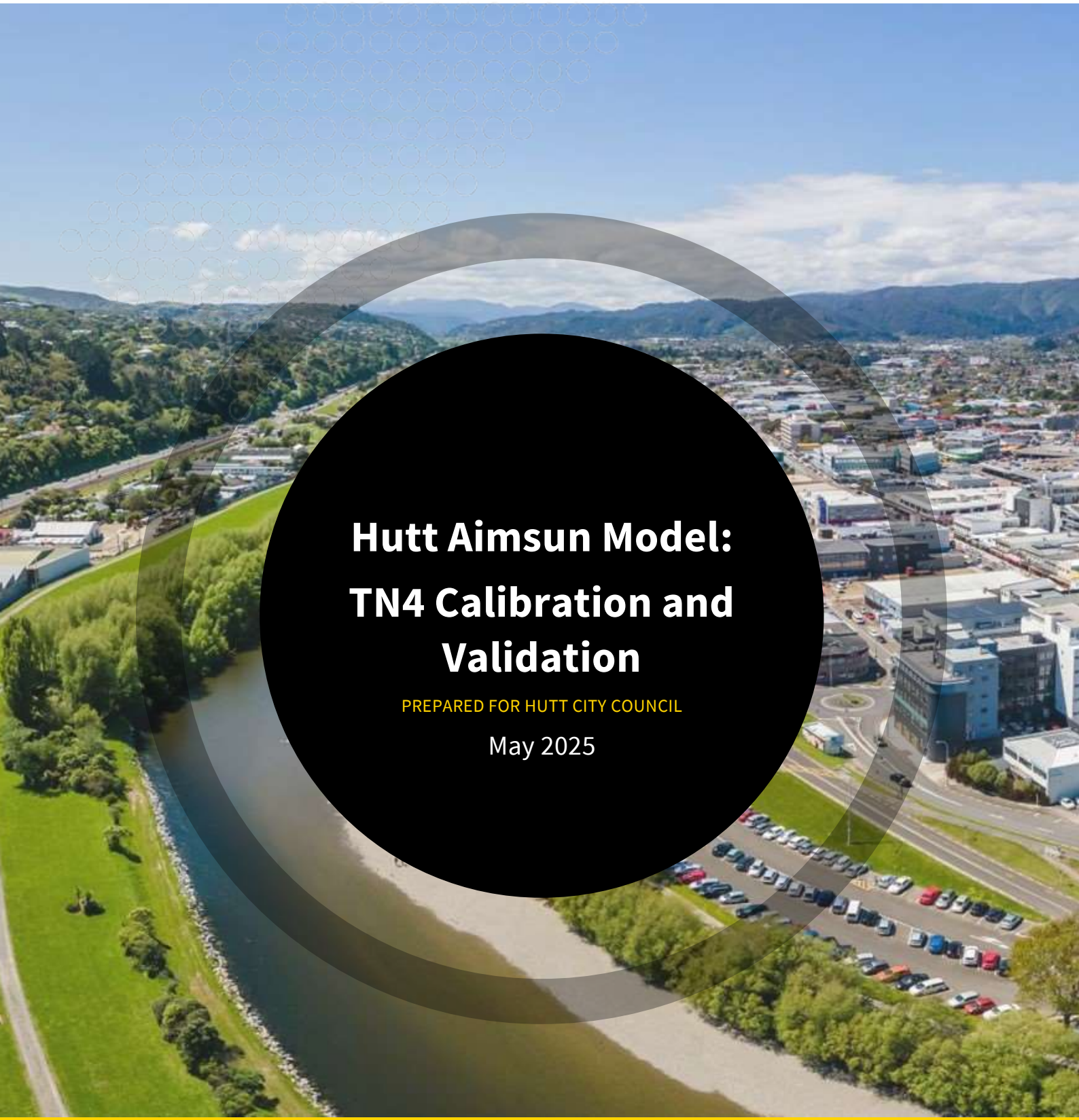
REPORT

WELLINGTON TRANSPORT ANALYTICS UNIT



Hutt Aimsun Model: TN4 Calibration and Validation

PREPARED FOR HUTT CITY COUNCIL

May 2025

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1. Introduction

The Hutt Aimsun Model (HAM) has been updated by the Wellington Transport Analytics Unit (WTAU) to a new base year of 2024 for use on upcoming projects in the Lower Hutt area on behalf of Hutt City Council (HCC) and Waka Kotahi (NZTA).

This report documents the results of the calibration and validation of the 2024 base year model. The results have been compared against the Transport Model Development Guidelines (TMDG). TMDG is the New Zealand industry standard in terms of traffic model development guidance and calibration/validation criteria. Based on the purpose of the model and the geographic coverage, the model has been calibrated and validated against the criteria of Category C in the guidelines. Category C is for urban area assessments which TMDG describes as follows:

"Urban area assessments focus on the operation of urban conurbations, city centres, and other urban style environments. This is a potentially wide range of applications which may include local authority planning, development strategy, urban traffic management and road schemes, infrastructure and policy change assessments, ITS etc. These models are typically of varying form."

The model is compared to the TMDG Category C criteria with:

- Static and Hybrid Layer screenline and individual link comparisons
- Hybrid Layer individual turn comparisons
- Modelled vs Observed scatter plots and statistical comparisons
- Travel time validation comparisons

1.1 History of HAM

The previous Hutt AIMSUN model was developed in 2019 and represents a 2017 base year. The primary purpose of the model was as follows:

- The model should be able to assess local traffic impacts of development proposals near the vicinity of Petone and Boulcott area
- The model should be able to support the understanding of urban densification near the Waterloo station
- The model should be able to assess the wider impacts on the city traffic network resulted by major schemes such as state highway improvements and the creation of Cross Valley Link

It is explicitly noted in the 2019 validation report that:

"The scope of the proposed model has been developed to fit for the immediate purpose. Possible long terms purposes have also been considered but these will not be included in the current model development. The possible long-term purposes include assessing future detail design schemes such as Cross Valley Link and SH improvements, future scenarios, weekend performance and economical assessments."

The initial model focussed on the AM peak and PM peak, and only represented the light vehicle user class. A subsequent update undertaken in 2022 refined the model as follows:

- Added an inter-peak (IP) model
- Added an HCV user class

The current model is approaching 7 years of age and is considered to be nearing the end of its useful life. Furthermore, with changes in travel patterns over the last few years due to Covid 19 and growth within the Hutt Valley, coupled with potentially significant transport investment proposals on the horizon in the form of Petone to Granada (P2G) and Cross Valley Link (CVL), an updated model is required to provide a robust basis for the development and assessment of these projects.

The previous Hutt AIMSUN model has a number of known limitations:

- Model base year is 2017

- Limited representation of car parking within Lower Hutt CBD
- Limited alignment with new WTSM model zone system
- Changes in travel patterns and development characteristics due to Covid 19

The critical findings concluded from the peer review of the previous HAM have also been addressed in the current HAM, they are:

- In the previous HAM, speeds were generally too fast on roundabouts (particularly at the Woburn Rd/Queens Dr intersection). In the current HAM, the approach turn of a roundabout has had their speed halved down, and speed of 25 km/h has been applied to the road type of the circulating sections. However, there is also a pseudo roundabout type introduced in the current HAM, which has quite distinct settings, the details are explained in 3.4 Mini Roundabouts.
- In the previous HAM, the average vehicle (car) length is short with a considerable amount of vehicles shorter than 4 m. In the current HAM, they have been adjusted in consistent with what is used in N2AM (Wellington City model) and PTM (Porirua model).

1.2 Purpose, principle and functionality of HAM

1.2.1 Purpose

The purpose of updating the Hutt AIMSUN Model is to provide a tool that can be used as follows:

- to design and assess significant transport interventions such as P2G and CVL, in parallel with the current strategic modelling tools
- to design and assess operational improvements within Hutt CBD and on the state highway, such as changes to signal timings
- understand the potential network impacts relating to the construction of transport projects, major utilise works and events, to inform traffic management plans and mitigation
- understand the network impacts of investment in public transport priority measures and cycle ways, and inform discussions regarding the level of behaviour change that might be required to minimise highway network impacts
- undertake modelling associated with development proposals

1.2.2 Design principles

The key design principles for HAM are as follows:

- the model will compliment and link into the existing regional analytical tools
- the approach is aligned with the rest of Wellington Region and the evolution of the micro modelling within the region
- whilst WTSM will reflect the impact of developments in the Hutt City, the model should have the flexibility to assess the local traffic impacts of specific development proposals
- the model should be linked closely to WTAM, but have the flexibility to adjust demand to reflect local level development plans and should also have the ability to model traffic suppression using elasticity type techniques (should this approach be required)
- the model structure and setup should be flexible and transparent, providing the ability to undertake “what if” analysis
- the model structure should be as simple and transparent as the software permits and should align (as best as possible) with similar models in Wellington and Porirua
- the microsimulation model extent will be focussed on Hutt City, but will have the flexibility through a broader meso layer to reflect wider route choice

1.2.3 Over-arching principles

In order to deliver a high quality, robust final product that will add value in coming years, the following is required:

- a clear understanding at the outset regarding the purpose and function of the traffic network of Lower Hutt – what it will do and what it will not do
- local knowledge and input into data collection, network and zone system specification and model development
- a team that is innovative and flexible, with a high level of technical competence, experience of delivering similar models and a willingness to work collaboratively, working along HCC and NZTA who will be advising the team to help deliver the model and transfer knowledge for future operation of the model by WTAU (or appointed consultants)

2. Usage of Data

A range of data has been used for the calibration and validation process. The collected data have been cleansed and analysed to compare link counts, turn counts, and travel times. Table 1 summarises the raw datasets collected.

Given the varying levels of accuracy and coverage, we prioritised these sources from top to bottom as follows:

- **TEAM counts** – While not comprehensive, these surveys were undertaken specifically for this project, ensuring targeted and relevant data.
- **TomTom travel time data** – Provides consistent and reliable travel time measurements, making it a key source for model validation.
- **TMS counts** – Primarily focused on state highways (SH), providing useful data but with limitations in accuracy and coverage.
- **SCATS counts** – Offers turn counts and signal timing information, but accuracy is limited.
- **HCC, UHCC, and WCC tube counts** – Provide comprehensive spatial coverage but are generally less accurate than other sources.

By structuring the data prioritisation this way, we ensured a balanced approach, leveraging the strengths of each dataset while accounting for their limitations in the calibration and validation process of HAM.

Table 1: Data collected and used for calibration and validation

Data sources	Purposes	Available time periods	Notes
TEAM counts	Link/turn counts	2024, Sep	Most realiable data set
TomTom	Travel times	2024, Sep	
TMS counts	Link counts	2024/23, Sep & other months	For SH only. Vehicle class classified and unclassified.
SCATS counts	Link counts	2023, Sep	For Hutt City area
HCC tube counts	Link counts	2023, various months	For Hutt City area
UHCC tube counts	Link counts	2023, various months	For Upper Hutt area
WCC tube counts	Link counts	2023, various months	For Wellington City area
AECOM counts	Link counts	2024, May	Available for middle 2-hour peak only

3. Model Scenarios

3.1 Model layers

A static layer is developed to provide initial route choice paths, which are then fed into a more detailed hybrid simulation layer. This is considered best practice and is used for other AIMSUN models in the Wellington region. The four-hour demands profiled in 15-minute timeslices are assigned to both the Static and Hybrid layers. The static layer is a simplified assignment, similar to the regional model. Paths from the static layer are then passed through as an input the Hybrid layer which has expanded.

The hybrid layer is a stochastic route choice assignment model (SRC). Aimsun uses a stochastic process to approximate the random probabilities of various attributes such as the release of vehicles onto the network, selection of route choice and the timing of public transport vehicles. The stochastic process requires the specification of a random seed number. Each seed number will produce a slightly different result so a variety of replications should be run with different seed values. The fixed route and re-route applied in the model are in a split of 60/40[1]. HAM will include five SRC replications and report on the average of these runs.

The hybrid layer consists of a micro-simulation and meso-simulation geographically, and they are applied in this HAM which primarily covers the Lower Hutt area but also extents to SH1 to the West and Upper Hutt to the north. These extension areas don't require the same level of network detail or model simulation. The model extents are shown in Figure 1 which shows:

- The Lower Hutt area in Green. This area has detailed zonal and network coverage and is simulated in micro-simulation.
- The Western SH1 Area in Orange. This area is also in micro-simulation but has less detailed network and zonal coverage.
- Upper Hutt is shown in blue. The area is simulated in the less detailed meso-simulation and, like the Western SH1 area, also has a less detailed network and zonal coverage.

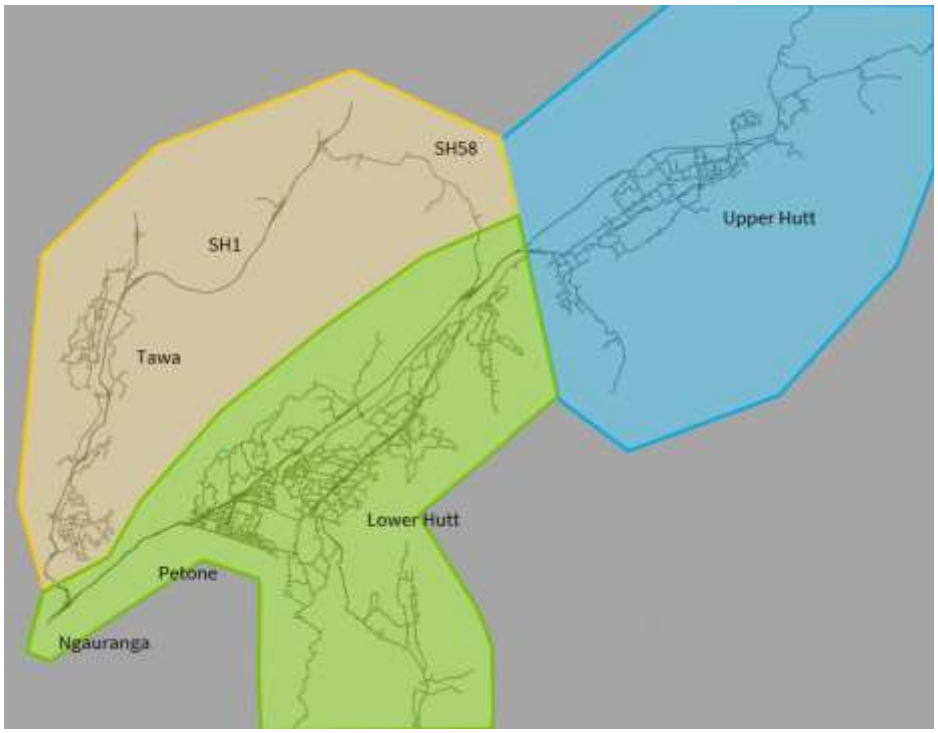


Figure 1: HAM model extent

[1] Section 5.4 of TN3 – Networks: "The car fixed path percentage does differ from the Wellington model (40%) and the Porirua model (70%), falling in between these two models at 60% fixed paths. The 60% setting here sets a balance between the other two models in the region and provides improved flexibility compared to the previous HAM's 90% fixed paths."

3.2 Model time periods

The demands provided from WTSM cover an AM peak of 6-9 am, an IP of 10 am-3 pm and a PM peak of 3-6 pm. HAM has adopted the WTSM demands factored to 4 hours for all the periods. A flow profile of the interval of 15 minute time slices has been calculated using a selection of mainly TEAM counts and some TMS counts.

3.3 Vehicle classes

The vehicle classes used in the model are light vehicles and heavy vehicles. The result comparisons for the calibration and validation process are specified for these two vehicle classes.

3.4 Mini Roundabouts

Mini Roundabouts have been introduced to HAM. These are a new type of roundabout coding does not follow the conventional way of coding for roundabouts commonly applied in any of the Aimsun models in the Wellington Region. The conventional roundabout consists of the approach sections, circulating sections and the turns connecting them formed as a single node. However, the circulating sections for small roundabouts are very short and they could even be shorter than the vehicles used in the model, potentially creating gridlocks when the network gets congested.

Aimsun outlines the suggested small/mini roundabout coding in their roundabouts technical note[2]. This note describes coding mini roundabouts in a single node as a common priority-controlled intersection without the circulating lanes. The conflicting movement give way parameters are then set manually within the node. Figure 2 shows an example mini roundabout as coded in the model. The general process of coding mini roundabout is as follows:

- A circular polygon added to replicate the location and the size of the central island (shown in purple)
- Trajectory of the turns adjusted to follow expected manoeuvres of the vehicles around the central island (shown in orange)
- The costs of each turn are consistent with what has been used for the conventional roundabout (e.g. second user-defined cost is 2, as well as other costs)
- All the turns give way to their right, plus the right turn movement of their opposite direction
- A particular road type applied to all the approach sections of the mini roundabout (shown in red). The main parameters that affect the operation of them are the speed limit (40 km/h), the initial safety margin (3.5 sec with factor of 1), the final safety margin (1.5 sec with factor of 2), visibility to yield (10 m) and the visibility along main stream (1 m). Without the actual circulating lanes coded in adding the complexity of replicating the correct give-way system of a roundabout. For example, some give ways would be ignored or traffic does not give enough gaps, especially when the right turn traffic from the opposite side is approaching as the turn it follows has a long distance. Therefore, the above parameters have had to be modified specifically so that it could operate as close as to the conventional roundabout, although there are no reliable information for each of these mini roundabouts to be calibrated against to.

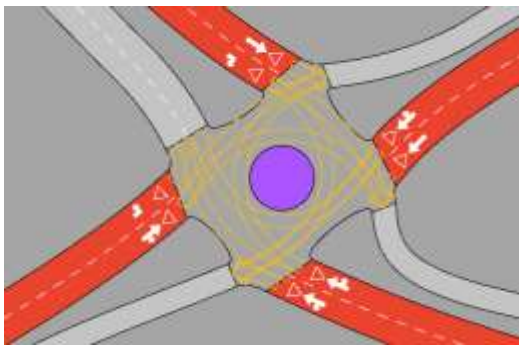


Figure 2: Example of a mini roundabout

[2] https://www.aimsun.com/technical-notes/roundabouts-1/

The method of mini roundabout has been utilised for 13 small roundabouts in the Hutt CBD and near the Waterloo station. They are the busy areas where the congested traffic could have constantly caused gridlocks if they were in a convention form. The locations of these roundabout are shown in Figure 3.

Figure 3: Locations of mini roundabouts in the model

4. Demand Adjustment

The demand adjustments have been undertaken through the processes of matrix estimation and re-profiling. The following sub-sections elaborate these procedures and compare the results in detail. Table 2 summarises the differences between the original demands and the adjusted demands.

Table 2: Comparisons between original and adjusted demands

	AM			IP			PM		
	Light	Heavy	L/H	Light	Heavy	L/H	Light	Heavy	L/H
Original	140,314	6,459	96/4	135,095	7,313	95/5	184,367	6,343	97/3
Adjusted	142,513	6,882	95/5	140,015	7,339	95/5	196,107	6,057	97/3
Diff (abs)	2,199	423	-1/1	4,920	26	-	11,740	-286	-
Diff (%)	1.6%	6.6%	-	3.6%	0.4%	-	6.4%	-4.5%	-

In TN2 – Demand Development, the demand comparisons between Prior and Matrix Estimated suggest there has been no changes for AM at all, minor increases in light vehicles and decreases in heavy vehicles for IP, and slight decreases for PM (both light and heavy vehicles). Since the adjustments have made during the calibration process, there have been increases for both light and heavy vehicles AM, and light vehicles only for IP and PM, and even less decrease for PM heavy vehicles (it was -408 trips). That means there has been considerable changes in demands for all the periods during the process, especially PM.

4.1 Matrix estimation

This section summarises Matrix Estimation and additional demand adjustments as part of the demand development process. The development of the prior matrix is documented in TN 2 – Demand Development.

Matrix estimation is an automated process built into most transport modelling software which attempts to adjust demand matrices to match selected count data. This process takes the prior trip matrices, usually derived from a higher level demand model, assigns these trips to the model network and compares the results to the count data. Matrix estimation will then add or remove trips from the assigned trip matrix in an attempt to match the count data. Left unconstrained, this process will tend towards removing longer trips and adding shorter trips. The ME process is generally also iterative to allow the adjustments to balance out.

The Aimsun Next software platform allows for the demand and trip length (distance) to be constrained in the form of an elasticity value. This elasticity value ranges from 0 (inelastic i.e. won't change at all) to 1 (highly elastic i.e. able to change greatly). In HAM, the demands have a 1.0 elasticity (highly elastic) and the trip length has an elasticity of 0.5 (moderately elasticity). Both vehicle types, cars and trucks, have used the same elasticity values.[3]

The matrix estimation process for HAM uses the cordon demands from the WTSM as the prior trip matrices, along with all the available screenline counts during the initial iteration. Additional links counts have been incorporated to address suspected demand-related issues rather than route choice discrepancies. The process primarily focuses on light vehicle demand, given its dominance in the network. As a result, heavy vehicle demand is often overlooked in the automated process. To rectify this, a manual adjustment was applied, specifically increasing truck demand between Wainuiomata/Seaview and Upper Hutt sectors by a factor of 5. As the result, truck demand between Wainuiomata/Seaview to Upper Hutt is increased from 24 vehicles to 120 vehicles for the entire AM period.

The locations for the adjustments for light vehicles have been included in the process as the additional links are listed in Table 3, as well as the corresponding time period they have been applied to.

Table 3: Additional links/areas added for matrix estimation

Locations	AM	IP	PM
The Melling Bridge vicinity, including Rutherford Street and High Street	Applied		Applied
The High St/Melling Link roundabout		Applied	
Cornwall St		Applied	
Queens Drive to the east of Laings Rd			Applied
Jackson Street	Applied	Applied	Applied
Petone off-ramp			Applied
SH1 north of Ngauranga	Applied		
SH2/Silverstream interchange	Applied		Applied

To understand the level of change the matrix estimation process has had on the shape of the demand matrices, the length of trips before and after the adjustment process can be compared. Figure 4-Figure 6 compare the trip length distribution for each period, respectively. The cause of these significant changes may be found by the sector demand comparisons, which is included in Section 4.3 Matrix sector to sector comparisons. The results are as follows:

- During AM, for the distance up to 23 km, there has been hardly any difference. After 23 km, the adjusted trips are slightly more than the original trips. However, there is a significant drop for 25 km as the trips originated from Upper Hutt and SH2 have dropped.
- During IP, there has been minor increased trip after adjustments before 8 km and after 23 km. Between 7 and 24 km, the adjusted trip hardly has changes. However, there is a significant drop for 23 km (as most of the decreases occur for the external remote sectors) and a more moderate rise for 24 km.
- During PM, there has been increased trip after adjustments before 7 km and after 24 km. Between 7 and 24 km, the adjusted trip has drop slightly. However, there is a significant drop for 23 km (as most of the

[3] Details of adoption of the elasticity values are included in TN2 – Demand Development.

decreases occur for the external remote sectors) and a more moderate rise for 24 km (significant increases in the trips from Tawa and external sectors to Naenae).

