602.	708	105. 142.4 106. 117.6	Howards Dr (South of SH6)
1202 3343	2558 1164	310. 17 116. 13	3 -137. 9 23.1	55.8 19.8	8.8 2.0	280. 89.	269 150	-11. 96.1 61. 168.5	0.7 5.6	590. 205.	442 289	-148. 74.9 84. 141.0	Arthurs Pt Rd (North of Morning Star Tce) Lower Shotover Rd (North of Spence Rd)
3347 3906	3274 2513	702. 70	75.1 718.1	.00.7 06 0	0.2	1003. 309	961 326	-42. 95.8	1.3	1706. 611	1668 646	-38. 97.8 35 105 7	SH6 (East of Lower Shotover Road) SH6 (00601000 Remarkables after ski field)

3111	2245	182.	112	-70. 61.5	5.8	144.	93	-51. 64.6	4.7	326.	205	-121. 62.9	Glenorchy Qtown Rd (East of Moke Lake Rd)
1693	2694	103.	112	9. 108.7	0.9	167.	169	2. 101.2	0.2	271.	281	10. 103.7	Airport (East of Lucas Pl)
2970	3085	84.	97	13. 115.5	1.4	157.	160	3. 101.9	0.2	240.	257	17. 107.1	Ferry Hill Dr (West of Tucker Beach Rd)
3268	3275	142.	254	112. 178.9	8.0	224.	375	151. 167.4	8.7	366.	629	263. 171.9	Peninsula Rd (West of SH6)
1921	2274	321.	329	8. 102.5	0.4	315.	321	6. 101.9	0.3	636.	650	14. 102.2	SH6 (00600999 Sth of Peninsula Rd)
2140	3526	108.	188	80. 174.1	6.6	166.	98	-68. 59.0	5.9	274.	286	12. 104.4	00601005 (Between Jacks Point and Lakeside)
1309	1310	52.	54	2. 103.8	0.3	24.	27	3. 112.5	0.6	77.	81	4. 105.2	00600853 Lake Wanaka Camp Creek Bridge
3064	3060	106.	163	57. 153.8	4.9	59.	114	55, 193,2	5.9	165.	277	112, 167,9	00800263 TARRAS - Telemetry Site 110
3068	3067	222	261	39. 117.6	2.5	370.	364	-6. 98.4	0.3	592	625	33. 105.6	00800313 Cromwell Gorge
3761	1747	1133	1293	160 114 1	4.6	1331	1350	19 101 4	0.5	2464	2643	179 107 3	SH6A (West of Vewlett Cres)
1935	1930	142	199	57 140 1	4.0	201	120	-81 59 7	6.4	344	319	-25 92 7	Edinburgh Dr (East of Belfast Tce)
1971	1963	64	74	10 115 6	1 2	36	50	1/ 138 9	2 1	100	124	24 124 0	Panorama Tce (West of Wakatinu Heights)
1920	1920	455	470	24 105 2	1 1	443	254	-90 70 0	4 5	200.	922	-65 07 9	Congo Rd (South of Soumill Rd)
1009	2029	433.	200	24. 103.3	0.4	443.	224	-09. 79.9	4.5	620.	610	12 09 1	Comphill Rd (East of Spinshumy Rd)
1990	2030	400.	100	-9. 97.0	0.4	102	220	-2. 99.1	0.1	226	175	-12. 90.1	Clamanshy Otaym Dd (Fast of Make Lake Dd)
2152	1002	144.	102	-42. 70.8	2.8	182.	120	-109. 40.1	9.7	320.	1/5	-151. 55./	Gienorchy Qlown Ru (East of Moke Lake Ru)
2622	1002	98.	/0	-28. /1.4	3.1	69.	120	51. 1/3.9	5.2	167.	190	23. 113.8	Cadrona valley Rd (North of Tuonys Gully Rd)
1835	1836	342.	423	81. 123.7	4.1	214.	262	48. 122.4	3.1	556.	685	129. 123.2	SH6 (00600970 Gibbston-Defore Gibbston Back Ru)