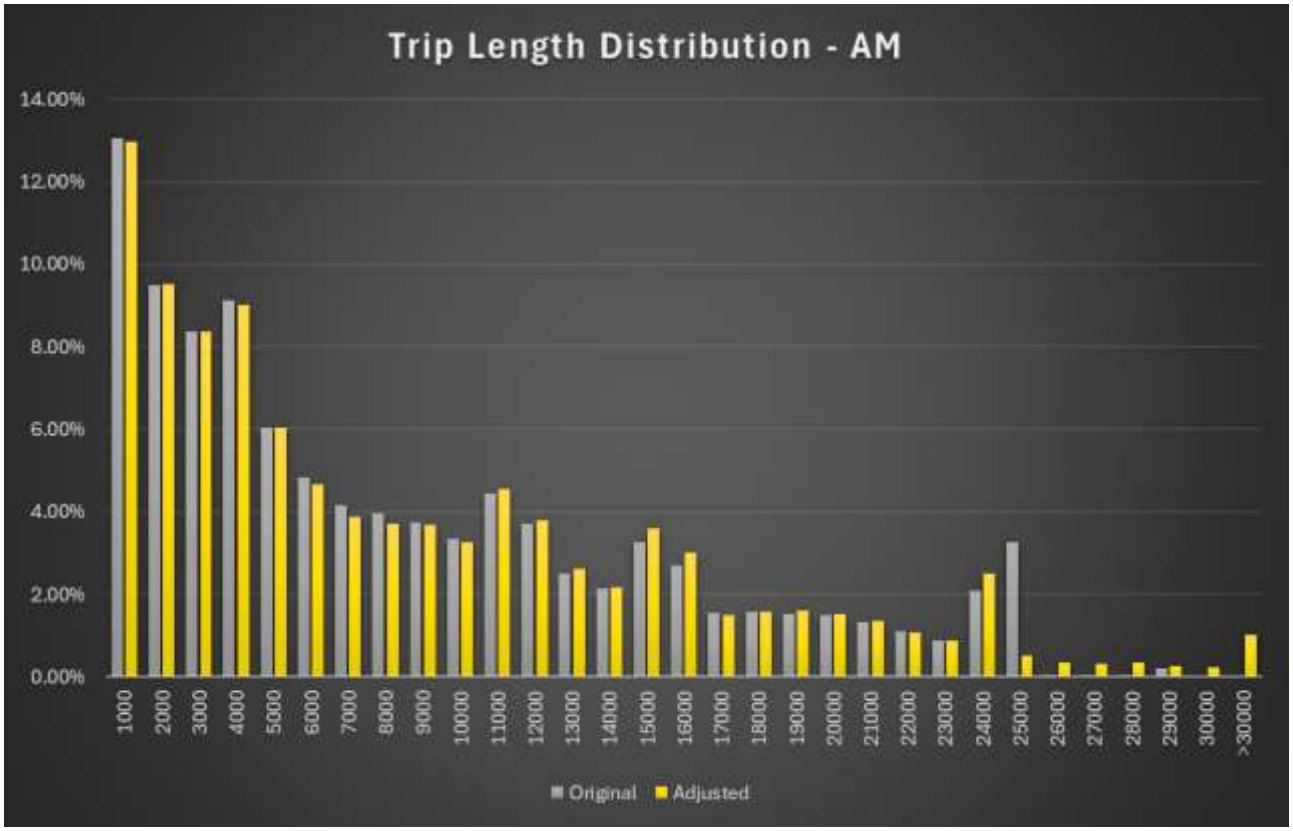


Figure 4: Comparison of trip length distribution – AM

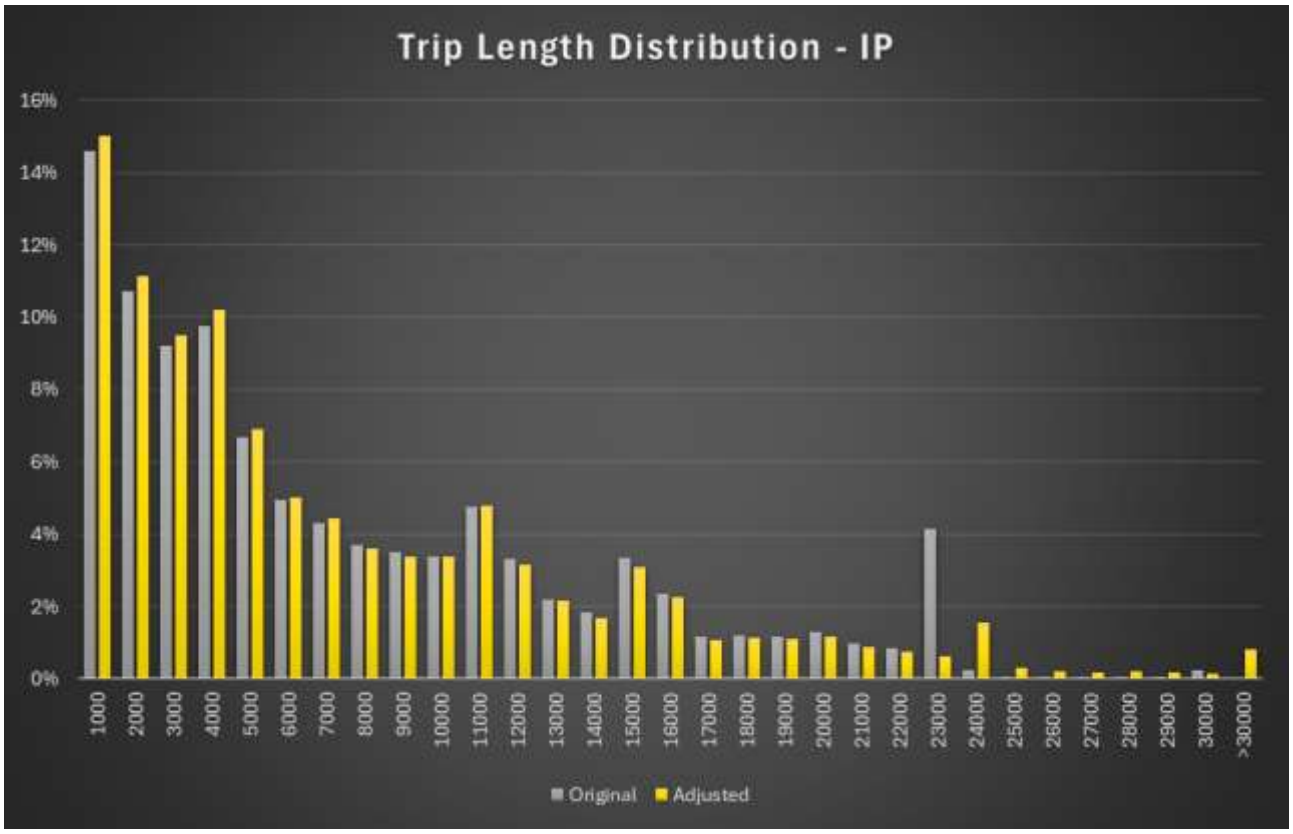


Figure 5: Comparison of trip length distribution – IP

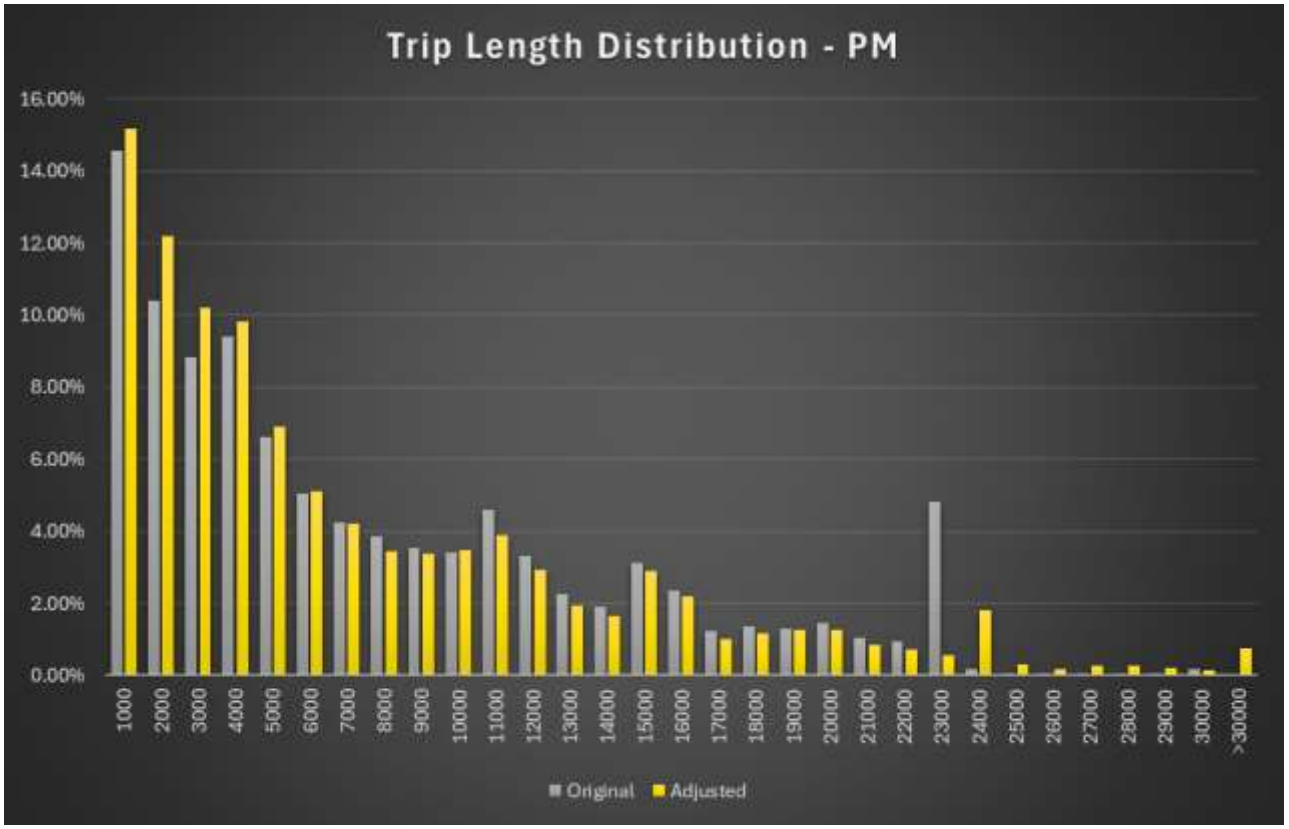


Figure 6: Comparison of trip length distribution – PM

4.2 Re-profiling

The matrix estimation process may have shifted some demands across different time periods, therefore affecting the demand profiles. The demand profiles for light vehicles have also been adjusted as part of the demand adjustment process after comparing the results of the initial hybrid model runs have against the TMDG criteria.

As the demand results have been compared for each hour, a common trend was observed for both the AM and PM periods in which the traffic volumes skewed towards the later hours of the simulation period, with lower volumes in the first hour and higher volumes in the later hours. To correct this imbalance, the following adjustments were made:

- AM
  - More demand shifted to the earlier hours for trips between Petone, Seaview, Wainuiomata, and Wellington sectors
  - Demands redistributed to later hours for traffic heading to the Eastern Hills sector
- IP
  - Re-profiling has not been applied
- PM
  - Profiles adjusted consistently for all sectors
  - Demands shifted to the first hour from the third and fourth hours

Together with the changes from the matrix estimation process, the final overall profiles are shown in Figure 7-Figure 9 for each period respectively. By comparing to the profiles before the calibration, more demands have been mainly shifted to the peak hour and the early hours from the late hours for AM, however for IP and PM the differences are fairly unnoticeable.

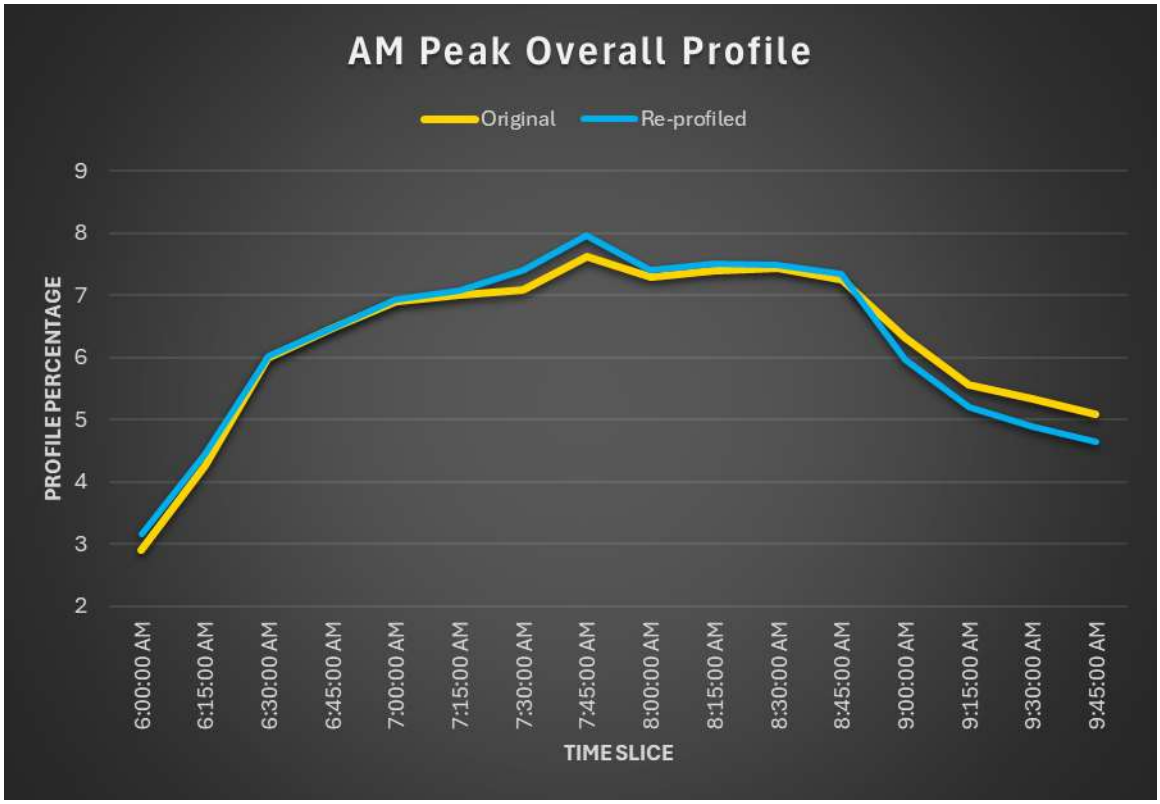


Figure 7: Final overall profile for AM after calibration

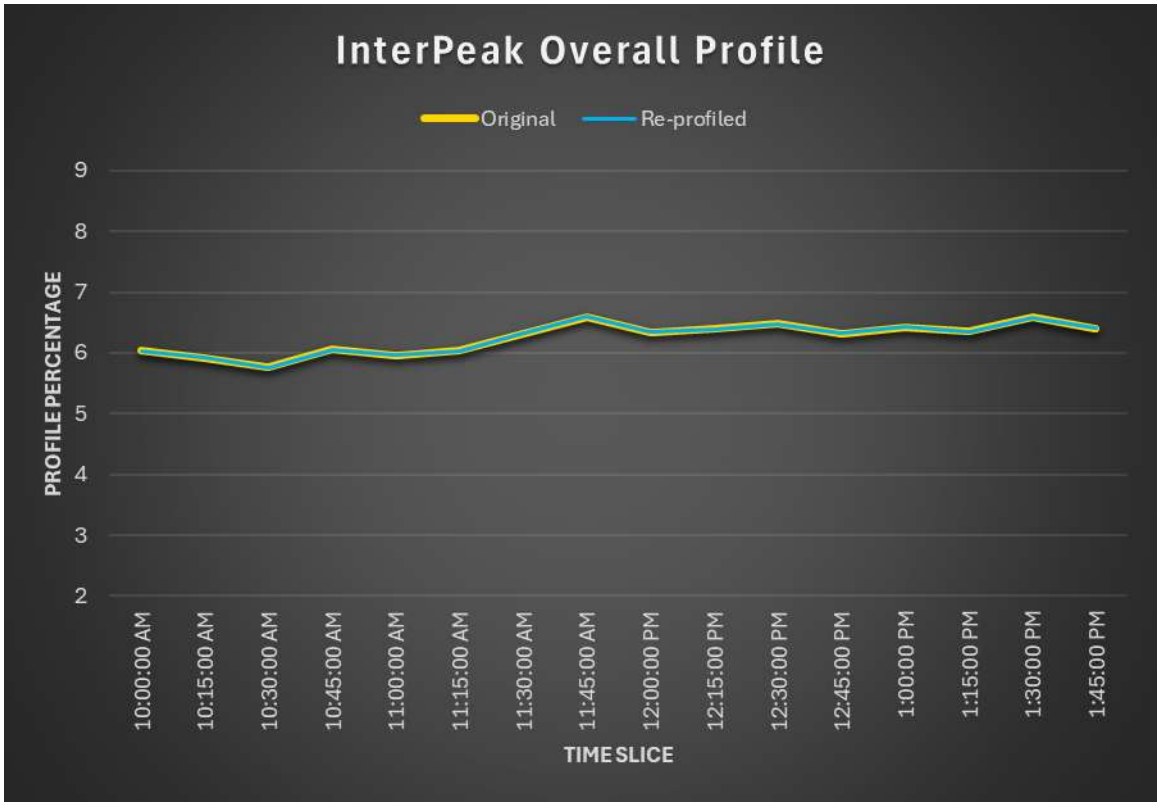


Figure 8: Final overall profile for IP after calibration

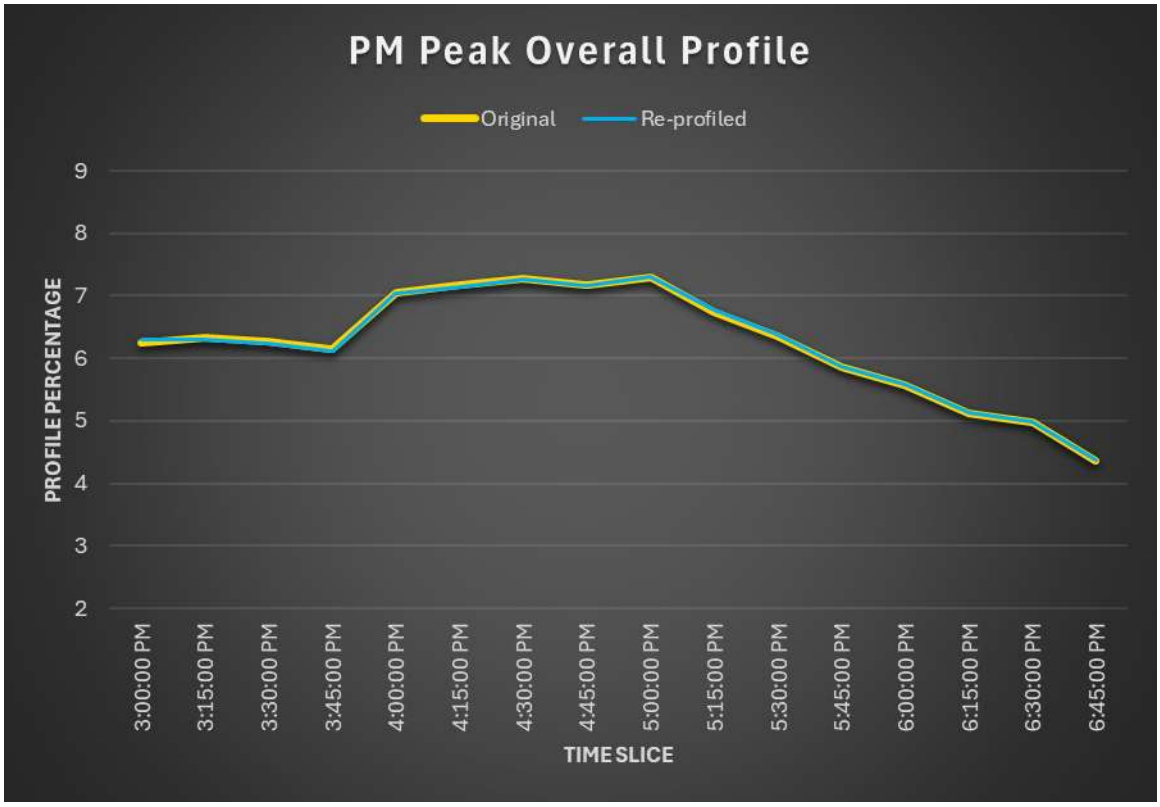


Figure 9: Final overall profile for PM after calibration

4.3 Matrix sector to sector comparisons

Table 4 compares the prior and final demand matrix in the absolute values for the AM peak. Overall the matrix has increased by 2,199 (out of 140,314) trips.

- Trips between Wellington City and places outside the Hutt Cite area (i.e. SH59, SH1 and Tawa) has the greatest increase in both directions to respond to the low SH1 demand (compared to TMS). This is likely the main source of the increase for the very long trips – as an example, the distance from Wellington to the SH59 external is around 23 km
- Trips to Upper Hutt has moderately decreased, followed by trips to Hutt Central and Petone West, this reduction is to meet the lower count data on SH2.
- However, the trips originated from Upper Hutt has significantly dropped. As it is at the edge of the model extent, it likely causes the significant drop for 25 km.

	Wellington	SH2	SH59	SH1	Johnsonville	Uhnorth	Uhsouth	Tawa	Newlands	HuttCentral	PetoneWest	PetoneEast	Alicetown	Wainuiomata	EasternHills	Woburn	Waiwhetu	Waterloo	Epuni	Naenae	Boulcott	Avalon	Taita	StockeValley	Eastbourne	Seaview	PnR a	PnR b	PnR c	PnR d	PnR e	PnR 815 f	Total
Wellington	0	2	405	253	0	13	45	213	22	-66	-265	-31	7	52	61	-6	29	2	7	84	10	22	23	30	-8	38	0	0	0	0	0	0	941
SH2	-108	0	-12	-82	-5	-70	-165	-8	-9	-42	-55	-7	-15	-14	-30	-6	-12	-6	-10	-14	-4	-7	-21	-29	-6	-26	0	0	0	0	0	0	-763
SH59	829	0	0	0	8	-1	3	0	91	12	8	1	14	8	27	3	13	3	5	3	2	0	0	1	2	24	0	0	0	0	0	0	1053
SH1	574	-10	0	0	2	-14	63	0	30	-58	-4	5	7	-19	6	-3	-5	41	20	102	14	10	12	18	-8	-12	0	0	0	0	0	0	770
Johnsonville	31	0	0	0	0	2	8	0	3	-10	-73	-9	3	9	18	-1	7	1	2	20	2	3	5	5	-1	14	0	0	0	0	0	0	38
Uhnorth	-117	0	-15	-77	-6	-243	-414	-10	-10	-226	-150	-16	-44	-29	-66	-36	-35	-8	-41	-19	-15	-24	-43	-73	-20	-75	0	0	0	0	0	0	-1809
Uhsouth	68	-9	8	50	6	-110	-5	6	7	-173	-61	5	-4	-23	-17	-17	-21	27	13	8	12	1	-5	-9	-18	-48	0	-6	0	0	0	0	-315
Tawa	372	0	0	0	2	-1	5	0	42	15	5	1	11	8	21	3	11	5	7	19	3	5	6	1	2	15	0	0	0	0	0	0	558
Newlands	60	0	143	17	1	2	7	59	7	-7	-54	-7	3	8	16	-1	6	1	2	16	1	3	4	4	-1	12	0	0	0	0	0	0	301
HuttCentral	56	-1	13	8	6	-28	-7	10	5	203	34	11	25	-20	-8	8	1	24	24	64	28	-19	15	49	-13	0	0	0	0	0	0	0	489
PetoneWest	43	-2	43	2	10	-35	-24	23	11	32	20	8	19	44	-13	3	56	14	28	32	22	4	15	9	22	96	0	0	0	0	13	0	494
PetoneEast	-9	0	8	14	-1	11	23	5	-1	53	122	2	44	19	18	17	26	13	21	28	13	11	19	15	7	46	0	0	0	0	25	0	549
Alicetown	34	0	14	6	4	-7	3	9	5	-6	-14	2	0	-16	-3	-5	-6	-2	8	7	9	6	12	9	-8	-2	0	0	0	0	0	0	58
Wainuiomata	89	-2	26	-7	6	-14	-9	17	9	-89	94	20	-16	0	-26	-46	19	17	-24	22	-1	28	-4	-6	-29	5	0	0	0	0	54	0	134
EasternHills	79	-1	26	24	7	-11	7	25	12	-194	-72	6	-8	-33	-12	-48	-21	5	-13	72	4	2	6	8	-17	-20	0	0	-9	0	4	0	-171
Woburn	56	0	9	2	3	-6	-1	6	5	15	12	4	8	-13	1	0	-4	3	1	10	6	-3	8	8	-8	-4	0	0	0	0	-1	0	117
Waiwhetu	-1	-1	9	-6	0	-19	-16	6	0	-91	19	10	-22	-13	-14	-56	-1	0	-31	9	-5	4	-13	-13	-16	0	0	0	0	0	0	0	-259
Waterloo	-61	1	6	37	-5	24	-4	3	-6	-90	-29	4	-15	-15	-4	-45	-2	0	-26	29	0	94	-12	-16	-11	0	0	0	0	0	0	0	-144
Epuni	36	-1	7	0	2	-24	-15	7	3	75	22	13	21	-5	-9	1	1	12	0	84	2	-26	-21	-18	-10	-2	0	0	0	0	0	0	156
Naenae	145	0	7	45	11	3	4	14	16	-11	-17	-1	-14	-19	33	-52	-18	-25	145	2	53	71	14	2	-17	-21	0	-37	0	0	0	0	333
Boulcott	47	0	4	0	3	-11	-7	5	4	100	29	13	21	3	2	15	4	4	3	26	0	-18	-13	-8	-1	4	0	1	0	0	0	0	229
Avalon	-33	-1	-1	-7	-2	-16	-4	2	-2	-51	-27	4	-2	-5	-38	-13	-3	3	-41	17	-17	-4	7	-2	-10	-8	0	-12	0	0	0	0	-266
Taita	-32	-1	1	8	-2	-9	1	3	-3	37	-37	14	12	-1	-36	14	9	15	-51	20	-18	-1	10	0	-4	13	0	0	0	0	0	0	-38
StockeValley	-30	-2	5	29	-2	-28	4	4	-2	149	-47	14	23	-8	-33	39	-3	2	-28	3	-8	7	0	0	-10	-3	0	0	0	0	0	0	76
Eastbourne	-17	-1	6	-6	-1	-11	-14	4	-1	-63	22	3	-16	-9	-15	-23	-13	-7	-20	-11	-4	-15	-12	-10	-18	-34	0	0	0	0	-17	0	-304
Seaview	14	-1	5	-4	2	-13	-11	3	2	-24	36	7	-5	6	-5	-7	0	0	-10	4	-1	-3	-5	-7	-12	0	0	0	0	0	0	0	-29
PnR a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PnR b	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PnR c	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PnR d	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PnR e	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PnR f	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2123	-31	716	305	49	-617	-526	405	240	-511	-481	78	56	-85	-126	-261	38	145	-9	637	105	153	9	-29	-211	13	0	-53	-9	0	78	0	2199

Table 4: Sector demand comparison (absolute) – AM

Table 5 compares the prior and final demand matrices, presenting percentage values for the AM peak. Overall, the matrix reflects a 2% increase. The majority of this increase is attributed to aligning with traffic volumes (derived from TMS data) on SH1 and SH2 southbound, prior to the Ngauranga Interchange.

- Trips from the Petone East sector has the greatest percentage increases, and they mainly go to Boulcott.
- Trips to Naenae has significant increases, especially they are from Tawa.
- The major decrease happens for the trips originated from SH2, to the sectors across the entire network. This could be because the WTSM overestimated the volumes on SH2. As it is an external sector fairly away from the Lower Hutt area, the counts there were not calibrated very well in WTSM.

	Wellington	SH2	SH59	SH1	Johnsonville	Uhnorth	Uhsouth	Tawa	Newlands	HuttCentral	PetoneWest	PetoneEast	Alicetown	Wainuiomata	EasternHills	Woburn	Waiwhetu	Waterloo	Epuni	Naenae	Boulcott	Avalon	Taita	StockeValley	Eastbourne	Seaview	PnR a	PnR b	PnR c	PnR d	PnR e	PnR 815 f	Total
Wellington	0%	1%	45%	45%	0%	9%	27%	45%	2%	-9%	-21%	-21%	2%	25%	16%	-6%	18%	2%	4%	82%	13%	26%	29%	35%	-8%	18%	0%	0%	0%	0%	0%	0%	11%
SH2	-35%	0%	-40%	-40%	-33%	-8%	-36%	-39%	-34%	-66%	-56%	-40%	-47%	-68%	-48%	-56%	-58%	-30%	-42%	-36%	-39%	-44%	-47%	-47%	-73%	-64%	0%	-9%	0%	0%	0%	0%	-30%
SH59	32%	-10%	0%	0%	1%	-3%	12%	0%	20%	20%	4%	3%	33%	59%	53%	22%	51%	35%	35%	65%	47%	14%	11%	8%	20%	50%	0%	0%	0%	0%	0%	0%	9%
SH1	32%	-10%	0%	0%	1%	-3%	11%	0%	21%	-21%	-2%	17%	9%	-26%	3%	-7%	-6%	40%	18%	60%	25%	12%	10%	8%	-35%	-17%	0%	0%	0%	0%	0%	0%	11%
Johnsonville	2%	4%	0%	0%	0%	11%	29%	0%	0%	-8%	-20%	-20%	3%	26%	18%	-5%	19%	3%	5%	85%	15%	28%	30%	36%	-7%	19%	0%	0%	0%	0%	0%	0%	0%
Uhnorth	-19%	0%	-23%	-20%	-17%	-5%	-15%	-22%	-19%	-52%	-41%	-24%	-31%	-55%	-34%	-44%	-43%	-9%	-25%	-17%	-20%	-28%	-30%	-28%	-62%	-52%	0%	-1%	0%	0%	0%	0%	-14%
Uhsouth	10%	-15%	11%	11%	13%	-5%	0%	11%	12%	-29%	-13%	6%	-2%	-34%	-7%	-17%	-20%	22%	6%	5%	12%	1%	-2%	-2%	-43%	-27%	-7%	-1%	0%	0%	0%	0%	-3%
Tawa	32%	-9%	0%	0%	0%	-3%	12%	0%	20%	20%	4%	3%	32%	59%	51%	22%	51%	33%	36%	132%	48%	63%	60%	10%	20%	50%	0%	0%	0%	0%	0%	0%	8%
Newlands	3%	6%	24%	26%	0%	12%	29%	21%	1%	-7%	-18%	-19%	4%	27%	19%	-3%	20%	4%	7%	87%	16%	30%	31%	38%	-5%	21%	0%	0%	0%	0%	0%	0%	5%
HuttCentral	16%	-24%	64%	8%	16%	-17%	-3%	65%	20%	22%	12%	26%	17%	-11%	-5%	6%	1%	18%	8%	31%	26%	-8%	7%	23%	-21%	0%	0%	3%	2%	0%	11%	0%	11%
PetoneWest	6%	-32%	56%	2%	9%	-26%	-14%	54%	11%	7%	2%	5%	7%	29%	-8%	3%	38%	15%	23%	22%	54%	6%	15%	9%	26%	58%	0%	0%	21%	0%	10%	0%	10%
PetoneEast	-4%	24%	39%	62%	-4%	32%	50%	39%	-2%	36%	34%	3%	44%	40%	34%	27%	45%	41%	51%	51%	98%	53%	60%	56%	21%	52%	0%	0%	41%	0%	29%	0%	31%
Alicetown	12%	-17%	59%	15%	12%	-11%	3%	59%	14%	-3%	-6%	5%	0%	-24%	-4%	-7%	-13%	-4%	14%	13%	47%	15%	23%	17%	-27%	-6%	0%	0%	0%	0%	-1%	0%	3%
Wainuiomata	10%	-36%	58%	-9%	10%	-30%	-12%	58%	11%	-15%	17%	16%	-9%	0%	-14%	-20%	6%	10%	-13%	17%	-1%	36%	-5%	-13%	-21%	1%	0%	10%	-15%	0%	10%	0%	2%
EasternHills	8%	-17%	40%	16%	7%	-10%	4%	53%	9%	-22%	-9%	4%	-2%	-30%	-2%	-16%	-15%	4%	-5%	45%	4%	1%	5%	10%	-28%	-10%	0%	1%	-3%	0%	2%	0%	-2%
Woburn	26%	-22%	77%	8%	26%	-16%	-3%	77%	28%	5%	9%	14%	13%	-18%	1%	0%	-7%	5%	1%	14%	20%	-4%	13%	17%	-25%	-6%	0%	0%	11%	0%	-1%	0%	6%
Waiwhetu	0%	-41%	45%	-16%	0%	-36%	-20%	44%	1%	-23%	6%	13%	-17%	-8%	-20%	-27%	-1%	0%	-22%	6%	-14%	5%	-14%	-20%	-22%	0%	0%	0%	-21%	0%	0%	0%	-8%
Waterloo	-18%	17%	35%	63%	-18%	30%	-3%	21%	-16%	-16%	-11%	7%	-12%	-12%	-4%	-21%	-1%	0%	-11%	9%	0%	62%	-7%	-15%	-21%	0%	0%	0%	-8%	0%	0%	0%	-4%
Epuni	10%	-29%	42%	-1%	10%	-24%	-11%	57%	12%	12%	13%	38%	27%	-6%	-9%	1%	2%	14%	0%	48%	2%	-12%	-13%	-15%	-26%	-2%	0%	0%	2%	0%	0%	0%	5%
Naenae	41%	0%	46%	47%	41%	5%	3%	96%	43%	-2%	-5%	-1%	-11%	-20%	18%	-27%	-10%	-10%	49%	0%	53%	35%	8%	2%	-28%	-9%	0%	-10%	12%	0%	0%	0%	7%
Boulcott	31%	-29%	56%	0%	32%	-23%	-11%	84%	33%	42%	44%	101%	69%	9%	2%	25%	19%	16%	3%	37%	0%	-17%	-18%	-15%	-9%	15%	0%	2%	0%	0%	0%	0%	16%
Avalon	-14%	-36%	-13%	-13%	-14%	-30%	-5%	25%	-13%	-10%	-19%	13%	-3%	-10%	-29%	-13%	-5%	3%	-18%	18%	-20%	-2%	5%	-2%	-33%	-10%	0%	-10%	-2%	0%	0%	0%	-10%
Taita	-13%	-17%	11%	11%	-12%	-11%	1%	27%	-11%	8%	-16%	31%	12%	-1%	-27%	11%	10%	13%	-24%	13%	-22%	0%	5%	0%	-14%	11%	0%	17%	0%	0%	0%	0%	-1%
StockeValley	-7%	-17%	15%	15%	-6%	-10%	1%	15%	-6%	26%	-14%	22%	17%	-13%	-19%	28%	-2%	1%	-12%	2%	-9%	4%	0%	0%	-23%	-2%	0%	0%	0%	0%	0%	0%	1%
Eastbourne	-7%	-54%	37%	-32%	-6%	-49%	-39%	37%	-5%	-37%	11%	6%	-29%	-11%	-25%	-38%	-16%	-16%	-40%	-15%	-28%	-41%	-31%	-35%	-4%	-17%	0%	0%	-31%	0%	-16%	0%	-13%
Seaview	13%	-42%	62%	-17%	13%	-37%	-25%	62%	16%	-23%	32%	26%	-15%	6%	-14%	-27%	0%	0%	-25%	7%	-11%	-10%	-14%	-21%	-22%	0%	0%	0%	0%	0%	0%	0%	-3%
PnR a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PnR b	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PnR c	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PnR d	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PnR e	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PnR f	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	12%	-5%	7%	7%	0%	-6%	-5%	7%	5%	-5%	-5%	5%	2%	-2%	-3%	-10%	2%	6%	0%	20%	8%	6%	0%	-1%	-13%	0%	0%	-4%	-1%	0%	4%	0%	2%

Table 5: Sector demand comparison (percentage) – AM

Table 6 compares the prior and final demand matrix in the absolute values for the IP peak. Overall the matrix has increased by 4,920 (out of 135,094) trips.

- The internal trips within the Hutt Central show the greatest increase, followed by trips between here and Petone West. These are likely the main sources of the increase in short trips. There have also been significant increases from Petone West to Wellington City. The increases from Petone West are to meet the lower count data on Jackson St.
- Decreases mostly occur for the external/remote sectors (e.g. Upper Hutt and Stokes Valley), this could cause the significant drop for 23 km.

	Wellington	SH2	SH59	SH1	Johnsonville	Uhnorth	Uhsouth	Tawa	Newlands	HuttCentral	PetoneWest	PetoneEast	Alicetown	Wainuiomata	EasternHills	Woburn	Waiwhetu	Waterloo	Epuni	Naenae	Boulcott	Avalon	Taita	StockeValley	Eastbourne	Seaview	PnR a	PnR b	PnR c	PnR d	PnR e	PnR 815 f	Total
Wellington	0	15	0	0	0	18	21	0	0	177	28	15	35	81	38	41	45	17	10	-17	2	-15	-11	-11	32	55	0	0	0	0	0	0	576
SH2	14	0	0	17	1	0	0	1	1	-1	3	1	0	-3	0	0	-1	-2	-1	-1	-1	-1	0	0	0	-1	0	0	0	0	0	0	25
SH59	0	0	0	0	0	1	1	0	0	10	3	2	4	5	5	3	4	1	1	-1	0	-1	0	1	4	7	0	0	0	0	0	0	50
SH1	0	8	0	0	0	13	16	0	0	-7	20	5	3	-19	7	2	-6	-12	-12	-14	-7	-11	-2	6	-2	-4	0	0	0	0	0	0	-17
Johnsonville	0	1	0	0	0	2	3	0	0	27	8	3	9	9	8	5	9	3	1	-3	0	-2	-2	-2	6	12	0	0	0	0	0	0	100
Uhnorth	21	0	2	25	1	0	0	2	1	-27	32	6	0	-18	0	1	-13	-22	-28	-12	-16	-15	0	0	-4	-12	0	0	0	0	0	0	-75
Uhsouth	26	0	3	32	2	0	0	3	2	-54	52	9	0	-25	0	2	-20	-34	-45	-14	-25	-19	0	0	-6	-17	0	0	0	0	0	0	-129
Tawa	0	0	0	0	0	1	1	0	0	10	3	1	3	3	3	2	3	1	1	-1	0	-1	-1	0	2	5	0	0	0	0	0	0	37
Newlands	0	1	0	0	0	2	3	0	0	22	7	3	8	8	7	4	8	3	1	-3	0	-1	-2	-1	5	10	0	0	0	0	0	0	85
HuttCentral	58	-2	3	-11	5	-61	-96	2	4	600	330	78	81	-72	-54	46	-40	78	107	78	103	51	12	-34	-16	-21	0	0	0	0	0	0	1231
PetoneWest	451	0	46	7	109	-3	-5	32	90	233	60	52	-1	65	6	38	94	61	38	-8	5	-21	-13	-20	79	108	0	0	0	0	1	0	1503
PetoneEast	25	1	2	5	4	9	11	2	3	57	82	2	14	14	11	8	24	14	14	17	5	3	11	10	17	27	0	0	0	0	1	0	392
Alicetown	29	0	2	5	5	0	0	2	4	129	93	16	0	-4	1	19	4	23	34	25	8	-2	13	9	4	5	0	0	0	0	0	0	426
Wainuiomata	96	-3	3	-14	7	-17	-22	3	6	-75	68	13	5	0	-16	-19	-13	-7	-5	-7	3	-11	-9	-4	-12	-25	0	0	0	0	-2	0	-55
EasternHills	77	0	7	9	11	-4	-5	5	9	45	52	10	-5	-13	-7	18	-2	-8	-14	-41	-13	-38	-26	-23	2	3	0	0	0	0	0	0	49
Woburn	47	-1	2	-3	3	-12	-15	2	3	26	79	11	18	-22	3	0	-20	-1	0	-1	6	3	9	0	-8	-12	0	0	0	0	0	0	115
Waiwhetu	60	-2	4	-8	8	-21	-27	3	6	-39	128	24	10	-11	-7	-16	-1	0	-3	-5	3	-9	-2	-5	0	0	0	0	0	0	0	0	92
Waterloo	-11	-2	0	-8	-1	-21	-27	0	-1	82	123	20	25	-10	-7	2	-1	0	14	-8	2	-16	-11	-6	0	0	0	0	0	0	0	0	138
Epuni	-40	-1	-2	-3	-3	-20	-26	-2	-2	167	45	16	6	-3	-27	11	-3	17	1	17	2	0	7	-4	-9	-9	0	0	0	0	0	0	138
Naenae	-20	-1	-1	-8	-2	-13	-6	-1	-2	57	21	16	-1	-7	-32	6	-2	-3	-9	0	-6	2	21	-2	0	-1	0	0	0	0	0	0	8
Boulcott	-17	0	-1	-1	-1	-8	-10	-1	-1	135	5	6	-1	5	-18	11	6	4	2	1	0	-3	-1	-4	1	3	0	0	0	0	0	0	110
Avalon	-7	0	0	-2	0	-10	-5	0	0	41	7	2	-6	-5	-19	3	-5	-2	2	15	-1	0	10	-1	-6	-6	0	0	0	0	0	0	5
Taita	-16	0	0	4	-2	0	0	-1	-2	8	-8	3	-13	3	-19	6	6	18	13	24	2	10	11	0	-3	1	0	0	0	0	0	0	46
StockeValley	-41	0	1	13	-3	0	0	1	-3	-58	-27	3	-21	-4	-27	9	-2	-2	0	-2	-7	5	-1	0	0	-1	0	0	0	0	0	0	-169
Eastbourne	54	-1	3	-5	5	-10	-13	2	5	-20	95	15	6	-4	-4	-6	0	0	-9	-1	0	-3	1	-2	0	0	0	0	0	0	1	0	107
Seaview	73	-2	6	-7	9	-24	-29	4	8	-22	133	25	7	-9	-7	-8	0	0	-8	-3	1	-6	-3	-4	0	0	0	0	0	0	0	0	132
PnR a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PnR b	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PnR c	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PnR d	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PnR e	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PnR f	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	879	9	84	47	159	-178	-232	58	132	1524	1444	357	184	-35	-153	188	74	146	106	34	66	-100	12	-97	85	127	0	0	0	0	0	0	4920

Table 6: Sector demand comparison (absolute) – IP

Table 7 compares the prior and final demand adjusted matrix in the percentage values for the IP peak. Overall the matrix has increased by 4%.

- Trips from Petone sectors have the greatest percentage increases, and they go to almost all sectors across the network. The increases are to meet the lower count data on Jackson St.
- There have been some significant percentage decreased in the long distance trips between the remote suburbs (Eastbourne, Seaview and Wainuiomata) and external sectors (SH1, SH2 and Upper Hutt), although their absolute differences are very low.

	Wellington	SH2	SH59	SH1	Johnsonville	Uhnorth	Uhsouth	Tawa	Newlands	HuttCentral	PetoneWest	PetoneEast	Alicetown	Wainuiomata	EasternHills	Woburn	Waiwhetu	Waterloo	Epuni	Naenae	Boulcott	Avalon	Taita	StockeValley	Eastbourne	Seaview	PnRa	PnRb	PnRc	PnRd	PnRe	PnR815f	Total
Wellington	0%	11%	0%	0%	0%	11%	11%	0%	0%	24%	2%	10%	10%	25%	10%	41%	27%	13%	5%	-16%	3%	-17%	-13%	-11%	31%	31%	0%	0%	0%	0%	0%	0%	5%
SH2	9%	0%	11%	11%	9%	0%	0%	11%	9%	-8%	19%	18%	0%	-37%	2%	4%	-27%	-31%	-26%	-16%	-32%	-23%	0%	0%	-17%	-23%	0%	0%	0%	0%	0%	0%	3%
SH59	0%	6%	0%	0%	0%	6%	6%	0%	0%	25%	2%	11%	10%	25%	7%	41%	27%	12%	5%	-21%	3%	-22%	-4%	6%	31%	31%	0%	0%	0%	0%	0%	0%	0%
SH1	0%	6%	0%	0%	0%	6%	6%	0%	0%	-6%	23%	24%	6%	-33%	5%	8%	-22%	-26%	-22%	-23%	-29%	-24%	-5%	6%	-12%	-18%	0%	0%	0%	0%	0%	0%	0%
Johnsonville	0%	11%	0%	0%	0%	11%	11%	0%	0%	22%	2%	10%	10%	25%	9%	41%	27%	13%	5%	-16%	3%	-17%	-12%	-10%	31%	31%	0%	0%	0%	0%	0%	0%	1%
Uhnorth	9%	0%	11%	11%	9%	0%	0%	11%	9%	-10%	18%	18%	0%	-37%	0%	4%	-27%	-31%	-27%	-15%	-34%	-23%	0%	0%	-17%	-22%	0%	0%	0%	0%	0%	0%	-1%
Uhsouth	9%	0%	11%	11%	9%	0%	0%	11%	9%	-11%	18%	18%	0%	-36%	0%	4%	-26%	-30%	-27%	-11%	-34%	-17%	0%	0%	-17%	-22%	0%	0%	0%	0%	0%	0%	-1%
Tawa	0%	6%	0%	0%	0%	6%	6%	0%	0%	23%	2%	10%	10%	25%	6%	41%	27%	14%	5%	-16%	3%	-17%	-11%	5%	31%	31%	0%	0%	0%	0%	0%	0%	1%
Newlands	0%	11%	0%	0%	0%	11%	11%	0%	0%	22%	2%	10%	10%	25%	9%	41%	27%	14%	5%	-16%	3%	-17%	-13%	-11%	31%	31%	0%	0%	0%	0%	0%	0%	2%
HuttCentral	9%	-21%	10%	-10%	7%	-20%	-20%	8%	7%	30%	46%	60%	29%	-16%	-11%	13%	-10%	14%	13%	14%	36%	10%	3%	-7%	-10%	-11%	0%	7%	0%	0%	19%	0%	12%
PetoneWest	42%	-2%	42%	10%	45%	-2%	-2%	43%	46%	32%	3%	15%	0%	21%	1%	29%	29%	27%	19%	-3%	6%	-17%	-8%	-11%	44%	44%	0%	0%	-2%	0%	6%	0%	18%
PetoneEast	16%	25%	15%	33%	16%	24%	23%	16%	16%	42%	24%	3%	18%	23%	18%	27%	34%	31%	38%	34%	40%	16%	36%	30%	42%	42%	0%	0%	21%	0%	20%	0%	26%
Alicetown	9%	0%	9%	11%	9%	0%	0%	9%	9%	37%	18%	18%	0%	-3%	0%	31%	4%	22%	38%	26%	26%	-3%	17%	10%	7%	7%	0%	0%	0%	0%	3%	0%	14%
Wainuiomata	22%	-36%	22%	-27%	22%	-36%	-35%	22%	22%	-17%	22%	20%	4%	0%	-15%	-24%	-7%	-6%	-4%	-9%	9%	-22%	-19%	-11%	-12%	-12%	0%	-6%	5%	0%	-6%	0%	-1%
EasternHills	16%	-2%	12%	8%	14%	-3%	-3%	10%	15%	8%	12%	16%	-2%	-12%	-1%	24%	-3%	-10%	-10%	-29%	-17%	-30%	-25%	-22%	4%	4%	0%	17%	-10%	0%	-2%	0%	1%
Woburn	39%	-29%	39%	-20%	39%	-29%	-29%	39%	39%	7%	54%	38%	32%	-29%	5%	0%	-23%	-2%	0%	-2%	18%	6%	17%	0%	-23%	-23%	0%	0%	32%	0%	2%	0%	7%
Waiwhetu	30%	-37%	31%	-27%	30%	-36%	-34%	30%	30%	-11%	38%	34%	10%	-6%	-9%	-19%	0%	0%	-3%	-3%	9%	-13%	-2%	-6%	0%	0%	0%	0%	1%	0%	0%	0%	3%
Waterloo	-7%	-27%	-7%	-18%	-6%	-27%	-24%	-6%	-6%	17%	52%	43%	28%	-7%	-8%	3%	0%	0%	9%	-3%	4%	-15%	-9%	-5%	0%	0%	0%	0%	13%	0%	0%	0%	5%
Epuni	-18%	-17%	-17%	-7%	-18%	-17%	-17%	-18%	-17%	20%	21%	43%	8%	-3%	-22%	10%	-2%	10%	1%	8%	2%	0%	5%	-3%	-18%	-11%	0%	2%	-2%	0%	-20%	0%	4%
Naenae	-13%	-16%	-13%	-13%	-13%	-15%	-5%	-13%	-13%	11%	9%	32%	-1%	-8%	-23%	9%	-1%	-1%	-5%	0%	-9%	2%	14%	-1%	-1%	-1%	0%	-1%	0%	0%	0%	0%	0%
Boulcott	-20%	-15%	-19%	-5%	-20%	-15%	-15%	-20%	-20%	48%	7%	48%	-5%	16%	-25%	35%	19%	7%	2%	1%	0%	-4%	-1%	-7%	9%	11%	0%	0%	-7%	0%	-29%	0%	8%
Avalon	-6%	-13%	-4%	-4%	-6%	-13%	-5%	-6%	-6%	8%	5%	11%	-9%	-10%	-15%	5%	-8%	-2%	1%	10%	-1%	0%	7%	-1%	-20%	-12%	0%	0%	0%	0%	-14%	0%	0%
Taita	-14%	0%	9%	9%	-15%	0%	0%	-11%	-16%	2%	-5%	9%	-17%	7%	-19%	12%	7%	14%	8%	16%	3%	6%	6%	0%	-10%	2%	0%	0%	0%	0%	0%	0%	2%
StockeValley	-26%	0%	11%	11%	-25%	0%	0%	11%	-26%	-13%	-14%	8%	-24%	-9%	-26%	17%	-2%	-2%	0%	-1%	-11%	4%	0%	0%	-2%	-2%	0%	0%	0%	0%	0%	0%	-4%
Eastbourne	39%	-45%	39%	-37%	39%	-45%	-45%	39%	39%	-12%	56%	41%	11%	-4%	-7%	-19%	0%	0%	-19%	-3%	1%	-12%	2%	-7%	0%	0%	0%	0%	0%	0%	14%	0%	6%
Seaview	39%	-40%	39%	-32%	39%	-41%	-40%	39%	39%	-12%	57%	40%	11%	-4%	-8%	-19%	0%	0%	-12%	-3%	5%	-14%	-6%	-7%	0%	0%	0%	0%	8%	0%	2%	0%	6%
PnR a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PnR b	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PnR c	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PnR d	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PnR e	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PnR f	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	8%	1%	1%	1%	2%	-1%	-2%	1%	3%	14%	16%	23%	6%	-1%	-4%	11%	3%	5%	3%	1%	5%	-4%	0%	-3%	4%	6%	0%	0%	0%	0%	0%	0%	4%

Table 7: Sector demand comparison (percentage) – IP

Table 8 compares the prior and final demand matrix in the absolute values for the PM peak. Overall the matrix has increased by 11,740 (out of 184,367) trips.

- The internal trips within the Hutt Central show the greatest increase, followed by internal trips within Petone. These are likely the main sources of the increase in short trips. The increases within Petone are to meet the lower count data on Jackson St.
- The trips from Wellington City also show the highest increase to various sectors where have essential access of SH1 and 2. However, the drop for the Petone West sector is to suppress the high volumes on the off-ramp.
- Decreases mostly occur for the external/remote sectors (e.g. Upper Hutt, Stokes Valley and Eastbourne), this could cause the significant drop for 23 km.