1820	3280	590.	642	52. 108.8	2.1	497.	514	17. 103.4	0.8	1087.	1156	69. 106.3	SH6 (00690997 BTWN Southberg Ave & Bridge)
2622	1002	69.	70	1. 101.4	0.1	98.	120	22. 122.4	2.1	167.	190	23. 113.8	Cadrona Valley Rd (North of Tuohys Gully Rd)
3058	3057	307.	216	-91. 70.4	5.6	245.	180	-65. 73.5	4.5	551.	396	-155. 71.9	SH6 (00600939 Lowburn)
3066	3100	70.	65	-5. 92.9	0.6	96.	81	-15. 84.4	1.6	166.	146	-20. 88.0	SH8 (00800278 Bendigo)
1002	2622	98.	120	22. 122.4	2.1	69.	70	1. 101.4	0.1	167.	190	23. 113.8	Cadrona Valley Rd (North of Tuohys Gully Rd)
2746	1668	50.	15	-35. 30.0	6.1	51.	11	-40. 21.6	7.2	101.	26	- 75. 25.7	Mt Barker Rd (West of SH6)
1664	1663	52.	31	-21. 59.6	3.3	72.	24	-48. 33.3	6.9	124.	55	-69. 44.4	Ballantyne Road (West of SH6)
1559	1601	235.	274	39. 116.6	2.4	277.	204	-73. 73.6	4.7	512.	478	-34. 93.4	SH6 (00600895 WANAKA - Telemetry Site 109)
1375	1362	217.	208	-9. 95.9	0.6	153.	119	-34. 77.8	2.9	370.	327	-43. 88.4	SH6 (00600884 Hawea Sth of dam)
1422	1421	6.	6	0. 100.0	0.0	29.	23	-6. 79.3	1.2	35.	29	-6. 82.9	Wanaka Mt Aspiring Rd (West of West Wanaka Rd)
1375	1362	217.	208	-9. 95.9	0.6	153.	119	-34. 77.8	2.9	370.	327	-43. 88.4	SH6 (00600884 Hawea Sth of dam)
1579	1580	19.	12	-7. 63.2	1.8	8.	10	2. 125.0	0.7	27.	22	-5. 81.5	Kane Rd (Anywhere North of SH8A)
3735	3736	11.	1	-10. 9.1	4.1	135.	205	70. 151.9	5.4	146.	206	60. 141.1	Hardware Lane (South of SH6)
3732	3731	592.	689	97. 116.4	3.8	184.	173	-11. 94.0	0.8	776.	862	86. 111.1	EAR Spine (South of SH6)
3737	3730	517.	492	-25. 95.2	1.1	459.	360	-99. 78.4	4.9	975.	852	-123. 87.4	Grants Rd (South of SH6)
1760	1745	117.	120	3. 102.6	0.3	134.	73	-61. 54.5	6.0	251.	193	-58. 76.9	Joe Oconnell Dr (South of SH6)
1693	2680	509.	630	121. 123.8	5.1	398.	392	-6. 98.5	0.3	908.	1022	114. 112.6	Lucas Pl (East of SH6)
1810	1815	291.	247	-44. 84.9	2.7	171.	220	49. 128.7	3.5	463.	467	4. 100.9	Humphrev St (East of SH6)
1745	4408	18.	14	-4. 77.8	1.0	29.	15	-14, 51,7	3.0	47.	29	-18. 61.7	Hansen Rd (North of SH6)
3319	1733	139.	174	35. 125.2	2.8	87.	109	22. 125.3	2.2	226.	283	57. 125.2	Tucker Beach Rd (North of SH6)
1164	3343	89	150	61 168 5	5.6	116	139	23 119 8	2 0	205	289	84 141 0	Lower Shotover Rd (North of Spence Rd)
1754	1747	105	122	17, 116, 2	1.6	199	135	-64 67 8	5.0	304	257	-47 84 5	Yewlett Cres (South of SH6A)
3069	2251	141	126	-15 89.4	1 3	129	177	48 137 2	3 9	270	303	33 112 2	McBride St (South of SH6A)