	Wellington	SH2	SH59	SH1	Johnsonville	Uhnorth	Uhsouth	Tawa	Newlands	HuttCentral	PetoneWest	PetoneEast	Alicetown	Wainuiomata	EasternHills	Woburn	Waiwhetu	Waterloo	Epuni	Naenae	Boulcott	Avalon	Taita	StockeValley	Eastbourne	Seaview	PnR a	PnR b	PnR c	PnR d	PnR e	PnR 815 f	Total
Wellington	0	-20	646	351	0	260	198	278	378	354	-586	-68	128	-125	474	116	-116	48	15	458	19	19	-19	-41	-105	-95	0	0	0	0	0	0	2566
SH2	26	0	-1	-21	1	20	-30	1	2	-1	1	-3	-4	-7	-3	-1	-4	4	-2	0	-1	-1	-4	-7	-2	-4	0	0	0	0	0	0	-42
SH59	-15	-9	37	2	51	5	-6	628	-114	5	-73	-10	-1	-12	15	2	-11	-1	-1	15	-1	-2	-4	-8	-9	-11	0	0	0	0	0	0	474
SH1	-10	-136	0	0	-6	53	-58	15	-12	35	27	-23	-39	-56	19	-10	-34	100	-23	138	-9	-19	-32	-56	-23	-31	0	0	0	0	0	0	-188
Johnsonville	-463	2	76	-23	0	45	36	-164	618	-42	-257	-28	-38	-37	-29	-3	-34	-16	-16	15	-5	-7	-13	-11	-23	-30	0	0	0	0	0	0	-446
Uhnorth	21	150	-3	-68	0	216	-688	-1	1	-55	-10	-37	-71	-48	-38	-27	-53	63	-73	-5	-32	-35	-72	-208	-29	-52	0	0	0	0	0	0	-1152
Uhsouth	46	-260	-3	-69	2	-940	624	0	3	-85	-5	-55	-115	-67	-48	-38	-63	113	-111	129	-49	-12	32	126	-44	-72	0	0	0	0	0	0	-960
Tawa	318	-6	171	-8	-228	8	-1	549	104	31	-27	-3	17	-2	46	8	-6	5	3	33	2	2	0	-4	-6	-6	0	0	0	0	0	0	1000
Newlands	311	-4	13	3	483	23	15	-33	620	29	-119	-14	18	-18	62	8	-20	3	-1	56	1	0	-5	-8	-17	-17	0	0	0	0	0	0	1389
HuttCentral	42	-18	7	-96	-13	-284	-535	5	2	1450	308	98	100	-204	-631	520	-184	564	662	-63	587	86	328	-119	-106	-64	0	0	0	0	0	0	2442
PetoneWest	77	-55	15	-90	-39	-219	-340	20	62	444	1012	950	33	147	-211	53	-43	-27	-20	-142	-36	-77	-162	-255	17	80	0	0	0	0	0	0	1193
PetoneEast	-46	-8	-10	-5	-19	-21	-36	-5	-11	79	399	7	5	109	-21	24	36	42	19	4	3	1	35	-24	20	35	0	0	0	0	0	0	611
Alicetown	-60	-6	-9	117	-39	84	50	-5	-17	169	-9	9	14	-70	-34	13	-60	-6	-10	-31	-12	-15	-36	-68	-29	-20	0	0	0	0	0	0	-79
Wainuiomata	-138	-15	-9	-67	-20	-57	-71	-6	-13	-147	20	-11	-9	0	-78	-32	11	33	-79	-21	-16	0	-31	-51	-56	-67	0	0	0	0	0	0	-930
EasternHills	72	-24	1	71	-10	-6	-64	5	9	212	148	55	54	-46	-21	71	-35	94	-19	144	-19	-72	-76	-101	-32	-31	0	0	0	0	0	0	381
Woburn	89	-3	7	-4	4	-35	-51	5	5	326	38	13	13	-58	-45	-17	-64	15	31	-48	61	-24	30	-9	-29	-18	0	0	0	0	0	0	231
Waiwhetu	104	-13	11	-32	13	-67	-80	7	19	20	303	48	33	135	-24	8	-4	71	1	1	5	3	44	-61	-35	-16	0	0	0	0	0	0	494
Waterloo	38	6	7	179	0	181	43	2	4	400	101	69	15	222	57	18	196	153	5	-59	17	107	33	-80	47	74	0	0	0	0	0	0	1834
Epuni	13	-4	0	38	-2	35	-12	0	0	734	93	30	36	39	-52	94	0	62	74	24	84	-102	-18	-47	-17	-7	0	0	0	0	0	0	1097
Naenae	-66	-6	10	253	-15	62	109	-4	-11	-12	-107	30	-38	69	226	-36	106	-82	-19	-34	34	64	166	-8	-6	39	0	0	0	0	0	0	724
Boulcott	58	0	2	54	2	80	65	3	3	301	87	22	32	-1	40	48	-5	26	50	33	23	-44	-27	-43	-6	-5	0	0	0	0	0	0	798
Avalon	32	-4	0	-9	0	-33	41	1	1	6	16	-15	-43	92	-46	-34	16	77	-93	16	-69	-13	51	13	-34	-14	0	0	0	0	0	0	-43
Taita	-4	-22	0	-8	-4	-30	162	0	-1	130	4	9	-42	-6	59	34	49	-4	23	96	-29	54	51	-7	12	22	0	0	0	0	0	0	546
StockeValley	-78	-37	-4	-55	-10	-157	16	-3	-9	-212	-84	-9	-51	-26	39	-15	-15	-47	-63	-4	-47	-19	-106	168	-14	-15	0	0	0	0	0	0	-858
Eastbourne	-35	-5	-5	-21	-9	-31	-41	-2	-5	-67	79	-4	-4	20	-38	-18	-45	-37	-24	-52	-6	-23	-6	-35	-7	-29	0	0	0	0	0	0	-453
Seaview	38	-24	8	-39	-1	-93	-113	5	9	29	353	46	39	313	-8	11	25	99	26	48	11	24	137	-30	-17	10	0	0	0	0	0	0	905
PnR a	0	3	0	0	0	60	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
PnR b	0	-1	0	0	0	-28	-20	0	0	8	0	0	0	58	-15	2	34	-6	2	-91	0	-9	2	0	0	1	0	0	0	0	0	0	-62
PnR c	0	0	0	0	0	0	0	0	0	15	0	0	1	0	64	0	-1	0	2	-3	6	20	16	-60	0	-1	0	0	0	0	0	0	60
PnR d	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-23	0	0	0	0	0	0	0	0	-8
PnR e	0	0	0	0	0	0	0	-9	0	0	37	79	-2	48	-18	0	11	11	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	154
PnR f	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	370	-518	969	453	142	-871	-795	1296	1647	4159	1748	1183	82	467	-256	798	-308	1357	357	658	523	-94	331	-1059	-554	-345	0	0	0	0	0	0	11740

Table 8: Sector demand comparison (absolute) – PM

Table 9 compares the prior and final demand adjusted matrix in the percentage values for the PM peak. Overall the matrix has increased by 6%.

- Trips from Waterloo has the greatest percentage increases, and they mainly go to SH1.
- Followed by trips to Boulcott, and most of them are from the most southern part of Lower Hutt including SH1.
- Trips to the Petone East sector also has significant increases, they are mostly from the internal trip, the Hutt Central and several Park and Rides, although the trips from outside Hutt City area have decreased.
- There have been some significant increases in the trips from Tawa and external sectors to Naenae, which likely contributed to the moderate increase for 24 km.

	Wellington	SH2	SH59	SH1	Johnsonville	Uhnorth	Uhsouth	Tawa	Newlands	HuttCentral	PetoneWest	PetoneEast	Alicetown	Wainuiomata	EasternHills	Woburn	Waiwhetu	Waterloo	Epuni	Naenae	Boulcott	Avalon	Taita	StockeValley	Eastbourne	Seaview	PnR a	PnR b	PnR c	PnR d	PnR e	PnR 815 f	Total
Wellington	0%	-9%	22%	20%	0%	78%	52%	22%	18%	39%	-36%	-31%	29%	-19%	66%	69%	-42%	20%	5%	214%	15%	12%	-12%	-18%	-57%	-48%	0%	0%	0%	0%	0%	0%	14%
SH2	14%	0%	-10%	-10%	7%	5%	-30%	10%	20%	-9%	10%	-82%	-70%	-74%	-20%	-53%	-78%	66%	-49%	4%	-41%	-40%	-46%	-40%	-93%	-92%	0%	0%	0%	0%	0%	0%	-4%
SH59	-1%	-45%	1%	1%	4%	9%	-9%	24%	-20%	18%	-52%	-49%	-3%	-40%	29%	26%	-57%	-8%	-13%	131%	-17%	-28%	-38%	-29%	-68%	-61%	0%	0%	0%	0%	0%	0%	3%
SH1	-1%	-46%	0%	0%	-3%	12%	-11%	8%	-13%	21%	23%	-74%	-59%	-62%	11%	-33%	-68%	128%	-30%	136%	-25%	-30%	-39%	-28%	-88%	-88%	0%	0%	0%	0%	0%	0%	-3%
Johnsonville	-40%	17%	5%	-6%	0%	128%	84%	-14%	31%	-36%	-72%	-69%	-41%	-64%	-24%	-21%	-75%	-45%	-53%	51%	-48%	-50%	-62%	-43%	-82%	-77%	0%	0%	0%	0%	0%	0%	-3%
Uhnorth	9%	18%	-13%	-19%	2%	2%	-17%	-5%	5%	-18%	-5%	-83%	-72%	-76%	-25%	-54%	-79%	61%	-53%	-5%	-51%	-46%	-52%	-50%	-93%	-93%	0%	0%	0%	0%	0%	0%	-7%
Uhsouth	17%	-73%	-10%	-15%	7%	-23%	13%	0%	11%	-15%	-1%	-82%	-71%	-69%	-20%	-50%	-60%	68%	-50%	78%	-48%	-9%	12%	16%	-93%	-90%	0%	0%	0%	0%	0%	0%	-7%
Tawa	54%	-35%	7%	-3%	-20%	21%	-2%	23%	38%	63%	-23%	-20%	53%	-8%	91%	94%	-33%	35%	19%	251%	32%	26%	-4%	-22%	-50%	-37%	0%	0%	0%	0%	0%	0%	13%
Newlands	26%	-22%	2%	2%	28%	57%	32%	-13%	50%	31%	-38%	-37%	22%	-28%	51%	54%	-47%	7%	-5%	182%	5%	1%	-22%	-27%	-61%	-51%	0%	0%	0%	0%	0%	0%	22%
HuttCentral	5%	-80%	15%	-41%	-14%	-57%	-67%	10%	3%	71%	52%	63%	50%	-26%	-52%	96%	-36%	76%	57%	-7%	139%	11%	42%	-14%	-42%	-40%	0%	0%	0%	0%	0%	0%	17%
PetoneWest	6%	-81%	6%	-38%	-8%	-58%	-66%	13%	14%	83%	48%	176%	11%	25%	-21%	35%	-9%	-7%	-9%	-33%	-46%	-46%	-56%	-69%	6%	34%	0%	0%	0%	0%	0%	0%	10%
PetoneEast	-28%	-66%	-26%	-13%	-40%	-33%	-44%	-27%	-27%	83%	112%	8%	9%	89%	-15%	81%	34%	54%	52%	4%	26%	2%	68%	-39%	31%	57%	0%	0%	0%	0%	0%	0%	31%
Alicetown	-16%	-25%	-16%	104%	-32%	53%	23%	-14%	-16%	52%	-2%	8%	5%	-31%	-8%	16%	-39%	-4%	-9%	-20%	-28%	-16%	-27%	-42%	-37%	-33%	0%	0%	0%	0%	0%	0%	-2%
Wainuiomata	-29%	-95%	-27%	-83%	-42%	-88%	-86%	-30%	-33%	-30%	6%	-14%	-6%	0%	-51%	-32%	5%	17%	-57%	-17%	-38%	0%	-47%	-76%	-42%	-32%	0%	0%	0%	0%	0%	0%	-13%
EasternHills	15%	-52%	2%	25%	-8%	-3%	-21%	10%	9%	37%	32%	63%	26%	-25%	-3%	73%	-30%	70%	-11%	64%	-17%	-41%	-46%	-53%	-40%	-36%	0%	0%	0%	0%	0%	0%	7%
Woburn	73%	-77%	76%	-15%	43%	-46%	-53%	72%	69%	84%	30%	31%	29%	-32%	-20%	-13%	-41%	10%	17%	-31%	104%	-23%	27%	-8%	-47%	-43%	0%	0%	0%	0%	0%	0%	9%
Waiwhetu	51%	-89%	54%	-64%	28%	-74%	-66%	53%	51%	10%	89%	52%	50%	42%	-15%	13%	-1%	30%	1%	0%	20%	4%	38%	-48%	-28%	-9%	0%	0%	0%	0%	0%	0%	15%
Waterloo	23%	41%	65%	238%	0%	159%	26%	22%	16%	145%	43%	126%	27%	103%	36%	35%	94%	47%	4%	-16%	54%	87%	19%	-45%	68%	83%	0%	0%	0%	0%	0%	0%	55%
Epuni	6%	-46%	-4%	49%	-14%	19%	-5%	4%	3%	89%	56%	80%	71%	21%	-19%	68%	0%	26%	21%	8%	54%	-36%	-7%	-19%	-24%	-12%	0%	0%	0%	0%	0%	0%	24%
Naenae	-44%	-22%	208%	221%	-55%	47%	55%	-42%	-48%	-2%	-37%	40%	-41%	49%	109%	-43%	48%	-20%	-8%	-7%	37%	64%	74%	-4%	-7%	35%	0%	0%	0%	0%	0%	0%	17%
Boulcott	68%	7%	55%	148%	36%	99%	60%	68%	61%	109%	154%	180%	187%	-3%	34%	123%	-13%	42%	35%	30%	59%	-40%	-26%	-42%	-32%	-27%	0%	0%	0%	0%	0%	0%	48%
Avalon	27%	-64%	-15%	-13%	5%	-29%	24%	26%	22%	1%	13%	-58%	-61%	110%	-24%	-40%	17%	43%	-29%	8%	-50%	-6%	21%	6%	-68%	-30%	0%	0%	0%	0%	0%	0%	-1%
Taita	-4%	-70%	-7%	-10%	-20%	-17%	55%	-3%	-6%	25%	2%	21%	-44%	-9%	41%	48%	43%	-2%	10%	43%	-30%	28%	18%	-2%	27%	38%	0%	0%	0%	0%	0%	0%	15%
StockeValley	-52%	-77%	-33%	-30%	-48%	-39%	2%	-22%	-52%	-41%	-39%	-22%	-50%	-46%	30%	-24%	-16%	-30%	-35%	-3%	-59%	-14%	-41%	14%	-35%	-24%	0%	0%	0%	0%	0%	0%	-17%
Eastbourne	-26%	-96%	-24%	-86%	-39%	-90%	-92%	-25%	-27%	-43%	46%	-8%	-7%	13%	-51%	-43%	-42%	-55%	-42%	-71%	-33%	-60%	-15%	-80%	-1%	-26%	0%	0%	0%	0%	0%	0%	-19%
Seaview	20%	-91%	21%	-68%	-2%	-78%	-78%	21%	19%	28%	134%	46%	89%	68%	-5%	25%	9%	53%	42%	22%	54%	35%	123%	-21%	-7%	12%	0%	0%	0%	0%	0%	0%	27%
PnR a	0%	46%	0%	0%	0%	23%	-31%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
PnR b	0%	-72%	0%	0%	0%	-26%	-5%	0%	0%	141%	57%	189%	56%	38%	-33%	19%	79%	-6%	7%	-48%	-2%	-35%	39%	-56%	1%	48%	0%	0%	0%	0%	0%	0%	-5%
PnR c	0%	0%	0%	0%	0%	0%	0%	0%	0%	57%	-6%	1%	9%	-9%	74%	0%	-33%	9%	16%	-12%	75%	55%	51%	-42%	-38%	-33%	0%	0%	0%	0%	0%	0%	15%
PnR d	0%	0%	0%	0%	0%	0%	0%	0%	0%	-20%	0%	0%	0%	0%	-42%	0%	0%	-35%	107%	-13%	-51%	2%	34%	-27%	0%	0%	0%	0%	0%	0%	0%	0%	-6%
PnR e	0%	0%	4%	0%	0%	0%	0%	-5%	-10%	4%	44%	162%	-14%	32%	-9%	-1%	30%	130%	-3%	28%	2%	-16%	-61%	-13%	-8%	-3%	0%	0%	0%	0%	0%	0%	17%
PnR f	0%	0%	8%	71%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Total	3%	-24%	6%	6%	1%	-5%	-5%	14%	22%	39%	18%	54%	3%	5%	-3%	36%	-8%	29%	8%	12%	28%	-3%	8%	-16%	-19%	-16%	0%	0%	0%	0%	0%	0%	6%

Table 9: Sector demand comparison (percentage) – PM

5. Calibration and Validation Results

5.1 Calibration criteria

Only the link results of the light vehicles for the hybrid layer are compared against all these criteria listed in the sub-sections below, the exceptions are being:

- Hourly count band, XY scatter plots and RMSE are not considered for heavy vehicle demands due to its low volumes
- For static layer results, only the hourly GEH count comparison is considered
- The turn comparison results for the static layer are not considered

Figure 10 shows the seven screenlines compared for the model.

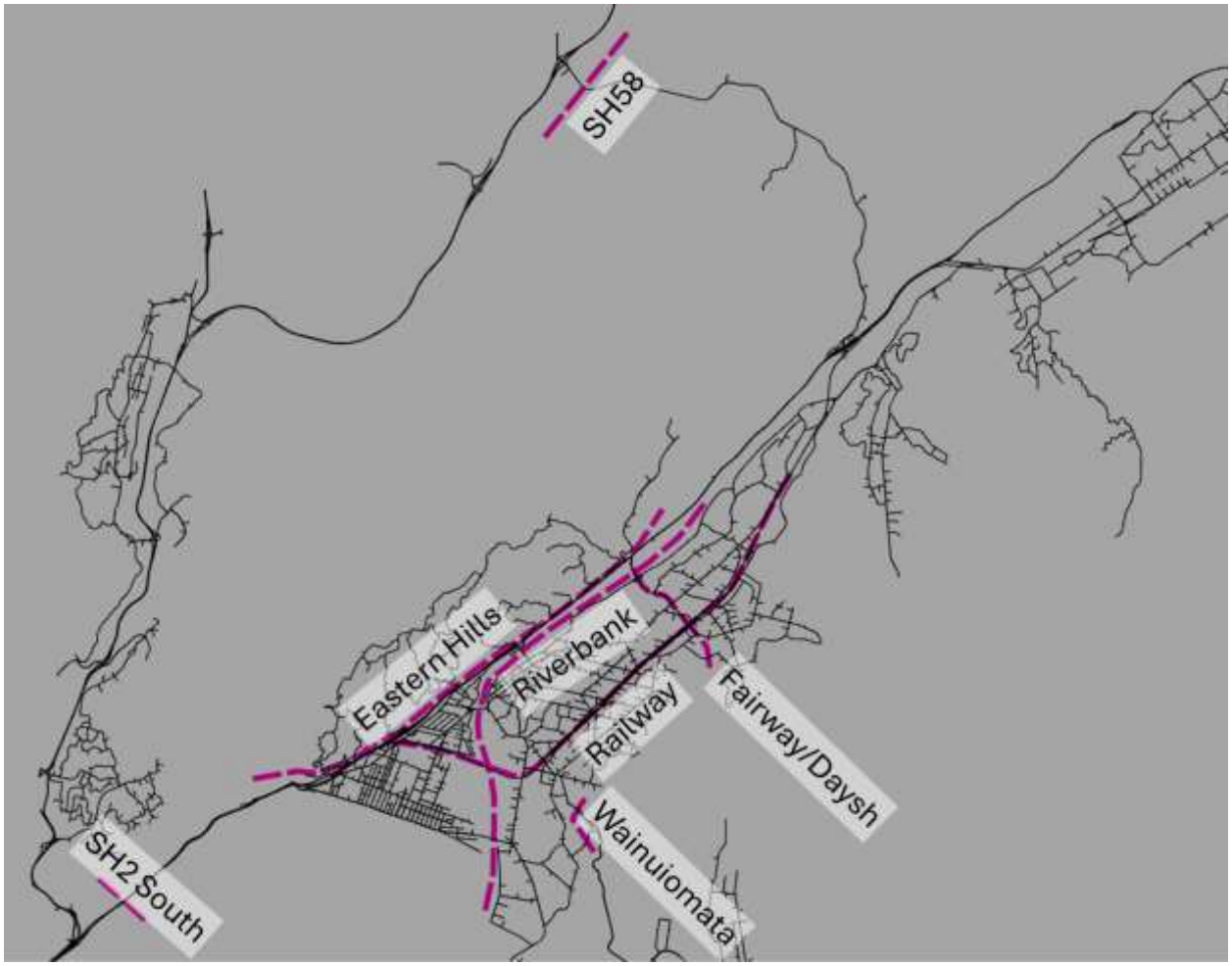


Figure 10: Screenlines used for comparisons

5.1.1 GEH and count band comparison

These criteria compare the observed and modelled count data at a section and screenline level by way of the GEH statistic. The GEH statistic is a form of Chi-squared statistic that can be used to compare observed and modelled counts. It is a useful for these comparisons because it is tolerant of relative and absolute errors, eg larger percentage differences on lower counts and larger absolute differences on higher counts. The GEH formula is given below

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

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

Figure 11 and Figure 12 shows the screenline and count calibration criteria as per the TMDG. HAM is targeting a Category C level of calibration for both Static and Hybrid scenarios. For the Hybrid scenarios, the modelled data presented is the average of SRC replications with different simulation seed values.

COUNT COMPARISON	PURPOSE CATEGORY						
	A: REGIONAL	B: STRATEGIC NETWORK	C: URBAN AREA	D: NZ TRANSPORT AGENCY PROJECT	E: SMALL AREA /CORRIDOR	F: INTERSECTION / SHORT CORRIDOR	G: HIGH FLOW, SPEED, MULTI LANE
TOTAL DIRECTIONAL COUNT ACROSS SCREENLINE:							
GEH<5.0 (% OF SCREENLINES)	>60%	>75%	>85%	>90%	NA	NA	NA
GEH<7.5 (% OF SCREENLINES)	>75%	>85%	>90%	>95%	NA	NA	NA
GEH<10.0 (% OF SCREENLINES)	>90%	>95%	>95%	100%	NA	NA	NA
INDIVIDUAL DIRECTIONAL LINK COUNT ON SCREENLINES:							
GEH<5.0 (% OF COUNTS)	>65%	>80%	>85%	>87.5%	NA	NA	>90%
GEH<7.5 (% OF COUNTS)	>75%	>85%	>90%	>92.5%	NA	NA	>95%
GEH<10.0 (% OF COUNTS)	>85%	>90%	>95%	>97.5%	NA	NA	100%
GEH<12.0 (% OF COUNTS)	>95%	>95%	100%	100%	NA	NA	100%
INDIVIDUAL TURNING MOVEMENTS AND / OR DIRECTIONAL LINK COUNTS:							
GEH<5.0 (% OF TURNS)	NA	>75%	>80%	>82.5%	>85%	>95%	>85%
GEH<7.5 (% OF TURNS)	NA	>80%	>85%	>87.5%	>90%	100%	>90%
GEH<10.0 (% OF TURNS)	NA	>85%	>90%	>92.5%	>95%	100%	>95%

Figure 11: TMDG – Hourly GEH count comparison criteria

COUNT COMPARISON	PURPOSE CATEGORY						
	A: REGIONAL	B: STRATEGIC NETWORK	C: URBAN AREA	D: NZ TRANSPORT AGENCY PROJECT	E: SMALL AREA /CORRIDOR	F: INTERSECTION / SHORT CORRIDOR	G: HIGH FLOW, SPEED, MULTI LANE
TOTAL DIRECTIONAL SCREENLINE COUNTS:							
WITHIN 10% (% OF SCREENLINES)	>70%	>80%	>85%	>90%	NA	NA	NA
WITHIN 15% (% OF SCREENLINES)	>80%	>90%	>92.5%	>95%	NA	NA	NA
INDIVIDUAL DIRECTIONAL LINK COUNT ON SCREENLINES:							
<700VPH WITHIN 100VPH (% OF COUNTS)	>70%	>80%	>85%	>90%	NA	NA	>90%
700-2,700VPH WITHIN 15% (% OF COUNTS)	>70%	>80%	>85%	>90%	NA	NA	>95%
>2,700VPH WITHIN 400VPH (% OF COUNTS)	>70%	>80%	>85%	>90%	NA	NA	100%
INDIVIDUAL TURNING MOVEMENTS AND/OR DIRECTIONAL LINK COUNTS:							
<400VPH WITHIN 50VPH (% OF MOVEMENTS)	NA	>70%	>77.5%	>85%	>90%	>95%	>80%
400-2,000VPH WITHIN 12.5% (% OF MOVEMENTS)	NA	>70%	>77.5%	>85%	>90%	>95%	>80%
>2,000VPH WITHIN 250VPH (% OF MOVEMENTS)	NA	>70%	>77.5%	>85%	>90%	>95%	>80%

Figure 12: TMDG – Hourly count band comparison criteria

5.1.2 XY scatter plots

This criteria presents the observed vs modelled count scatter plots and associated R-Squared statistical results. These scatter plots compare all counts from the model and give an indication of how well the model fits the count dataset. The R Squared value and line of best fit are also compared to the TMDG criteria to give an indication of how well the trend line compares to the input count data; the closer these statistics are to 1, the better the match of the data compared.

Figure 13 lists the TMDG criteria for the R-Squared and line of best fit comparisons.

STATISTIC	PURPOSE CATEGORY						
	A: REGIONAL	B: STRATEGIC NETWORK	C: URBAN AREA	D: NZ TRANSPORT AGENCY PROJECT	E: SMALL AREA /CORRIDOR	F: INTERSECTION / SHORT CORRIDOR	G: HIGH FLOW, SPEED, MULTI LANE
R SQUARED VALUE	>0.85	>0.9	>0.95	>0.95	>0.95	>0.95	>0.95
LINE OF BEST FIT	y=0.9x - 1.1x	y=0.9x - 1.1x	y=0.9x - 1.1x	y=0.925x - 1.075x	y=0.95x - 1.05x	y=0.97x - 1.03x	y=0.97x - 1.03x

Figure 13: TMDG – Observed vs modelled count comparison XY scatter criteria

5.1.3 RMSE

This criteria presents the root mean square error (RMSE) comparisons for the model against the count data. RMSE is a measure of the predictive success of the model and is a commonly referenced as providing an indication of the error of a model. The percentage RMSE is defined as:

$$\%RMSE = \sqrt{\frac{\sum(m-o)^2}{(N-1)}} \Big/ \sum \frac{o}{N}$$

Where m is the modelled count, o is the observed count and N is the number of datapoints

Figure 14 shows the TMDG criteria for RMSE of different tiers.

STATISTIC	PURPOSE CATEGORY						
	A: REGIONAL	B: STRATEGIC NETWORK	C: URBAN AREA	D: NZ TRANSPORT AGENCY PROJECT	E: SMALL AREA /CORRIDOR	F: INTERSECTION / SHORT CORRIDOR	G: HIGH FLOW, SPEED, MULTI LANE
RMSE							
ACCEPTABLE	<30%	<25%	<20%	<17.5%	<15%	NA	NA
REQUIRES CLARIFICATION	30 -40%	25-35%	20-30%	17.5-27.5%	15-25%	NA	NA
UNLIKELY TO BE APPROPRIATE	>40%	>35%	>30%	>27.5%	>25%	NA	NA

Figure 14: TMDG – Observed vs modelled count comparison RMSE criteria

5.2 Link calibration results

5.2.1 Static layer link results

This section presents the static layer link GEH comparisons. While the static layer is not formally calibrated as part of the TMDG, given the Hybrid layer is dependent on input paths from the static layer, it is important to have a decent static layer calibration. The static layer calibration also serves to confirm the match of the demands prior to release profiles being applied. Table 10 and Table 11 shows the GEH for individual counts in the 4-hour static layer.

Table 10: GEH comparisons for light vehicles in static layer

Measure	Criteria	Target	AM	IP	PM
Total Directional Count Across Screenline	GEH<5	85%	100%	100%	93%
	GEH<7.5	90%	100%	100%	100%
	GEH<10	95%	100%	100%	100%
Individual Link Count on Screenlines	GEH<5	85%	81%	90%	88%
	GEH<7.5	90%	92%	98%	94%
	GEH<10	95%	100%	100%	96%
	GEH<12	100%	100%	100%	98%
Individual Link Counts	GEH<5	80%	68%	77%	87%
	GEH<7.5	85%	88%	92%	96%
	GEH<10	90%	97%	96%	98%

The majority of the GEHs for light vehicles have met the TMDG guidelines. For individual count across screenline, each of AM and PM has one criteria that does not meet the target however they are very close to the target. For individual link counts, the GEHs for AM and IP are lower than the target for GEH less than 5. This result has been considered reasonable as all the targets for total directional count across screenline have been met which is essential for the static layer. In the dynamic layer, re-routing would occur and it would be likely to change the results for the individual counts.

Table 11: GEH comparisons for heavy vehicles in static layer

Measure	Criteria	Target	AM	IP	PM
Total Directional Count Across Screenline	GEH<5	85%	71%	71%	86%
	GEH<7.5	90%	100%	100%	100%
	GEH<10	95%	100%	100%	100%
Individual Link Count on Screenlines	GEH<5	85%	92%	85%	96%
	GEH<7.5	90%	100%	96%	100%
	GEH<10	95%	100%	96%	100%
	GEH<12	100%	100%	100%	100%
Individual Link Counts	GEH<5	80%	86%	82%	92%
	GEH<7.5	85%	97%	94%	98%
	GEH<10	90%	99%	97%	99%

Most of the GEHs for heavy vehicles have met the TMDG targets, the only exception is for GEH less than 5 during AM and IP for total directional count across screenline. They both achieve 71% which is fairly close to the target.

5.2.2 Hybrid layer link results

This section includes the comparisons of:

- GEHs of link counts for light vehicles of the total 4-hour period and the middle 2-hour peak (Table 12, Table 13 and Table 14)
- Count bands of link counts for light vehicles of the total 4-hour period and the middle 2-hour peak are shown in Appendix
- GEH plots of all link counts (including across screenlines and individual ones) of light vehicles for the middle 2-hour peak
    - Full model extent (Figure 15, Figure 18 and Figure 21)
    - The Hutt CBD area (Figure 16, Figure 19 and Figure 22)
    - The Petone area (Figure 17, Figure 20 and Figure 23)
- GEHs of link counts for heavy vehicles of the total 4-hour period and the middle 2-hour peak (Table 15, Table 16 and Table 17)
- GEHs of the middle 2-hour peak counts for the screenlines (Table 18, Table 19 and Table 20)

Most of the counts have met the TMDG targets, and the brief comments are provided below each figure to point out the areas that have not meet the targets. In general:

- For light vehicles:
    - The inter-peak meets most targets
    - The areas that are not able to meet the targets are mostly for small GEH values, mostly for less than 5 and some for less than 7.5
- For heavy vehicles
    - Heavy vehicle counts have also met almost all the criteria, except for GEH less than 5

As for the GEH comparison for the directional counts across the screenlines, most of them are below 5 or just slightly above 5 for all the periods, and the worst ones are not more than 10. In general, the modelled counts across the screenlines are very well aligned with the observed counts during the middle 2-hour peak.

The green cells in the tables below indicate the results have achieved the TMDG targets, and the red cells have not passed the target. However, the light red cells mean they are very close to the target (i.e. 5% below the target).

For the criteria that the model struggle to meet, several factors contribute to the model's challenges in meeting certain calibration and validation criteria:

- Data from Multiple Sources with Varying Confidence Levels
    - The observed data come from various sources, including tube counts from city councils, survey data from Teams Traffic, and TMS counts from NZTA. Each source has different levels of accuracy and confidence and combining them introduces inconsistencies that affect the model's ability to match them closely.
- Data Collected at Different Times and Seasons
    - Traffic data were gathered during different periods and seasons, meaning some counts reflect summer conditions while others represent winter or off-peak traffic. Since the model typically represents a "typical" day or period, aligning it perfectly with all observed datasets is challenging.
- Limitations of Static Assignment in Capturing Sharp Demand Profiles
    - The static assignment approach models four-hour periods, ensuring consistency with the dynamic traffic assignment. This method provides several advantages in model development, particularly for interpeak and PM peak periods, by reducing discrepancies in demand processing and improving consistency in output analysis. However, it has limitations in accurately reflecting traffic profiles where demand in shoulder periods is significantly lower than in peak hours.
    - In such cases, static assignment tends to underestimate network congestion, which in turn affects route choice modelling. To mitigate this, the HAM has been set up so that only 60% of the dynamic assignment follows the static-tier path, allowing the remaining 40% to reroute dynamically in the microsimulation. This adjustment helps improve accuracy in congestion modelling, but it does not completely resolve the issue. As a result, the AM peak calibration and validation results remain less accurate than those for other periods.
    - One potential solution is to apply a peak factor to the delay functions in the static assignment, which would better reflect realistic travel costs at key turns and sections during the AM peak. However, implementing this approach requires additional calibration time.
- Data Cleansing Limitations
    - The survey data, particularly traffic counts, have not been fully cleansed due to limited availability of reference data. While some clearly incorrect counts have been removed, certain anomalies persist. For example, in some areas—especially in the northern suburbs and Upper Hutt—off-peak traffic volumes appear higher than peak-period volumes, which is counterintuitive. These inconsistencies contribute to high GEH values between observed and modelled counts.
    - A more thorough data cleansing process could improve the model's accuracy. However, this would require additional time and access to supplementary data sources to verify and refine the survey data. With these improvements, the model could better align with observed conditions and reduce unexplained discrepancies in the calibration and validation process.

Table 12: GEH comparisons for link counts of light vehicles in hybrid layer – AM

Measure	Criteria	Target	AM 4hour 0700-0900	AM Hour 2 0700-0800	AM Hour 3 0800-0900
Total Directional Count Across Screenline	GEH<5	85%	100%	64%	93%
	GEH<7.5	90%	100%	100%	100%
	GEH<10	95%	100%	100%	100%
Individual Link Count on Screenlines	GEH<5	85%	82%	82%	79%
	GEH<7.5	90%	98%	95%	88%
	GEH<10	95%	98%	96%	98%
	GEH<12	100%	100%	98%	100%
Individual Link Counts	GEH<5	80%	73%	62%	59%
	GEH<7.5	85%	88%	80%	76%
	GEH<10	90%	97%	89%	88%

AM has had difficulties of meeting criteria for mainly GEH less than 5, and some for GEH less then 7.5 although they are fairly close to the targets.

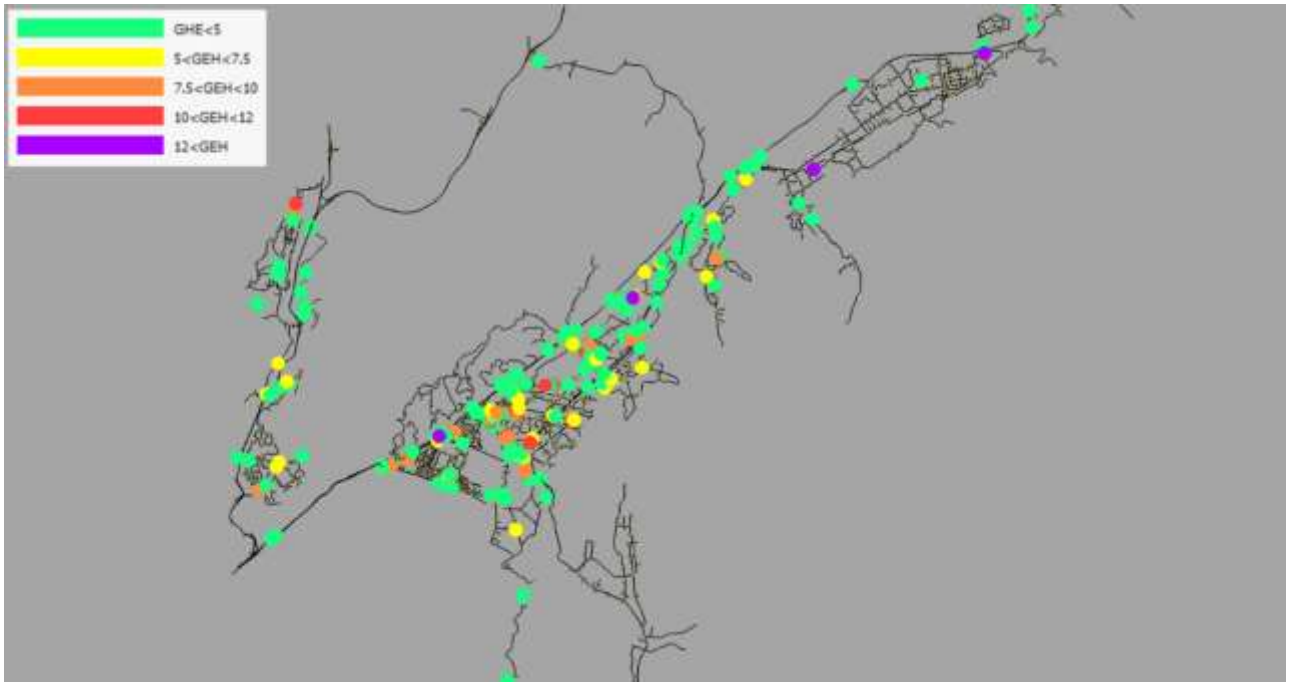


Figure 15: GEH plot of all link counts of light vehicles for the middle 2-hour peak in hybrid layer – full model extent – AM

Figure 16: GEH plot of all link counts of light vehicles for the middle 2-hour peak in hybrid layer – Hutt CBD – AM

The GEH values near the intersections along Melling Link indicate a strong alignment between observed and modelled counts. However, traffic volumes on the corridors east of the Queensgate Shopping Mall are notably low in both directions. Further refinement of centroid connections could help improve the GEHs in this area.

Figure 17: GEH plot of all link counts of light vehicles for the middle 2-hour peak in hybrid layer – Petone – AM

The traffic counts along the Esplanade, including the Petone interchange, generally align well with observed data. However, there is a slight underestimation on Jackson Street, which contributes to lower modelled traffic volumes on Hutt Road southbound. This discrepancy arises from the limitations of static assignment in accurately replicating peak-hour congestion on the Esplanade. The on-ramp of the Dowse interchange has significant high volumes, which would have impacts on the option testing for the CVL project.

Table 13: GEH comparisons for link counts of light vehicles in hybrid layer – IP

Measure	Criteria	Target	IP 4hour 1100-1300	IP Hour 2 1100-1200	IP Hour 3 1200-1300
Total Directional Count Across Screenline	GEH<5	85%	100%	100%	100%
	GEH<7.5	90%	100%	100%	100%
	GEH<10	95%	100%	100%	100%
Individual Link Count on Screenlines	GEH<5	85%	95%	93%	91%
	GEH<7.5	90%	98%	100%	98%
	GEH<10	95%	100%	100%	100%
	GEH<12	100%	100%	100%	100%
Individual Link Counts	GEH<5	80%	76%	70%	70%
	GEH<7.5	85%	90%	85%	85%
	GEH<10	90%	95%	92%	92%

Most of the criteria have been met during IP, except for the individual link counts for GEH less than 5.

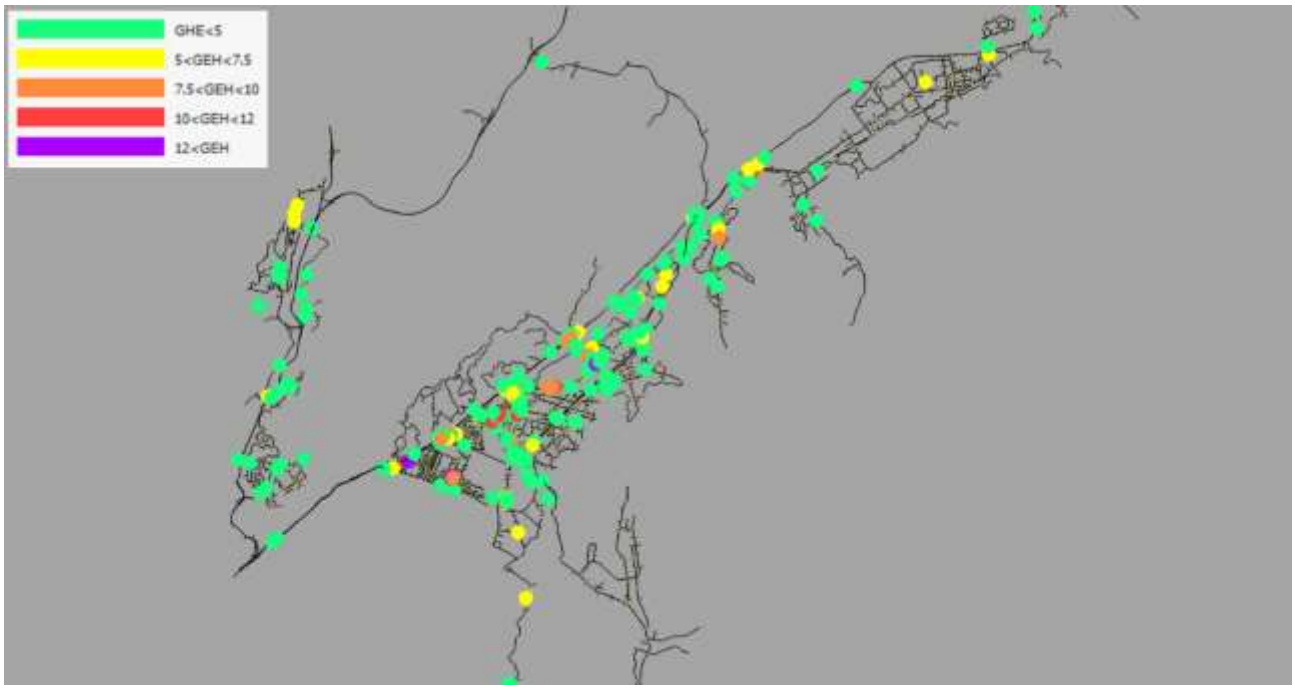


Figure 18: GEH plot of all link counts of light vehicles for the middle 2-hour peak in hybrid layer – full model extent – IP

Figure 19: GEH plot of all link counts of light vehicles for the middle 2-hour peak in hybrid layer – Hutt CBD – IP

The overall GEHs within the Hutt CBD are low, especially the outbound directions of the corridors to the east of the Queensgate shopping mall. The counts in the west are also moderately low. This explains the travel times within this area are generally faster (i.e. routes between Harbour View and Waterloo, for the Harbour View side).

Figure 20: GEH plot of all link counts of light vehicles for the middle 2-hour peak in hybrid layer – Petone – IP

The Esplanade shows very decent GEHs along the corridor. However, Jackson St and the southbound direction of Hutt Rd lack significant volumes to match the observed counts. The travel times for the Petone/Jackson St part also suggest they are a bit too faster, although most of them meet the target, according to the routes of Cambridge Tce to Petone, and between Jackson St and Randwick Rd. Further refinement of centroid connections could help improve the GEHs in this area.

Table 14: GEH comparisons for link counts of light vehicles in hybrid layer – PM

Measure	Criteria	Target	PM 4hour 0700-0900	PM Hour 2 1600-1700	PM Hour 3 1700-1800
Total Directional Count Across Screenline	GEH<5	85%	93%	86%	93%
	GEH<7.5	90%	100%	93%	93%
	GEH<10	95%	100%	100%	100%
Individual Link Count on Screenlines	GEH<5	85%	91%	79%	91%
	GEH<7.5	90%	98%	95%	100%
	GEH<10	95%	100%	98%	100%
	GEH<12	100%	100%	100%	100%
Individual Link Counts	GEH<5	80%	89%	73%	80%
	GEH<7.5	85%	97%	88%	92%
	GEH<10	90%	99%	94%	94%

Most of the criteria have been met, except for IP which has had difficulties of meeting the criteria for GEH below 5.

Figure 21: GEH plot of all link counts of light vehicles for the middle 2-hour peak in hybrid layer – full model extent – PM

Figure 22: GEH plot of all link counts of light vehicles for the middle 2-hour peak in hybrid layer – Hutt CBD – PM

The counts between the observed and modelled within the Hutt CBD are mostly aligned. The volumes in the northbound direction of Melling Link are slightly higher than what it should be. Other than this, all the links have GEHs lower than 7.5 in the area.

Figure 23: GEH plot of all link counts of light vehicles for the middle 2-hour peak in hybrid layer – Petone – PM

The Petone interchange and the adjacent main corridors, including The Esplanade, Hutt Rd and Jackson St. all have decent match between the observed and modelled counts.

Table 15: GEH comparisons for link counts of heavy vehicles in hybrid layer – AM

Measure	Criteria	Target	AM 4hour 0700-0900	AM Hour 2 0700-0800	AM Hour 3 0800-0900
Total Directional Count Across Screenline	GEH<5	85%	64%	57%	71%
	GEH<7.5	90%	100%	71%	100%
	GEH<10	95%	100%	100%	100%
Individual Link Count on Screenlines	GEH<5	85%	88%	84%	92%
	GEH<7.5	90%	100%	98%	100%
	GEH<10	95%	100%	100%	100%
	GEH<12	100%	100%	100%	100%
Individual Link Counts	GEH<5	80%	88%	86%	84%
	GEH<7.5	85%	99%	96%	99%
	GEH<10	90%	99%	99%	100%

Most of the criteria have been met, except for the total directional count across screenline for GEH less than 5 and 7.5.

Table 16: GEH comparisons for link counts of heavy vehicles in hybrid layer – IP

Measure	Criteria	Target	IP 4hour 1100-1300	IP Hour 2 1100-1200	IP Hour 3 1200-1300
Total Directional Count Across Screenline	GEH<5	85%	79%	79%	86%
	GEH<7.5	90%	100%	100%	100%
	GEH<10	95%	100%	100%	100%
Individual Link Count on Screenlines	GEH<5	85%	96%	96%	94%
	GEH<7.5	90%	100%	100%	100%
	GEH<10	95%	100%	100%	100%
	GEH<12	100%	100%	100%	100%
Individual Link Counts	GEH<5	80%	89%	91%	90%
	GEH<7.5	85%	99%	99%	99%
	GEH<10	90%	100%	100%	100%

Most of the criteria have been met, except for the total directional count across screenline for GEH less than 5.

Table 17: GEH comparisons for link counts of heavy vehicles in hybrid layer – PM

Measure	Criteria	Target	PM 4hour 0700-0900	PM Hour 2 1600-1700	PM Hour 3 1700-1800
Total Directional Count Across Screenline	GEH<5	85%	79%	50%	50%
	GEH<7.5	90%	100%	100%	100%
	GEH<10	95%	100%	100%	100%
Individual Link Count on Screenlines	GEH<5	85%	96%	92%	94%
	GEH<7.5	90%	100%	96%	100%
	GEH<10	95%	100%	100%	100%
	GEH<12	100%	100%	100%	100%
Individual Link Counts	GEH<5	80%	95%	93%	92%
	GEH<7.5	85%	100%	99%	100%
	GEH<10	90%	100%	100%	100%

Most of the criteria have been met, except for the total directional count across screenline for GEH less than 5.

Table 18: GEH comparisons of link counts across screenlines for light vehicles in hybrid layer – AM

Screenlines	Direction	AM Hour 2 0700-0800					AM Hour 3 0800-0900				
		Obs	Mod	Diff	% Diff	GEH	Obs	Mod	Diff	% Diff	GEH
Eastern Hills	EB	1861	1875	14	1%	0.33	2091	1841	-250	-12%	5.63
	WB	560	725	165	30%	6.53	1004	855	-149	-15%	4.90
	Total	2420	2600	180	7%	3.59	3095	2696	-399	-13%	7.41
Railway	NB	3581	3936	355	10%	5.78	4773	4496	-277	-6%	4.07
	SB	2872	3042	170	6%	3.12	3940	3703	-237	-6%	3.83
	Total	6454	6978	524	8%	6.40	8713	8199	-514	-6%	5.59
Riverbank	EB	3931	3926	-5	0%	0.07	4656	4361	-295	-6%	4.39
	WB	4047	4045	-2	0%	0.03	4065	4109	44	1%	0.69
	Total	7978	7971	-7	0%	0.07	8721	8470	-251	-3%	2.70
Fairway/Daysh	NB	1247	1431	184	15%	5.03	1809	1838	29	2%	0.68
	SB	2648	2377	-271	-10%	5.41	3095	3141	46	1%	0.82
	Total	3895	3808	-87	-2%	1.40	4904	4979	75	2%	1.06
Wainuiomata	NB	466	539	73	16%	3.26	654	575	-79	-12%	3.20
	SB	1852	1673	-179	-10%	4.27	1575	1582	7	0%	0.18
	Total	2318	2212	-106	-5%	2.24	2229	2157	-72	-3%	1.54
SH2 South	NB	2673	2410	-263	-10%	5.22	2592	2408	-184	-7%	3.69
	SB	3302	3218	-84	-3%	1.48	2983	3057	74	2%	1.35
	Total	5975	5628	-347	-6%	4.56	5575	5465	-110	-2%	1.48
SH58	NB	1145	1097	-48	-4%	1.44	875	861	-14	-2%	0.46
	SB	820	741	-79	-10%	2.83	757	791	34	5%	1.23
	Total	1965	1838	-127	-6%	2.92	1632	1652	21	1%	0.51

The majority of the GEHs of the screenlines are below 5 or near 5 during AM. Although, some links of various screenlines have the modelled counts slightly different to the observed, but most of their GEHs are only a bit above 5, and the largest is also below 7.5.

Table 19: GEH comparisons of link counts across screenlines for light vehicles in hybrid layer – IP

Screenlines	Direction	IP Hour 2 1000-1100					IP Hour 3 1100-1200				
		Obs	Mod	Diff	% Diff	GEH	Obs	Mod	Diff	% Diff	GEH
Eastern Hills	EB	763	829	66	9%	2.33	756	864	108	14%	3.80
	WB	690	751	61	9%	2.26	808	787	-21	-3%	0.74
	Total	1454	1580	126	9%	3.24	1564	1651	87	6%	2.17
Railway	NB	3132	3311	179	6%	3.15	3226	3366	140	4%	2.44
	SB	3310	3371	61	2%	1.05	3525	3454	-71	-2%	1.19
	Total	6442	6682	240	4%	2.96	6750	6820	70	1%	0.84
Riverbank	EB	3432	3507	75	2%	1.27	3571	3647	76	2%	1.27
	WB	3421	3540	119	3%	2.01	3445	3513	68	2%	1.15
	Total	6854	7047	193	3%	2.32	7016	7160	144	2%	1.71
Fairway/Daysh	NB	1377	1337	-40	-3%	1.09	1491	1305	-186	-12%	4.97
	SB	1593	1604	11	1%	0.28	1584	1528	-56	-4%	1.43
	Total	2970	2941	-29	-1%	0.53	3075	2833	-242	-8%	4.46
Wainuiomata	NB	608	677	69	11%	2.71	687	701	14	2%	0.53
	SB	646	701	55	9%	2.13	593	713	120	20%	4.71
	Total	1254	1378	124	10%	3.42	1280	1414	134	11%	3.66
SH2 South	NB	2044	2103	59	3%	1.29	2122	2201	79	4%	1.70
	SB	1998	2124	126	6%	2.78	2041	2213	172	8%	3.73
	Total	4042	4227	185	5%	2.87	4163	4414	251	6%	3.83
SH58	NB	425	407	-18	-4%	0.86	428	403	-25	-6%	1.22
	SB	419	399	-20	-5%	0.97	451	423	-28	-6%	1.34
	Total	843	806	-37	-4%	1.29	879	826	-53	-6%	1.81

The modelled counts for IP are all very well aligned with the observed counts, as the GEHs of all the screenlines are below 5.

Table 20: GEH comparisons of link counts across screenlines for light vehicles in hybrid layer – PM

Screenlines	Direction	PM Hour 2 1600-1700					PM Hour 3 1600-1700				
		Obs	Mod	Diff	% Diff	GEH	Obs	Mod	Diff	% Diff	GEH
Eastern Hills	EB	1030	1223	193	19%	5.75	1140	1474	334	29%	9.23
	WB	1635	1554	-81	-5%	2.04	1818	1667	-151	-8%	3.62
	Total	2665	2777	112	4%	2.14	2958	3141	183	6%	3.31
Railway	NB	4376	4326	-50	-1%	0.76	3968	4166	198	5%	3.10
	SB	4750	4938	188	4%	2.71	4449	4586	137	3%	2.04
	Total	9126	9264	138	2%	1.44	8417	8752	335	4%	3.62
Riverbank	EB	5028	4993	-35	-1%	0.49	4901	4924	23	0%	0.32
	WB	4696	4894	198	4%	2.86	4212	4324	112	3%	1.71
	Total	9724	9887	163	2%	1.65	9114	9248	134	1%	1.40
Fairway/Daysh	NB	2681	2572	-109	-4%	2.13	2475	2583	108	4%	2.16
	SB	2344	2362	18	1%	0.37	2162	2051	-111	-5%	2.42
	Total	5025	4934	-91	-2%	1.29	4637	4634	-3	0%	0.04
Wainuiomata	NB	1811	1681	-130	-7%	3.12	1639	1628	-11	-1%	0.26
	SB	828	737	-91	-11%	3.25	712	647	-65	-9%	2.49
	Total	2639	2418	-221	-8%	4.40	2351	2275	-76	-3%	1.57
SH2 South	NB	3287	3082	-205	-6%	3.63	2775	2922	147	5%	2.76
	SB	2910	2841	-69	-2%	1.28	2609	2465	-144	-6%	2.87
	Total	6197	5923	-274	-4%	3.52	5384	5387	3	0%	0.04
SH58	NB	923	810	-113	-12%	3.84	829	784	-45	-5%	1.58
	SB	1101	860	-241	-22%	7.70	906	847	-59	-7%	1.99
	Total	2024	1670	-354	-18%	8.24	1735	1631	-104	-6%	2.54

Most of the GEHs of the screenlines are below 5 or near 5. However, the eastbound direction of the Eastern Hills screenline and the southbound direction of the SH58 screenline are within the GEH of 7.5-10 band. The modelled counts for the eastbound direction of the Eastern Hills screenline are slightly higher than the observed for both peak hours.