2679	2225	780	859	79 110 1	2.8	665	731	66 109 9	2.5	1445	1590	145 110 0	SH6 (South of Grav S^{+})
3307	3744	100.	135	35 135 0	2.0	214	312	98 145 8	6.0	31/	1350	133 142 4	Stalken Rd (South of SH6)
2742	22/44	190.	255	76 142 2	5.2	422	152	20 106 0	1 /	602	700	106 117 6	Howards Dr. (South of SHG)
2550	1202	180.	250	11 06 1	0.7	423.	432	127 55 9	1.4	5002.	140	149 74 0	Anthung Dt Dd (Nonth of Monning Ston Tco)
2000	2242	200.	209	-11. 90.1	0.7 E C	116	175	-15/. 55.0	0.0	390.	280	-146. 74.9	Archiurs Pt Ru (North of Porning Star TCE)
2274	3343	89.	150	61. 168.5	5.0	116.	139	23. 119.8	2.0	205.	289	84. 141.0	Lower Shotover Ru (North of Spence Ru)
3274	3347	1003.	961	-42. 95.8	1.3	702.	/0/	5. 100.7	0.2	1/06.	1668	-38. 97.8	SH6 (East of Lower Shotover Road)
2513	3906	309.	326	17. 105.5	1.0	302.	320	18. 106.0	1.0	611.	646	35. 105.7	SH6 (00601000 Remarkables after ski field)
2245	3111	144.	93	-51. 64.6	4.7	182.	112	-/0. 61.5	5.8	326.	205	-121. 62.9	Glenorchy Utown Rd (East of Moke Lake Rd)
2694	1693	167.	169	2. 101.2	0.2	103.	112	9. 108.7	0.9	2/1.	281	10. 103.7	Airport (East of Lucas PI)
3085	2970	157.	160	3. 101.9	0.2	84.	97	13. 115.5	1.4	240.	257	17. 107.1	Ferry Hill Dr (West of Tucker Beach Rd)
3275	3268	224.	375	151. 167.4	8.7	142.	254	112. 178.9	8.0	366.	629	263. 171.9	Peninsula Rd (West of SH6)
2274	1921	315.	321	6. 101.9	0.3	321.	329	8. 102.5	0.4	636.	650	14. 102.2	SH6 (00600999 Sth of Peninsula Rd)
3526	2140	166.	98	-68. 59.0	5.9	108.	188	80. 174.1	6.6	274.	286	12. 104.4	00601005 (Between Jacks Point and Lakeside)
1310	1309	24.	27	3. 112.5	0.6	52.	54	2. 103.8	0.3	77.	81	4. 105.2	00600853 Lake Wanaka Camp Creek Bridge
3060	3064	59.	114	55. 193.2	5.9	106.	163	57. 153.8	4.9	165.	277	112. 167.9	00800263 TARRAS - Telemetry Site 110
3067	3068	370.	364	-6. 98.4	0.3	222.	261	39. 117.6	2.5	592.	625	33. 105.6	00800313 Cromwell Gorge

Number of	links	= 9	94 Numb	er of forward	links	= 9	4 Nu	mber	of	back	links	=	94
TOTALS	FORWAR	D E	BACK	TOTALS									
COUNT	22151.	22	2151.	44308.									
VOLUME	22774.	22	2774.	45548.									
CHANGE	623.		623.	1240.									
%	103.		103.	103.									
CORREL.													
COEFF.	0.977	e	9.977	0.985									
%RMS	23.23	2	23.23	18.65									
r^2	0.955	e	9.955	0.970									
GEH	4.2		4.2	5.9									
GEH <5	<7	<10	<12	>12									
# 146	178	188	188	0									
% 77.7	94.7	100.0	100.0	0.0									

CORDON terminated successfully