5.2.3 Observed vs modelled count XY scatter plots

This section presents the observed vs modelled count scatter plots and associated R-Squared statistical results for the link counts of the light vehicles. Figure 24, Figure 25 and Figure 26 present the R-squared comparisons and the line of best fit results in hybrid level for each period, respectively.

Of all the periods, R-squared value is larger than 0.95 and the line of best fit is within the range of 0.9x-1.1x. They are all complied with the requirements stated in TMDG.

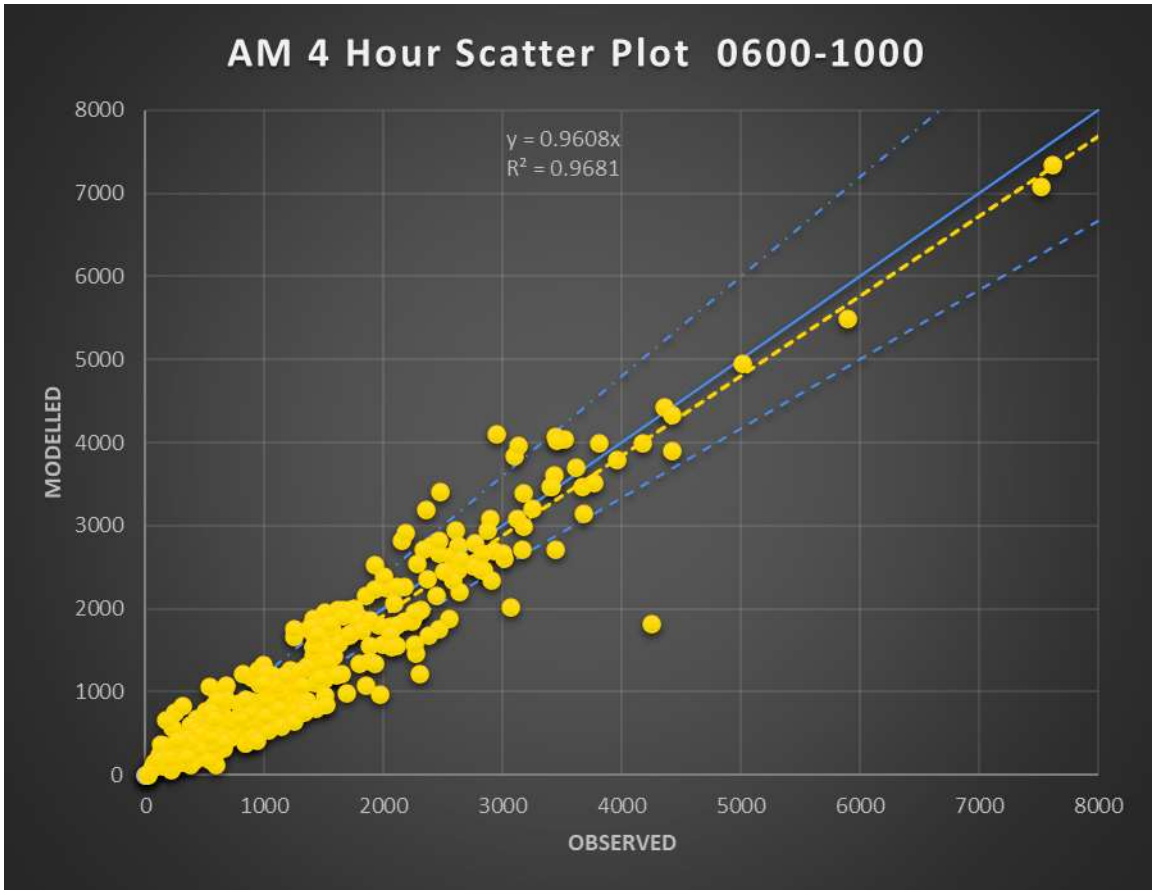


Figure 24: XY scatter plot for link counts of light vehicles in hybrid layer – AM

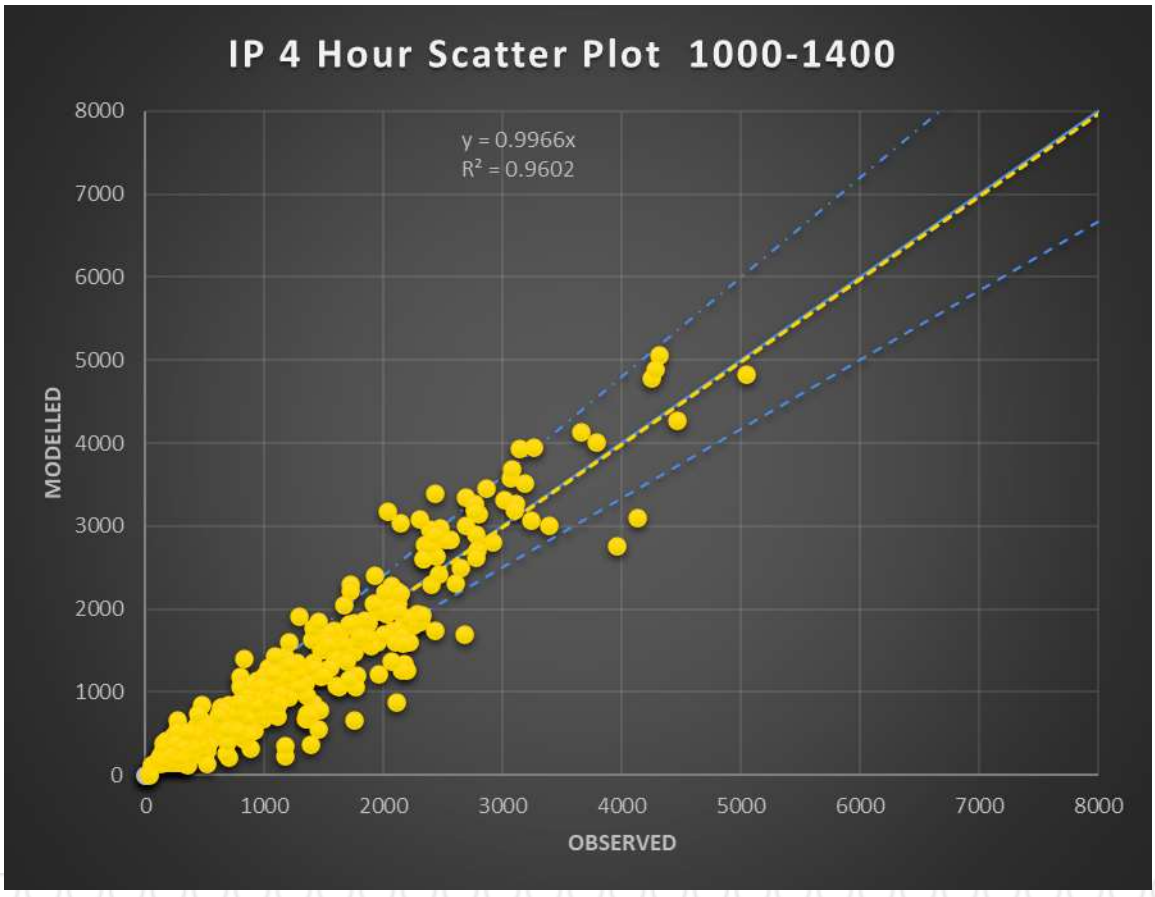


Figure 25: XY scatter plot for link counts of light vehicles in hybrid layer – IP

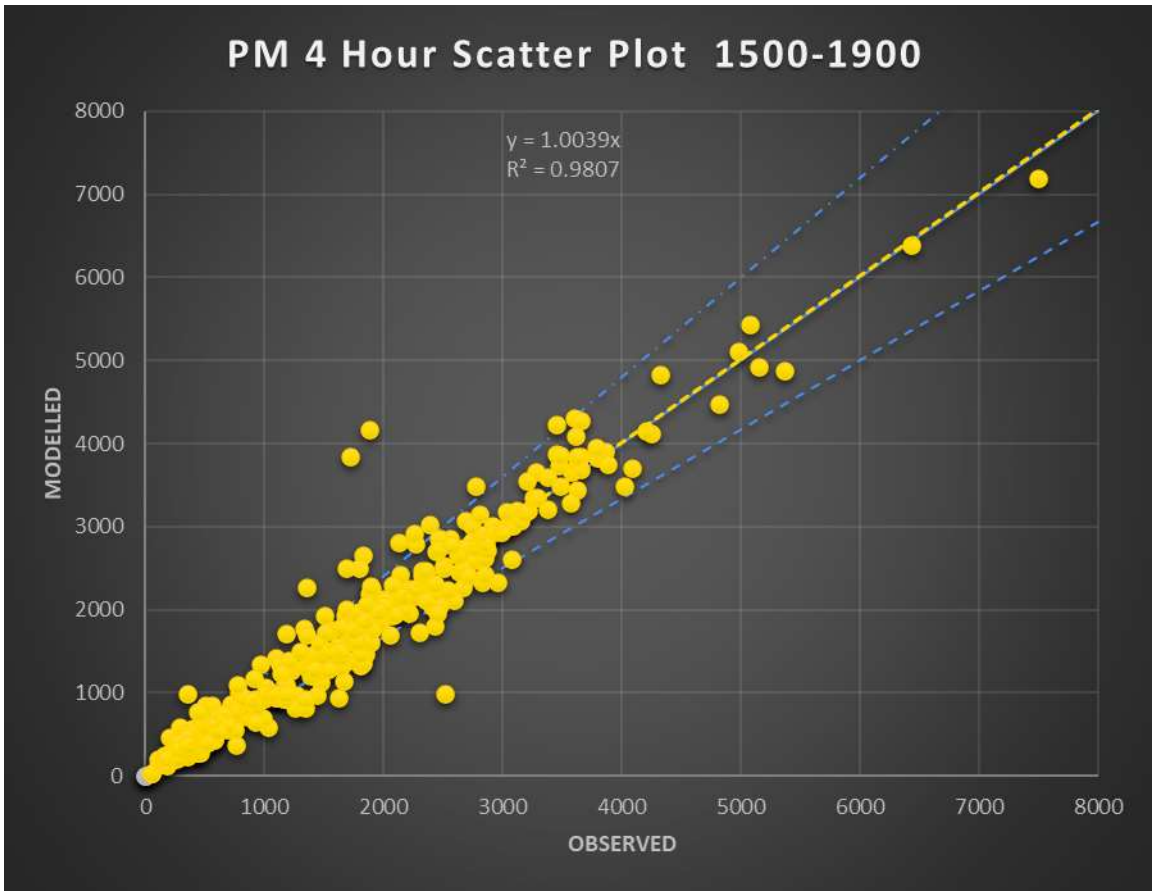


Figure 26: XY scatter plot for link counts of light vehicles in hybrid layer – PM

5.2.4 Observed vs modelled root mean square error

Table 21 presents the RMSE of the counts in hybrid layer across the time periods. Only PM are below (or near) 20% which is acceptable, and most of the other hours need clarification.

Table 21: RMSE of link counts for light vehicles in hybrid layer

%RMSE	4hour	Hour 2	Hour 3
AM	24%	29%	29%
IP	26%	28%	27%
PM	18%	21%	19%

The higher-than-expected RMSE in the model calibration is mainly due to challenges with the observed data used for validation for the reasons are explained in 5.2.2, including:

- Data from different sources with varying confidence
- Data Collected at Different Times and Seasons
- Inconsistent data durations
- Mismatch between data and model timeframes

5.3 Turn count validation results

The turn count data set was not used in the matrix estimation process and can therefore be considered a somewhat independent data set, accepting the fact that some of the link counts from which the turn counts are derived will have been used in the calibration process.

Therefore the results outlined below should be interpreted in this context.

5.3.1 Hybrid layer turn results

This section includes the comparisons of:

- GEHs of turn counts for light vehicles of the total 4-hour period and the middle 2-hour peak (Table 22, Table 23 and Table 24)
- GEHs of turn counts for heavy vehicles of the total 4-hour period and the middle 2-hour peak (Table 25, Table 26 and Table 27)

The turn validation results have been found hard to meet the targets for the low GEH values and low volumes. As for the criteria for GEH less than 7.5, most of them are able to achieve more than 80% which is quite close to the target.

Table 22: GEH comparisons for turn counts of light vehicles in hybrid layer – AM

Measure	Criteria	Target	AM 4hour 0700-0900	AM Hour 2 0700-0800	AM Hour 3 0800-0900
Individual Turn Counts	GEH<5	80%	71%	68%	60%
	GEH<7.5	85%	87%	83%	73%
	GEH<10	90%	96%	94%	85%

Table 23: GEH comparisons for turn counts of light vehicles in hybrid layer – IP

Measure	Criteria	Target	IP 4hour 1100-1300	IP Hour 2 1100-1200	IP Hour 3 1200-1300
Individual Turn Counts	GEH<5	80%	62%	66%	59%
	GEH<7.5	85%	82%	83%	79%
	GEH<10	90%	93%	95%	89%

Table 24: GEH comparisons for turn counts of light vehicles in hybrid layer – PM

Measure	Criteria	Target	PM 4hour 0700-0900	PM Hour 2 1600-1700	PM Hour 3 1700-1800
Individual Turn Counts	GEH<5	80%	82%	75%	64%
	GEH<7.5	85%	89%	89%	78%
	GEH<10	90%	94%	94%	89%

For heavy vehicles, all the turn counts have meet the GEH and count band criteria.

Table 25: GEH comparisons for turn counts of heavy vehicles in hybrid layer – AM

Measure	Criteria	Target	AM 4hour 0700-0900	AM Hour 2 0700-0800	AM Hour 3 0800-0900
Individual Turn Counts	GEH<5	80%	94%	95%	87%
	GEH<7.5	85%	99%	99%	99%
	GEH<10	90%	100%	99%	100%

Table 26: GEH comparisons for turn counts of heavy vehicles in hybrid layer – IP

Measure	Criteria	Target	IP 4hour 1100-1300	IP Hour 2 1100-1200	IP Hour 3 1200-1300
Individual	GEH<5	80%	95%	96%	96%
Turn	GEH<7.5	85%	100%	99%	99%
Counts	GEH<10	90%	100%	100%	100%

Table 27: GEH comparisons for turn counts of heavy vehicles in hybrid layer – PM

Measure	Criteria	Target	PM 4hour 0700-0900	PM Hour 2 1600-1700	PM Hour 3 1700-1800
Individual	GEH<5	80%	96%	94%	89%
Turn	GEH<7.5	85%	100%	100%	99%
Counts	GEH<10	90%	100%	100%	100%

5.3.2 Observed vs modelled count XY scatter plots

This section presents the observed vs modelled count scatter plots and associated R-Squared statistical results for the turn counts of the light vehicles. Figure 24, Figure 25 and Figure 26 present the R-squared comparisons and the line of best fit results in hybrid level for each period, respectively.

Of all the periods, the R-squared values are all slightly below 0.95 as the target (0.92, 0.89 and 0.93 for each period, respectively), but the line of best fit is within the range of 0.9x-1.1x.

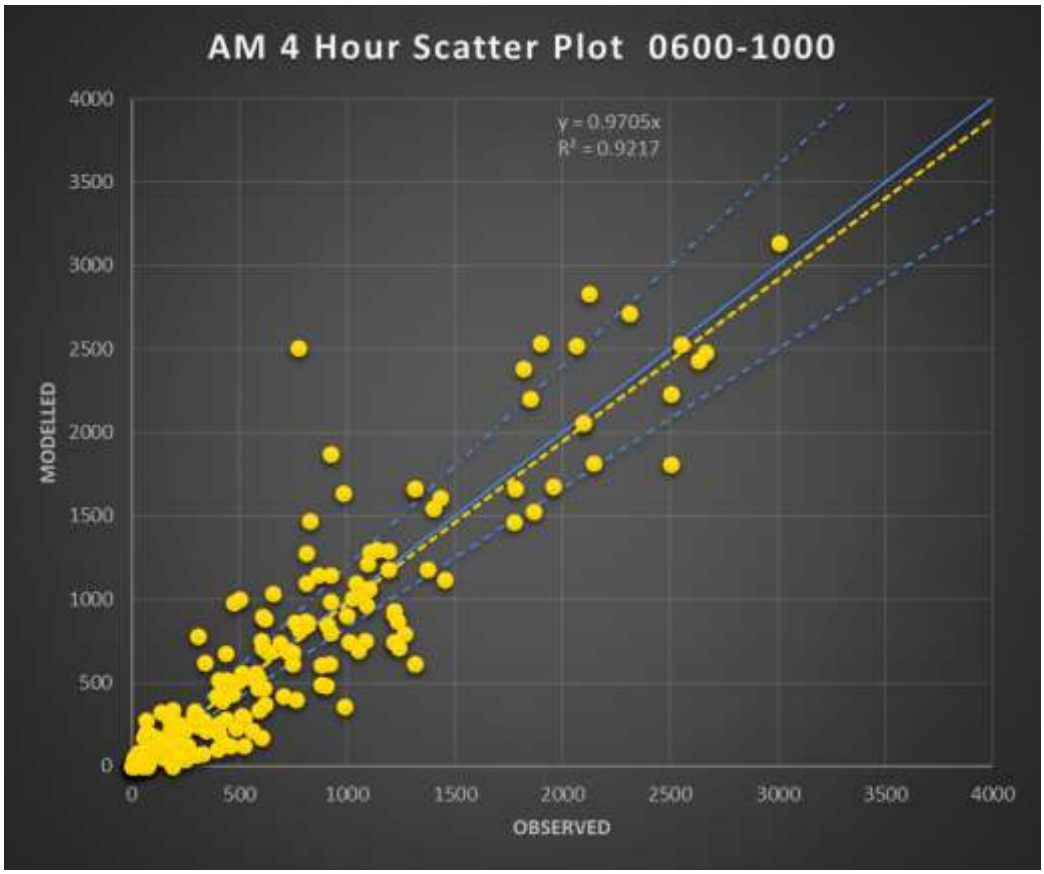


Figure 27: XY scatter plot for turn counts of light vehicles in hybrid layer – AM

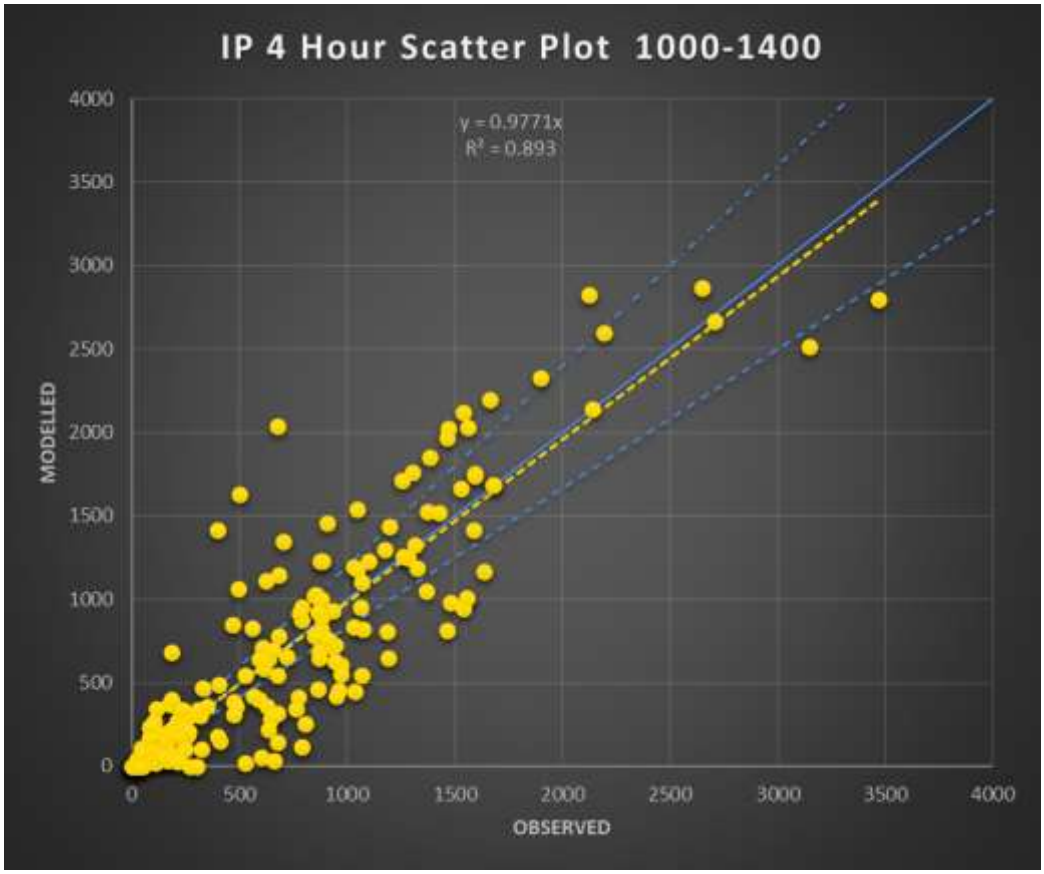


Figure 28: XY scatter plot for turn counts of light vehicles in hybrid layer – IP

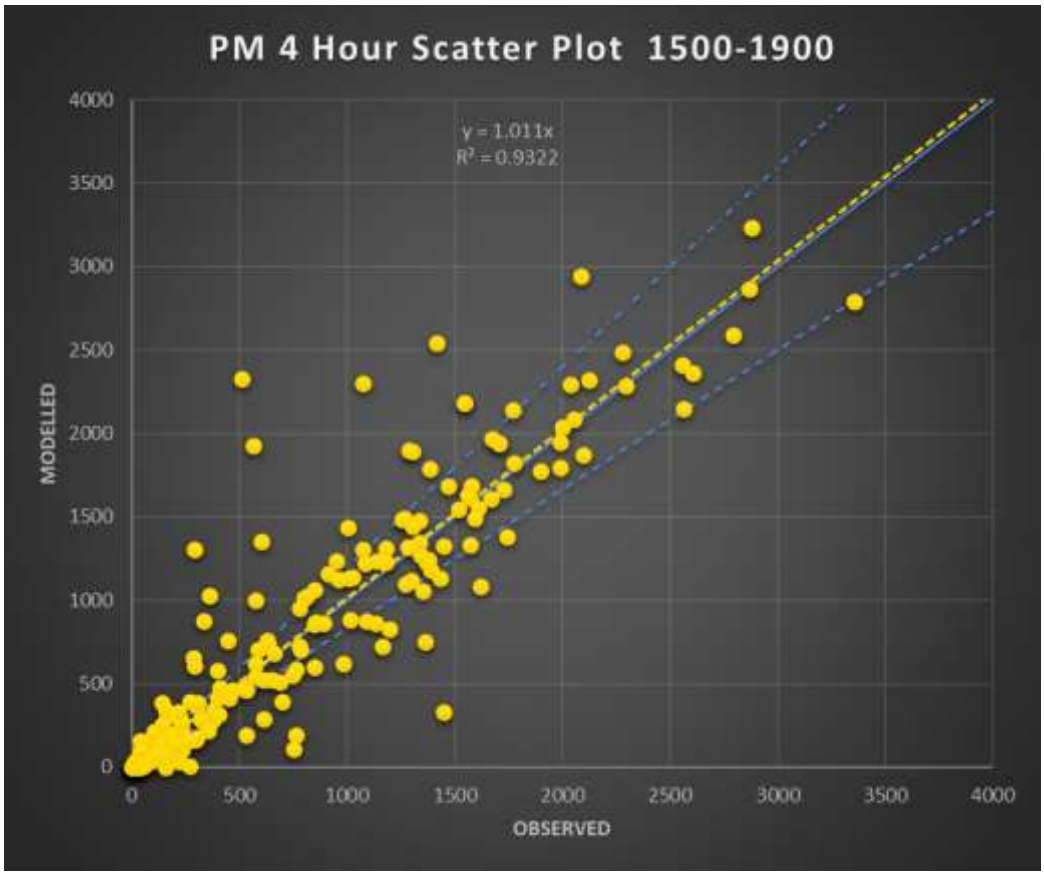


Figure 29: XY scatter plot for turn counts of light vehicles in hybrid layer – PM

5.3.3 Observed vs modelled root mean square error

Table 28 presents the RMSE of the counts in hybrid layer across the time periods. All the RMSE of the counts fall out of the target window. The failing is due to the similar reason for the link counts RMSE, as well as the turn counts have only been used for validation, therefore they have not been focused on during the calibration process.

Table 28: RMSE of turn counts for light vehicles in hybrid layer

%RMSE	4hour	Hour 2	Hour 3
AM	41%	41%	68%
IP	46%	41%	60%
PM	38%	35%	53%

5.4 Travel time validation results

Vehicle travel time data was obtained from TomTom Traffic Stats for September 2024 over 11 pairs of routes. The extraction of the travel time data is documented in TN 1 – Data Collection. Figure 30 shows the locations of the routes and each route has both directions.

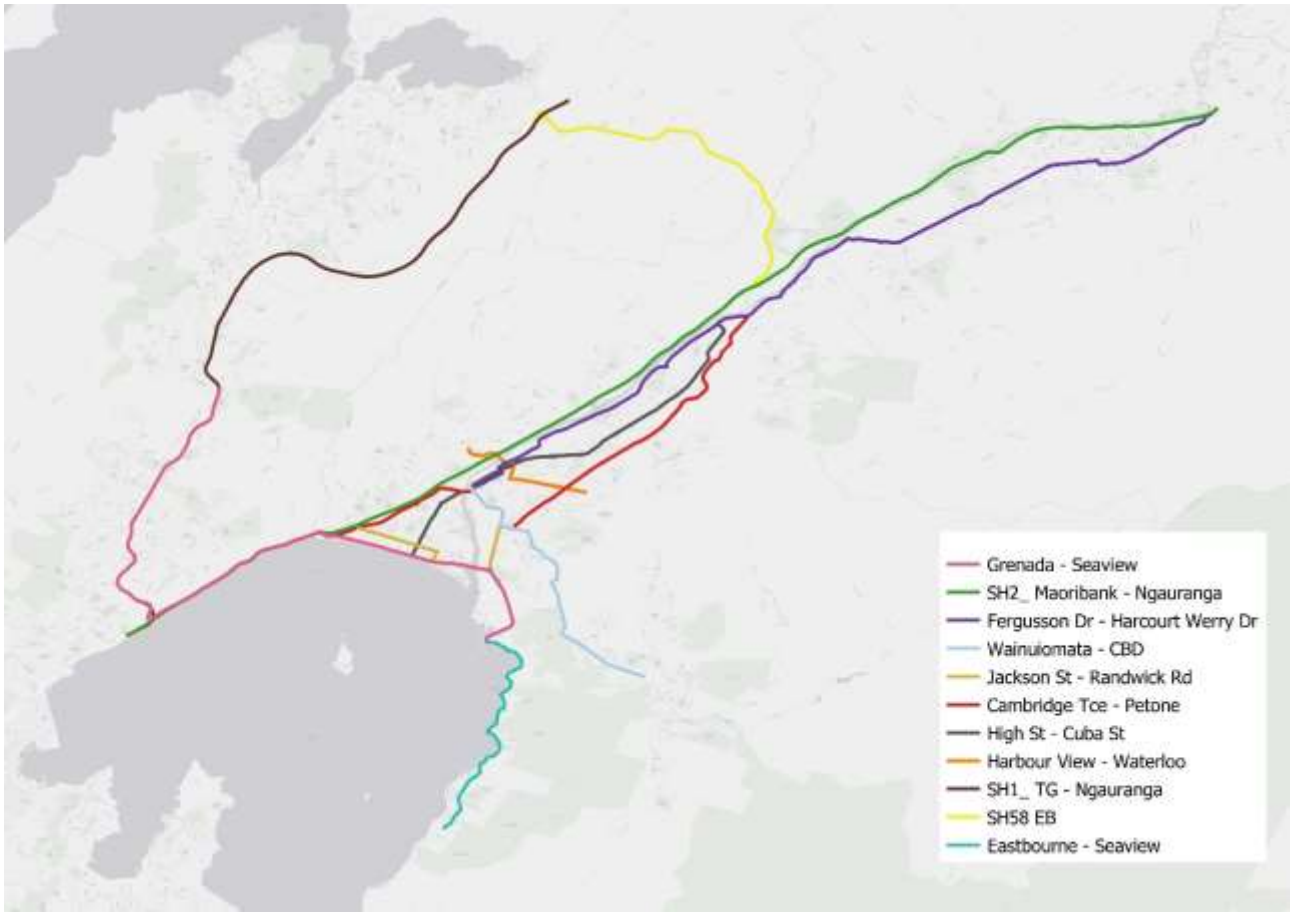


Figure 30: Locations of the travel time routes

Figure 31 shows the acceptability levels for comparing the total observed and modelled directional travel times provided by TMDG.

TOTAL ROUTE DIRECTIONAL PEAK JOURNEY TIME	PURPOSE CATEGORY						
	A: REGIONAL	B: STRATEGIC NETWORK	C: URBAN AREA	D: NZ TRANSPORT AGENCY PROJECT	E: SMALL AREA /CORRIDOR	F: INTERSECTION / SHORT CORRIDOR	G: HIGH FLOW, SPEED, MULTI LANE
WITHIN 15% OR 1 MINUTE (IF HIGHER) (% OF ROUTES)	>80%	>85%	>85%	>87.5%	>90%	>90%	>90%
WITHIN 25% OR 1.5 MINUTES (IF HIGHER) (% OF ROUTES)	>85%	>90%	>90%	>92.5%	>95%	100%	100%

Figure 31: Locations of the travel time routes

The Tier 1 criteria considers the travel time is acceptable if the difference between the observed and modelled is within 15% or 1 minute. Table 29 listed the performance of each route for the middle 2-hour peak of each period. Both hours of IP and the 1st hours of PM well pass the target which is 85%, the rest are fairly close to the target. However, the 2nd hour of AM has 8 routes (out of 22 routes) failed meeting the target, being the worst performance.

Table 29: Criteria Tier 1 for travel time comparisons

Routes	AM (7-8)	AM (8-9)	IP (11-12)	IP (12-1)	PM (4-5)	PM (5-6)
Grenada - Seaview	Fail	Pass	Pass	Pass	Pass	Pass
Seaview - Grenada	Pass	Pass	Pass	Pass	Pass	Pass
SH2: Maoribank - Ngauranga	Fail	Pass	Pass	Pass	Pass	Pass
SH2: Ngauranga - Maoribank	Pass	Fail	Pass	Pass	Pass	Pass
Fergusson Dr - Harcourt Werry Dr	Pass	Pass	Pass	Pass	Pass	Fail
Harcourt Werry Dr - Fergusson Dr	Pass	Pass	Pass	Pass	Pass	Fail
Wainuiomata - CBD	Pass	Fail	Pass	Pass	Pass	Pass
CBD - Wainuiomata	Pass	Fail	Pass	Pass	Pass	Fail
Jackson St - Randwick Rd	Pass	Pass	Pass	Pass	Pass	Pass
Randwick Rd - Jackson St	Fail	Fail	Pass	Pass	Pass	Pass
Cambridge Tce - Petone	Pass	Fail	Pass	Pass	Pass	Pass
Petone - Cambride Tce	Pass	Pass	Pass	Pass	Pass	Pass
High St - Cuba St	Pass	Fail	Pass	Pass	Pass	Pass
Cuba St - High St	Pass	Pass	Pass	Pass	Pass	Pass
Harbour View - Waterloo	Pass	Pass	Fail	Fail	Pass	Fail
Waterloo - Harbour View	Pass	Fail	Fail	Fail	Pass	Pass
SH1: TG - Ngauranga	Fail	Pass	Pass	Pass	Pass	Pass
SH1: Ngauranga - TG	Pass	Pass	Pass	Pass	Pass	Pass
SH58 EB	Pass	Pass	Pass	Pass	Pass	Pass
SH58 WB	Pass	Pass	Pass	Pass	Pass	Pass
Eastbourne - Seaview	Pass	Fail	Pass	Fail	Pass	Pass
Seaview - Eastbourne	Pass	Pass	Pass	Pass	Fail	Fail
Target	85%					
% of routes	82%	64%	91%	86%	95%	77%

The Tier 2 criteria considers the travel time is acceptable if the difference between the observed and modelled is within 25% or 1.5 minute. Table 30 shows the passing percentage for the middle 2-hour peak of each period, as the overall results pass the target of 90%. Most of hours have all the routes achieving the Tier 2 criteria.

Table 30: Criteria Tier 2 for travel time comparisons

	AM (7-8)	AM (8-9)	IP (11-12)	IP (12-1)	PM (4-5)	PM (5-6)
Target	90%					
% of routes	100%	95%	95%	100%	100%	100%

The travel time difference between the observed and modelled is shown in Figure 32, for each route and for the middle 2-hour peak. The ones failed for the Tier 1 criteria are pointed in light blue. The travel time profiles for each route and period are attached in Appendix B. The findings are as follows:

- Most (17) of the failed ones have the modelled times faster than the observed times (i.e. negative values), whereas only 6 are slower (i.e. positive values)
- Regardless the acceptability of the results, the modelled times of most of the routes are also faster than the observed times
- The most significant differences are also being too fast (i.e. SH2: Maoribank – Ngauranga and Cambridge Tce – Petone routes)

- SH2: Maoribank – Ngauranga (during 7-8 am): the modelled time is perfectly aligned with the observed time for the first 4 km, and then it starts get fast without having to delay much at the intersections, meaning the congestions for the early traffic along the southbound direction of SH2 have not been built properly.
- Cambridge Tce – Petone (during 8-9 am): the most of the route is well matched until the Petone roundabout where there has been a significant delay in the observed time, but the modelled time indicates the condition is free-flowing.

- Waterloo – Harbour View routes has 3 hours that do not meet the target
  - Waterloo – Harbour View (and the opposite direction for both hours in IP) – the travel time comparisons suggest the fast part happens at the Harbour View side (i.e. Hutt CBD) but well matched at the Waterloo side. That means the delays within the Hutt CBD have been underestimated. The counts comparisons for IP suggest the modelled counts are all lower than the observed within the CBD area, therefore delays have been able to build up. The other reasons for the underestimated delays could be caused by some activities occurred on the streets, such as zebra crossings and parking movements. Given the Hutt CBD is highly densed commercial area, those activities are very common during lunch time. But, there is no available data for these activities to be taken into calibration.
- Randwick Rd – Jackson St (too fast), CBD – Wainuiomata (too fast), Harbour View – Waterloo (too fast), Eastbourne – Seaview (too fast) and Seaview – Eastbourne (too slow) routes have 2 hours that do not meet the target
  - Randwick Rd – Jackson St (both hours in AM) – the travel times get faster only along Jackson St. As the main landuse on either side of Jackson St is commercial and the multiple provisions of zebra crossings introduce the frequent delays due to the pedestrian crossings. Although this feature has been applied along Jackson St in the model, the pedestrian related data was not available for calibration. Additionally, the delays triggered at the zebra crossing are fairly random, therefore the level of difficulty to calibrate the zebra crossings is high.

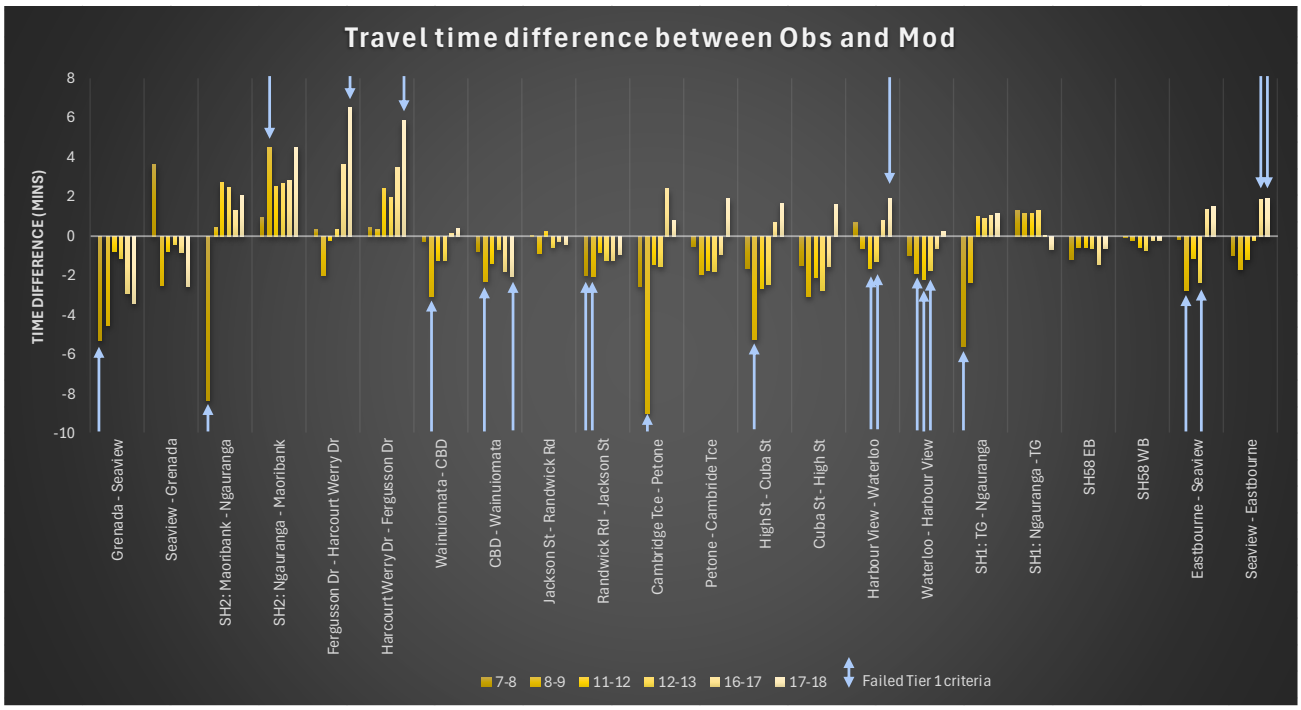


Figure 32: Travel time differences for each route

6. Summary

This report has presented the results of the calibration and validation process of HAM. In general, the calibrated model is considered fit for the purpose of HAM. The model can be used to design and assess significant transport interventions such as P2G and CVL. It is also suitable for some option testing within the Hutt City area and the adjacent State Highways, including but not limited to assessments for operational improvements, the potential network impacts relating to the construction of transport projects, and to investments in public transport and active modes, as well as for development proposals. However, there are also a number of measurements that are below the TMDG targets. These limitations and risks should be noted and aware of when HAM is being used for any future model interpretation, and careful analysis should be undertaken accordingly to the nature and/or the location of the projects.

The list below summarises the key findings and limitations during the comparison of the model results against the TMDG criteria, and what/how they could affect the future model interpretation:

- As only the link counts have been used for calibration, the comparison results for link counts are more reliable than the turn counts. The reliable link counts would be helpful for interpretation of routing assignment with an area. As the confidence in the turn counts is relatively weak, and they are likely more associated with the performance of a single intersection (or a couple of adjacent ones), other modelling tools may be more useful for this purpose.
- Since the data has been compared in separate vehicle classes, heavy vehicle has achieved more targets due to its low volumes. However, light vehicles have higher volumes and more complexity to be calibrated accurately.
- As for the link counts comparisons, screenline-related counts generally have a good match between the observed and modelled counts. The GEH comparisons for screenline counts for the middle 2-hour peak demonstrate a very reliable match as the most of them meet the target of GEH less than 5.
- But the individual counts are slightly weak in terms of meeting the criteria. This indicates that the operation of traffic moving into and out of the Lower Hutt area has high confidence. Nevertheless, the level of reliability of the individual links should be considered according to the locations of the projects. For example, the Riverlink project is located near the Melling interchange and some part of the Hutt CBD; and P2G and CVL projects would take place around the Petone area. The performance of the counts and travel times in these areas would have different significance based on the impact of the particular projects.
- The common trend has found there has been some difficulties of meeting lower GEH, however with the majority of them are able to meet the targets for the high GEH. This trend is also found in other models in the Wellington Region, that achieving criteria for the low targets would require much more efforts into calibration process and data cleansing.
- Among the three peak periods, IP is the outstandingly reliable one as it consistently has good alignment between the observed and modelled results for most of criteria. However, several worst matches (i.e. GEHs over 12) are also located in the Petone (Jackson St) area. It has fairly high importance for the P2G and CVL project. Careful consideration and analysis will be required while interpretating the messages the model express for these and similar projects.
- Although only 3 out of all 6 hours (the middle 2-hour peak for all periods) of the travel times well pass the Tier 1 target which is 85%, the rest are fairly close to the target. All of them achieved the Tier 2 criteria very confidently.
- The most of modelled travel times are faster than the observed times. The most significantly faster routes are SH2: Maoribank – Ngauranga and Cambridge Tce – Petone. This could be caused by insufficient counts along the route, and/or some activities that would potentially delay the traffic (i.e. zebra crossings and parking manoeuvres) have not been fully taken into account, however there are no particular available data for these behaviours to be calibrated against to. The possible places are the Hutt CBD and the Jackson St corridor. Projects that involve these locations should take these factors into consideration.

Appendix A

Count Related Comparisons

The following tables and figures contain the GEH comparisons and XY scatter plots for each hour of the peak periods, for link and turn counts, and for light and heavy vehicles.

Screenline	Direction	AM 2hour 0700-0900					AM Hour 1 0600-0700					AM Hour 2 0700-0800					AM Hour 3 0800-0900					AM Hour 4 0900-1000				
		Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH
Eastern Hills	EB	3,951	3,716	-235	-6%	2.69	814	872	58	7%	2.00	1,861	1,875	14	1%	0.33	2,091	1,841	-250	-12%	5.63	1,062	1,080	18	2%	0.56
	WB	1,564	1,580	16	1%	0.29	186	349	163	88%	9.99	560	725	165	30%	6.53	1,004	855	149	-15%	4.90	719	705	-14	-2%	0.54
	Total	5,515	5,296	-219	-4%	2.11	1,000	1,221	221	22%	6.64	2,420	2,600	180	7%	3.59	3,095	2,696	-399	-13%	7.41	1,781	1,785	4	0%	0.10
Railway	NB	8,355	8,432	77	1%	0.60	1,828	2,278	450	25%	9.93	3,581	3,936	355	10%	5.78	4,773	4,496	-277	-6%	4.07	3,341	3,688	347	10%	5.86
	SB	6,812	6,745	-67	-1%	0.58	1,407	1,613	206	15%	5.30	2,872	3,042	170	6%	3.12	3,940	3,703	-237	-6%	3.83	3,282	2,990	-292	-9%	5.22
	Total	15,167	15,177	10	0%	0.06	3,235	3,891	656	20%	10.99	6,454	6,978	524	8%	6.40	8,713	8,199	-514	-6%	5.59	6,623	6,678	55	1%	0.68
Riverbank	EB	8,586	8,287	-299	-3%	2.30	1,838	2,022	184	10%	4.19	3,931	3,926	-5	0%	0.07	4,656	4,361	-295	-6%	4.39	3,586	3,391	-195	-5%	3.30
	WB	8,112	8,154	42	1%	0.33	2,833	3,131	298	11%	5.45	4,047	4,045	-2	0%	0.03	4,065	4,109	44	1%	0.69	3,445	3,224	-221	-6%	3.82
	Total	16,698	16,441	-257	-2%	1.41	4,671	5,153	482	10%	6.87	7,978	7,971	-7	0%	0.07	8,721	8,470	-251	-3%	2.70	7,030	6,615	-415	-6%	5.03
Fairway/Daysh	NB	3,056	3,269	213	7%	2.68	660	753	93	14%	3.49	1,247	1,431	184	15%	5.03	1,809	1,838	29	2%	0.68	1,433	1,600	167	12%	4.30
	SB	5,743	5,518	-225	-4%	2.12	1,482	1,244	-238	-16%	6.45	2,648	2,377	-271	-10%	5.41	3,095	3,141	46	1%	0.82	1,863	2,163	300	16%	6.68
	Total	8,799	8,787	-12	0%	0.09	2,143	1,997	-146	-7%	3.20	3,895	3,808	-87	-2%	1.40	4,904	4,979	75	2%	1.06	3,296	3,763	467	14%	7.86
Wainuiomata	NB	1,120	1,114	-6	-1%	0.13	256	331	75	30%	4.40	466	539	73	16%	3.26	654	575	-79	-12%	3.20	585	494	-91	-16%	3.93
	SB	3,427	3,255	-172	-5%	2.11	1,354	1,276	-78	-6%	2.16	1,852	1,673	-179	-10%	4.27	1,575	1,582	7	0%	0.18	838	1,011	173	21%	5.68
	Total	4,547	4,369	-178	-4%	1.89	1,610	1,607	-3	0%	0.07	2,318	2,212	-106	-5%	2.24	2,229	2,157	-72	-3%	1.54	1,424	1,505	81	6%	2.13
SH2 South	NB	5,265	4,818	-447	-8%	4.45	1,465	1,471	6	0%	0.15	2,673	2,410	-263	-10%	5.22	2,592	2,408	-184	-7%	3.69	1,991	2,041	50	3%	1.11
	SB	6,285	6,275	-10	0%	0.09	2,704	2,821	117	4%	2.22	3,302	3,218	-84	-3%	1.48	2,983	3,057	74	2%	1.35	2,260	2,242	-18	-1%	0.38
	Total	11,550	11,093	-457	-4%	3.04	4,170	4,292	122	3%	1.88	5,975	5,628	-347	-6%	4.56	5,575	5,465	-110	-2%	1.48	4,251	4,283	32	1%	0.49
SH58	NB	2,020	1,958	-62	-3%	0.98	613	711	98	16%	3.82	1,145	1,097	-48	-4%	1.44	875	861	-14	-2%	0.46	608	547	-61	-10%	2.53
	SB	1,577	1,532	-45	-3%	0.80	541	473	-68	-13%	3.03	820	741	-79	-10%	2.83	757	791	34	5%	1.23	520	592	72	14%	3.07
	Total	3,597	3,490	-107	-3%	1.27	1,154	1,184	30	3%	0.88	1,965	1,838	-127	-6%	2.92	1,632	1,652	21	1%	0.51	1,128	1,139	12	1%	0.34

Directional counts on screenlines GEH – light vehicles – hybrid layer– AM

ID	Aimsun ID	Screenline	Direction	Location	AM 2hour 0700-0900					AM Hour 1 0600-0700					AM Hour 2 0700-0800					AM Hour 3 0800-0900					AM Hour 4 0900-1000				
					Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH
S1_1	87586510	Eastern Hills	EB	Korokoro Rd Bridge - SB	376	393	17	5%	0.81	84	87	3	4%	0.32	168	192	24	14%	1.76	208	201	-7	-3%	0.47	152	144	-8	-5%	0.68
S1_2	87586540	Eastern Hills	WB	Korokoro Rd Bridge - NB	380	362	-18	-5%	0.66	51.66667	68	16	32%	2.11	180	208	28	16%	2.04	200	154	-46	-23%	3.48	131	100	-31	-24%	2.91
S1_1	87591815	Eastern Hills	EB	Dowse Dr - SB	1,020	1,016	-4	0%	0.10	236	219	-17	-7%	1.13	505	515	10	2%	0.44	515	501	-14	-3%	0.64	273	275	2	1%	0.10
S1_2	87591819	Eastern Hills	WB	Dowse Dr - NB	260	314	54	21%	2.26	45	73	28	62%	3.65	102	140	38	38%	3.49	158	174	16	10%	1.22	164	144	-20	-12%	1.58
S1_1	87586509	Eastern Hills	EB	Normandale Rd - SB	451	412	-39	-9%	1.32	72.33333	106	34	47%	3.57	185	210	25	14%	1.78	266	202	-64	-24%	4.16	129	122	-7	-5%	0.62
S1_2	87586521	Eastern Hills	WB	Normandale Rd - NB	158	130	-28	-18%	1.67	18.33333	38	20	107%	3.71	56	50	-6	-11%	0.82	102	80	-22	-22%	2.34	92	77	-15	-16%	1.60
S1_1	87593665	Eastern Hills	EB	Harbour View Rd - SB	307	216	-91	-30%	3.97	46.66667	43	-4	-8%	0.55	161	115	-46	-29%	3.94	145	101	-44	-31%	3.99	66	58	-8	-12%	1.02
S1_2	87593660	Eastern Hills	WB	Harbour View Rd - NB	109	68	-41	-38%	3.08	10.66667	20	9	88%	2.38	56	29	-27	-48%	4.18	53	39	-14	-26%	2.02	51	31	-20	-39%	3.08
S1_1	87596331	Eastern Hills	EB	Tirohanga Rd - SB	281	264	-17	-6%	0.73	42	61	19	45%	2.65	121	138	17	14%	1.52	160	126	-34	-21%	2.87	70	70	0	0%	0.00
S1_2	99534828	Eastern Hills	WB	Tirohanga Rd - NB	162	152	-10	-6%	0.56	9.333333	34	25	264%	5.30	30	65	35	114%	5.02	132	87	-45	-34%	4.27	58	73	15	25%	1.81
S1_1	95519007	Eastern Hills	EB	Hill Rd - SB	233	286	53	23%	2.33	39	69	30	77%	4.06	94	150	56	60%	5.07	139	136	-3	-2%	0.26	72	77	5	7%	0.62
S1_2	87597223	Eastern Hills	WB	Hill Rd - NB	113	137	24	22%	1.54	6.333333	32	26	405%	5.86	25	56	31	124%	4.87	88	81	-7	-8%	0.73	45	66	21	46%	2.77
S1_1	87597037	Eastern Hills	EB	Park Rd - SB	408	321	-87	-21%	3.22	94.33333	80	-14	-15%	1.54	205	170	-35	-17%	2.58	203	151	-52	-25%	3.88	92	90	-2	-2%	0.17
S1_2	87597093	Eastern Hills	WB	Park Rd - NB	92	114	22	24%	1.56	16.33333	21	5	29%	1.08	31	47	16	53%	2.62	61	67	6	10%	0.75	63	59	-4	-6%	0.47
S1_1	87597320	Eastern Hills	EB	Major Dr - SB	876	808	-68	-8%	1.65	199.6667	207	7	4%	0.51	421	385	-36	-9%	1.79	455	423	-32	-7%	1.51	208	244	36	17%	2.42
S1_2	87597359	Eastern Hills	WB	Major Dr - NB	290	303	13	4%	0.52	28	63	35	125%	5.19	80	130	50	63%	4.88	210	173	-37	-18%	2.70	116	155	39	34%	3.38
S2_1	87591806	Railway	NB	Hutt Rd Overbridge - NB	814	1,079	265	33%	6.10	143	205	62	43%	4.70	370	534	164	44%	7.70	443	545	102	23%	4.58	463	392	-71	-15%	3.45
S2_2	87591810	Railway	SB	Hutt Rd Overbridge - SB	1,452	1,619	167	11%	3.01	367.3333	376	9	2%	0.45	673	731	58	9%	2.18	779	888	109	14%	3.78	802	773	-29	-4%	1.02
S2_1	87591681	Railway	NB	Cuba St Bridge - NB	1,262	1,297	35	3%	0.69	271.3333	212	-59	-22%	3.82	594	568	-26	-4%	1.06	669	729	60	9%	2.28	547	559	12	2%	0.51
S2_2	94312748	Railway	SB	Cuba St Bridge - SB	1,133	1,023	-110	-10%	2.37	125	246	121	97%	8.88	444	465	21	5%	0.97	689	558	-131	-19%	5.24	551	476	-75	-14%	3.32
S2_1	87590831	Railway	NB	Ludlam Cres from White Lines RAB	2,178	2,361	183	8%	2.72	497	724	227	46%	9.19	938	1150	212	23%	6.56	1,240	1211	-29	-2%	0.83	777	953	176	23%	5.98
S2_2	87591467	Railway	SB	Ludlam Cres Approach	1,510	1,443	-67	-4%	1.23	393	392	-1	0%	0.05	700	644	-56	-8%	2.16	810	799	-11	-1%	0.39	657	600	-57	-9%	2.27
S2_1	87586559	Railway	NB	Waterloo Rd Bridge - WB	1,846	1,497	-349	-19%	6.04	345.6667	456	110	32%	5.51	763	676	-87	-11%	3.25	1,083	821	-262	-24%	8.49	631	725	94	15%	3.62
S2_2	87586574	Railway	SB	Waterloo Rd Bridge - EB	869	689	-180	-21%	4.57	124.3333	147	23	18%	1.95	271	305	34	13%	2.00	598	384	-214	-36%	9.67	461	340	-121	-26%	6.06
S2_1	87586543	Railway	NB	Daysh St Bridge - NB	1,543	1,611	68	4%	1.21	426	562	136	32%	6.12	654	778	124	19%	4.64	889	833	-56	-6%	1.91	631	781	150	24%	5.66
S2_2	87586576	Railway	SB	Daysh St Bridge - SB	1,145	1,343	198	17%	3.98	256	328	72	28%	4.21	500	617	117	23%	4.95	645	726	81	13%	3.11	518	568	50	10%	2.16
S2_1	87586558	Railway	NB	Wingate Bridge - WB	711	587	-124	-17%	3.45	145.0541	119	-26	-18%	2.27	262	230	-32	-12%	2.06	449	357	-92	-20%	4.58	292	278	-14	-5%	0.84
S2_2	87586512	Railway	SB	Wingate Bridge - EB	703	628	-75	-11%	2.05	141.3333	124	-17	-12%	1.50	284	280	-4	-1%	0.22	419	348	-71	-17%	3.63	293	233	-60	-21%	3.72
S3_1	87589575	Riverbank	EB	(573) WAIONE ST - BETWEEN ABUTMENT EAST TO SEAVIEW RAB - 19 NOV - 26	1,618	1,435	-183	-11%	3.31	466	439	-27	-6%	1.27	827	718	-109	-13%	3.92	791	717	-74	-9%	2.69	752	603	-149	-20%	5.72
S3_2	87589505	Riverbank	WB	Waione Street from RAB	1,924	1,635	-289	-15%	4.84	863	911	48	6%	1.61	993	855	-138	-14%	4.54	931	780	-151	-16%	5.16	882	600	-282	-32%	10.04
S3_1	87592993	Riverbank	EB	Railway Ave Approach	2,846	2,401	-445	-16%	6.14	379	429	50	13%	2.49	1,141	1026	-115	-10%	3.49	1,705	1375	-330	-19%	8.41	1,190	1072	-118	-10%	3.51
S3_2	87592963	Riverbank	WB	Railway Ave from RAB	2,666	2,474	-192	-7%	2.68	667	806	139	21%	5.12	1,327	1187	-140	-11%	3.95	1,339	1287	-52	-4%	1.44	1,079	1064	-15	-1%	0.46
S3_1	87595526	Riverbank	EB	Melling Link (N/W) Approach	1,903	2,313	410	22%	6.31	383	602	219	57%	9.87	747	1127	380	51%	12.61	1,156	1186	30	3%	0.88	806	927	121	15%	4.11
S3_2	87595574	Riverbank	WB	Melling Link NB from Rutherford RAB	1,600	1,658	58	4%	1.02	542	639	97	18%	3.99	763	845	82	11%	2.89	837	813	-24	-3%	0.84	729	652	-77	-11%	2.93
S3_1	87596997	Riverbank	EB	(787) FAIRWAY DR - ABUTMENT SOUTH TO ABUTMENT NORTH - 5 SEP - 12 SEI	2,219	2,138	-81	-4%	1.23	610	552	-58	-10%	2.41	1,216	1055	-161	-13%	4.77	1,004	1083	79	8%	2.46	838	789	-49	-6%	1.71
S3_2	87596995	Riverbank	WB	(787) FAIRWAY DR - ABUTMENT SOUTH TO ABUTMENT NORTH - 5 SEP - 12 SEI	1,922	2,387	465	24%	7.08	761.3333	775	14	2%	0.49	964	1158	194	20%	5.96	958	1229	271	28%	8.20	755	908	153	20%	5.32
S4_1	87586550	Fairway/Daysh	NB	Harcourt Werry Dr - EB	355	490	135	38%	4.66	57.33333	75	18	31%	2.17	136	202	66	49%	5.08	219	288	69	32%	4.36	197	250	53	27%	3.57
S4_2	87586554	Fairway/Daysh	SB	Harcourt Werry Dr - WB	1,806	1,844	38	2%	0.64	506.6378	339	-168	-33%	8.15	864	765	-99	-11%	3.48	941	1079	138	15%	4.33	450	607	157	35%	6.84
S4_1	87596789	Fairway/Daysh	NB	(3858) HIGH ST - BETWEEN DAYSH ST RAB TO ATHLONE CRES - JUNE 2023 NB	469	687	218	46%	6.41	118.5838	165	46	39%	3.90	210	294	84	40%	5.26	259	393	134	52%	7.44	306	318	12	4%	0.69
S4_2	87596646	Fairway/Daysh	SB	(3858) HIGH ST - BETWEEN DAYSH ST RAB TO ATHLONE CRES - JUNE 2023 SB	770	887	117	15%	2.88	233.6949	211	-23	-10%	1.52	344	386	42	12%	2.17	425	501	76	18%	3.51	404	344	-60	-15%	3.13
S4_1	87586244	Fairway/Daysh	NB	Oxford Tce - EB	442	268	-174	-39%	6.53	44.33333	58	14	31%	1.91	138	106	-32	-23%	2.92	304	162	-142	-47%	9.28	205	140	-65	-32%	4.95
S4_2	87586242	Fairway/Daysh	SB	Oxford Tce - WB	878	468	-410	-47%	11.17	156	106	-50	-32%	4.37	372	191	-181	-49%	10.79	506	277	-229	-45%	11.07	188	211	23	12%	1.65
S4_1	95314373	Fairway/Daysh	NB	Cambridge Tce - EB	609	623	14	2%	0.39	148.6667	147	-2	-1%	0.14	263	266	3	1%	0.18	346	357	11	3%	0.57	259	326	67	26%	3.94
S4_2	99535574	Fairway/Daysh	SB	Cambridge Tce - WB	1,064	1,061	-3	0%	0.06	278.6068	228	-51	-18%	3.18	519	455	-64	-12%	2.89	545	606	61	11%	2.54	364	412	48	13%	2.46
S4_1	87595395	Fairway/Daysh	NB	Naenae Rd - EB	1,001	1,105	104	10%	3.27	267	289	22	8%	1.32	447	520	73	16%	3.30	554	585	31	6%	1.32	385	521	136	35%	6.41
S4_2	87595674	Fairway/Daysh	SB	Naenae Rd - WB	998	904	-94	-9%	2.16	249.6667	298	48	19%	2.92	455	435	-20	-4%	0.93	544	469	-75	-14%	3.32	375	398	23	6%	1.17
S4_1	99534930	Fairway/Daysh	NB	Waddington Dr - SB	180	96	-84	-47%	5.06	24.33333	19	-5	-22%	1.15	52	43	-9	-17%	1.31	128	53	-75	-59%	7.88	82	45	-37	-45%	4.64
S4_2	87594890	Fairway/Daysh	SB	Waddington Dr - NB	228	354	126	55%	7.37	57.66667	62	4	8%	0.56	94	145	51	54%	4.67	134	209	75	56%	5.73	83	191	108	130%	9.23
S5_1	87588840	Wainuiomata	EB	Gracefield Rd - NB	483	416	-67	-14%	2.24	83	122	39	47%	3.85	178	209	31	17%	2.23	305	207	-98	-32%	6.14	230	188	-42	-18%	2.92
S5_1	87588830	Wainuiomata	EB	Wainui Rd - EB	637	698	61	10%	1.67	172.5937	209	36	21%	2.64	288	330	42	15%	2.39	349	368	19	5%	1.01	355	306	-49	-14%	2.70
S5_2	87588838	Wainuiomata	WB	Gracefield Rd - SB	1,463	1,378	-85	-6%	1.59	711.3017	766	55	8%	2.01	768	658	-110	-14%	4.11	695	720	25	4%	0.93	332	306	-26	-8%	1.47
S5_2	99831522	Wainuiomata	WB	Wainui Rd - WB	1,964	1,877	-87	-4%	1.41	642.9711	510	-133	-21%	5.54	1,085	1015	-70	-6%	2.15	879	862	-17	-2%	0.59	506	705	199	39%	8.09
S6_1	88803408	SH2 South	NB	Nth of Ngauranga Interchange - NB	5,265	4,818	-447	-8%	4.45	1465.333	1471	6	0%	0.15	2,673	2410	-263	-10%	5.22	2,592	2408	-184	-7%	3.69	1,991	2041	50	3%	1.11
S6_2	88803333	SH2 South	SB	Nth of Ngauranga Interchange - SB	6,285	6,275	-10	0%	0.09	2704.222	2821	117	4%	2.22	3,302	3218	-84	-3%	1.48	2,983	3057	74	2%	1.35	2,260	2242	-18	-1%	0.38
S7_1	14843162	SH58	EB	PAUATAHANUI EAST - Telemetry Site 73	2,020	1,958	-62	-3%	0.98	612.8333	711	98	16%	3.82	1,145	1097	-48	-4%	1.44	875	861	-14	-2%	0.46	608	547	-61	-10%	2.53
S7_2	14843161	SH58	WB	PAUATAHANUI EAST - Telemetry Site 73	1,577	1,532	-45	-3%	0.80	541.1667	473	-68	-13%	3.03	820	741	-79	-10%	2.83	757	791	34	5%	1.23	520	592	72	14%	3.07

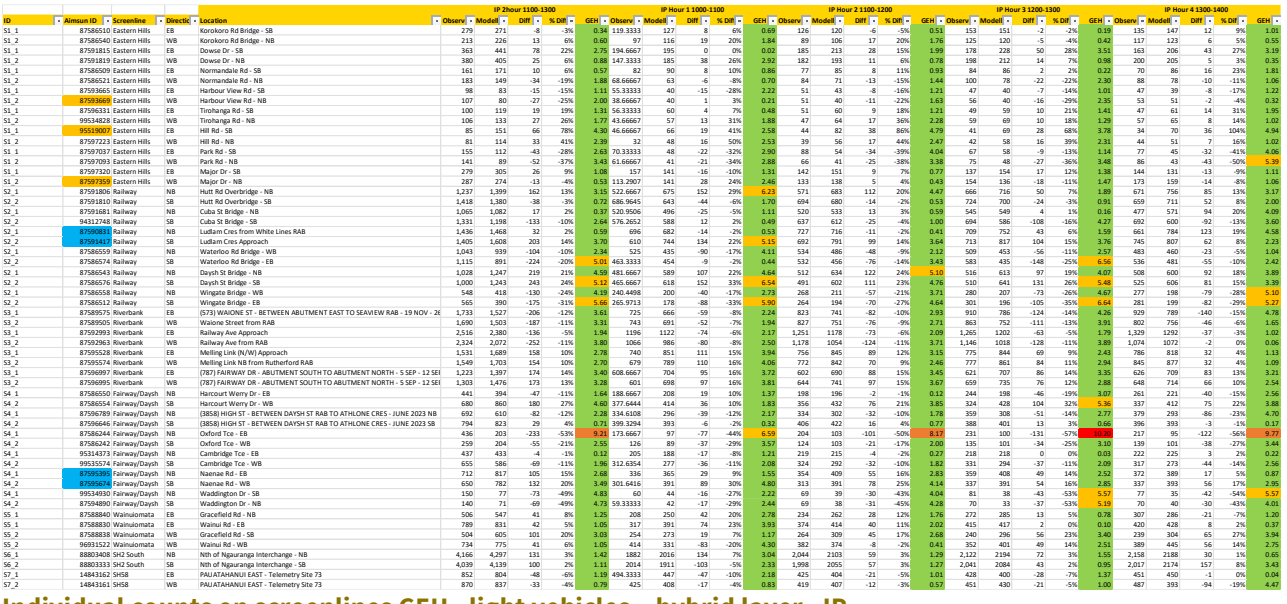
Individual counts on screenlines GEH– light vehicles – hybrid layer– AM

Measure	Criteria	Target	AM 4hour 0700-0900	AM Hour 2 0700-0800	AM Hour 3 0800-0900
Total Directional Count Across Screenline	Within 10%	85%	100%	71%	79%
	Within 15%	93%	100%	93%	100%
Individual Link Count on Screenlines	<700vph within 100 vph	85%	98%	89%	84%
	700-2700 within 15%	85%	62%	82%	78%
	>2700vph within 400 vph	85%	100%	100%	100%
Individual Link Counts	<400vph within 50 vph	78%	60%	60%	51%
	400-2000vph within 12.5%	78%	48%	44%	42%
	>2000 vph within 250 vph	78%	100%	50%	50%

Count band comparisons for turn counts of light vehicles in hybrid layer – AM

Screenline	Direction	IP 2hour 1100-1300					IP Hour 1 1000-1100					IP Hour 2 1100-1200					IP Hour 3 1200-1300					IP Hour 4 1300-1400				
		Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH
Eastern Hills	EB	1,519	1,653	134	9%	2.37	782	767	-15	-2%	0.53	763	808	45	6%	1.59	756	845	89	12%	3.15	716	785	69	10%	2.51
	WB	1,498	1,470	-28	-2%	0.52	602	691	89	15%	3.49	690	709	19	3%	0.71	808	761	-47	-6%	1.68	818	775	-43	-5%	1.52
	Total	**3,018**	**3,123**	**105**	**3%**	**1.35**	**1,384**	**1,458**	**74**	**5%**	**1.96**	**1,454**	**1,517**	**63**	**4%**	**1.64**	**1,564**	**1,606**	**42**	**3%**	**1.06**	**1,534**	**1,560**	**26**	**2%**	**0.65**
Railway	NB	6,358	6,553	195	3%	1.72	2,987	3,077	90	3%	1.64	3,132	3,263	131	4%	2.32	3,226	3,290	64	2%	1.12	3,077	3,369	292	9%	5.14
	SB	6,835	6,710	-125	-2%	1.07	3,068	3,225	157	5%	2.80	3,310	3,335	25	1%	0.43	3,525	3,375	-150	-4%	2.55	3,437	3,404	-33	-1%	0.56
	Total	**13,193**	**13,263**	**70**	**1%**	**0.43**	**6,055**	**6,302**	**247**	**4%**	**3.14**	**6,442**	**6,598**	**156**	**2%**	**1.93**	**6,750**	**6,665**	**-85**	**-1%**	**1.04**	**6,514**	**6,773**	**259**	**4%**	**3.18**
Riverbank	EB	7,003	6,993	-10	0%	0.08	3,270	3,343	73	2%	1.28	3,432	3,454	22	1%	0.37	3,571	3,539	-32	-1%	0.53	3,670	3,608	-62	-2%	1.03
	WB	6,866	6,754	-112	-2%	0.96	3,089	3,164	75	2%	1.34	3,421	3,388	-33	-1%	0.57	3,445	3,366	-79	-2%	1.35	3,369	3,419	50	1%	0.86
	Total	**13,869**	**13,747**	**-122**	**-1%**	**0.74**	**6,359**	**6,507**	**148**	**2%**	**1.85**	**6,854**	**6,842**	**-12**	**0%**	**0.14**	**7,016**	**6,905**	**-111**	**-2%**	**1.33**	**7,039**	**7,027**	**-12**	**0%**	**0.14**
Fairway/Daysh	NB	2,868	2,534	-334	-12%	4.54	1,298	1,198	-100	-8%	2.83	1,377	1,264	-113	-8%	3.11	1,491	1,270	-221	-15%	5.94	1,527	1,258	-269	-18%	7.21
	SB	3,177	3,326	149	5%	1.84	1,577	1,606	29	2%	0.74	1,593	1,678	85	5%	2.10	1,584	1,648	64	4%	1.58	1,595	1,612	17	1%	0.42
	Total	**6,045**	**5,860**	**-185**	**-3%**	**1.70**	**2,875**	**2,804**	**-71**	**-2%**	**1.32**	**2,970**	**2,942**	**-28**	**-1%**	**0.52**	**3,075**	**2,918**	**-157**	**-5%**	**2.87**	**3,122**	**2,870**	**-252**	**-8%**	**4.61**
Wainuiomata	NB	1,295	1,378	83	6%	1.60	525	641	116	22%	4.80	608	676	68	11%	2.67	687	702	15	2%	0.57	727	714	-13	-2%	0.48
	SB	1,238	1,380	142	11%	2.77	668	604	-64	-10%	2.54	646	683	37	6%	1.45	593	697	104	18%	4.11	628	749	121	19%	4.62
	Total	**2,533**	**2,758**	**225**	**9%**	**3.09**	**1,193**	**1,245**	**52**	**4%**	**1.49**	**1,254**	**1,359**	**105**	**8%**	**2.91**	**1,280**	**1,399**	**119**	**9%**	**3.26**	**1,355**	**1,463**	**108**	**8%**	**2.88**
SH2 South	NB	4,166	4,297	131	3%	1.42	1,882	2,016	134	7%	3.04	2,044	2,103	59	3%	1.29	2,122	2,194	72	3%	1.55	2,158	2,188	30	1%	0.65
	SB	4,039	4,139	100	2%	1.11	2,014	1,911	-103	-5%	2.33	1,998	2,055	57	3%	1.27	2,041	2,084	43	2%	0.95	2,017	2,174	157	8%	3.43
	Total	**8,205**	**8,436**	**231**	**3%**	**1.79**	**3,896**	**3,927**	**31**	**1%**	**0.50**	**4,042**	**4,158**	**116**	**3%**	**1.81**	**4,163**	**4,278**	**115**	**3%**	**1.77**	**4,175**	**4,362**	**187**	**4%**	**2.87**
SH58	NB	852	804	-48	-6%	1.19	494	447	-47	-10%	2.18	425	404	-21	-5%	1.01	428	400	-28	-7%	1.37	451	450	-1	0%	0.04
	SB	870	837	-33	-4%	0.79	425	408	-17	-4%	0.83	419	407	-12	-3%	0.57	451	430	-21	-5%	1.00	487	393	-94	-19%	4.47
	Total	**1,722**	**1,641**	**-81**	**-5%**	**1.40**	**919**	**855**	**-64**	**-7%**	**2.16**	**843**	**811**	**-32**	**-4%**	**1.12**	**879**	**830**	**-49**	**-6%**	**1.67**	**938**	**843**	**-95**	**-10%**	**3.17**

Directional counts on screenlines GEH– light vehicles – hybrid layer– IP



Individual counts on screenlines GEH– light vehicles – hybrid layer– IP

Measure	Criteria	Target	IP 4hour 1100-1300	IP Hour 2 1100-1200	IP Hour 3 1200-1300
Total Directional Count Across Screenline	Within 10%	85%	86%	93%	79%
	Within 15%	93%	100%	100%	93%
Individual Link Count on Screenlines	<700vph within 100 vph	85%	100%	96%	96%
	700-2700 within 15%	85%	75%	78%	64%
	>2700vph within 400 vph	85%	-	-	-
Individual Link Counts	<400vph within 50 vph	78%	71%	71%	70%
	400-2000vph within 12.5%	78%	46%	39%	38%
	>2000 vph within 250 vph	78%	100%	100%	100%

Count band comparisons for turn counts of light vehicles in hybrid layer – IP

Screenline	Direction	PM 2hour 1600-1800					PM Hour 1 1500-1600					PM Hour 2 1600-1700					PM Hour 3 1700-1800					PM Hour 4 1800-1900				
		Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH
Eastern Hills	EB	2,170	2,697	527	24%	7.55	1,089	1,145	56	5%	1.67	1,030	1,223	193	19%	5.75	1,140	1,474	334	29%	9.23	866	1,027	161	19%	5.23
	WB	3,453	3,221	-232	-7%	2.84	1,392	1,308	-84	-6%	2.28	1,635	1,554	-81	-5%	2.04	1,818	1,667	-151	-8%	3.62	1,223	1,257	34	3%	0.98
	Total	**5,623**	**5,918**	**295**	**5%**	**2.74**	**2,481**	**2,453**	**-28**	**-1%**	**0.56**	**2,665**	**2,777**	**112**	**4%**	**2.14**	**2,958**	**3,141**	**183**	**6%**	**3.31**	**2,089**	**2,284**	**195**	**9%**	**4.18**
Railway	NB	8,345	8,492	147	2%	1.14	3,960	3,953	-7	0%	0.12	4,376	4,326	-50	-1%	0.76	3,968	4,166	198	5%	3.10	2,890	3,178	288	10%	5.24
	SB	9,198	9,524	326	4%	2.38	4,455	4,385	-70	-2%	1.05	4,750	4,938	188	4%	2.71	4,449	4,586	137	3%	2.04	3,364	3,624	260	8%	4.39
	Total	**17,543**	**18,016**	**473**	**3%**	**2.51**	**8,415**	**8,338**	**-77**	**-1%**	**0.84**	**9,126**	**9,264**	**138**	**2%**	**1.44**	**8,417**	**8,752**	**335**	**4%**	**3.62**	**6,254**	**6,802**	**548**	**9%**	**6.78**
Riverbank	EB	9,929	9,917	-12	0%	0.09	4,616	4,583	-33	-1%	0.49	5,028	4,993	-35	-1%	0.49	4,901	4,924	23	0%	0.32	3,530	3,931	401	11%	6.57
	WB	8,908	9,218	310	3%	2.30	4,368	4,485	117	3%	1.76	4,696	4,894	198	4%	2.86	4,212	4,324	112	3%	1.71	3,238	3,449	211	7%	3.65
	Total	**18,837**	**19,135**	**298**	**2%**	**1.53**	**8,984**	**9,068**	**84**	**1%**	**0.88**	**9,724**	**9,887**	**163**	**2%**	**1.65**	**9,114**	**9,248**	**134**	**1%**	**1.40**	**6,767**	**7,380**	**613**	**9%**	**7.28**
Fairway/Daysh	NB	5,156	5,155	-1	0%	0.01	2,313	2,544	231	10%	4.68	2,681	2,572	-109	-4%	2.13	2,475	2,583	108	4%	2.16	1,680	2,062	382	23%	8.83
	SB	4,506	4,413	-93	-2%	0.99	2,139	2,080	-59	-3%	1.27	2,344	2,362	18	1%	0.37	2,162	2,051	-111	-5%	2.42	1,495	1,730	235	16%	5.85
	Total	**9,662**	**9,568**	**-94**	**-1%**	**0.68**	**4,452**	**4,624**	**172**	**4%**	**2.56**	**5,025**	**4,934**	**-91**	**-2%**	**1.29**	**4,637**	**4,634**	**-3**	**0%**	**0.04**	**3,175**	**3,792**	**617**	**19%**	**10.46**
Wainuiomata	NB	3,450	3,309	-141	-4%	1.71	1,330	1,380	50	4%	1.37	1,811	1,681	-130	-7%	3.12	1,639	1,628	-11	-1%	0.26	1,007	1,166	159	16%	4.83
	SB	1,540	1,384	-156	-10%	2.88	715	656	-59	-8%	2.27	828	737	-91	-11%	3.25	712	647	-65	-9%	2.49	576	571	-5	-1%	0.21
	Total	**4,990**	**4,693**	**-297**	**-6%**	**3.02**	**2,045**	**2,036**	**-9**	**0%**	**0.20**	**2,639**	**2,418**	**-221**	**-8%**	**4.40**	**2,351**	**2,275**	**-76**	**-3%**	**1.57**	**1,583**	**1,737**	**154**	**10%**	**3.79**
SH2 South	NB	6,062	6,004	-58	-1%	0.52	3,060	3,020	-40	-1%	0.73	3,287	3,082	-205	-6%	3.63	2,775	2,922	147	5%	2.76	2,337	2,336	-1	0%	0.03
	SB	5,519	5,306	-213	-4%	2.05	2,380	2,514	134	6%	2.70	2,910	2,841	-69	-2%	1.28	2,609	2,465	-144	-6%	2.87	1,872	2,004	132	7%	3.00
	Total	**11,581**	**11,310**	**-271**	**-2%**	**1.79**	**5,440**	**5,534**	**94**	**2%**	**1.26**	**6,197**	**5,923**	**-274**	**-4%**	**3.52**	**5,384**	**5,387**	**3**	**0%**	**0.04**	**4,209**	**4,340**	**131**	**3%**	**2.00**
SH58	NB	1,752	1,594	-158	-9%	2.73	689	668	-21	-3%	0.82	923	810	-113	-12%	3.84	829	784	-45	-5%	1.58	394	559	165	42%	7.54
	SB	2,007	1,707	-300	-15%	4.93	756	799	43	6%	1.53	1,101	860	-241	-22%	7.70	906	847	-59	-7%	1.99	412	656	244	59%	10.54
	Total	**3,759**	**3,301**	**-458**	**-12%**	**5.45**	**1,446**	**1,467**	**21**	**1%**	**0.56**	**2,024**	**1,670**	**-354**	**-18%**	**8.24**	**1,735**	**1,631**	**-104**	**-6%**	**2.54**	**807**	**1,215**	**408**	**51%**	**12.84**

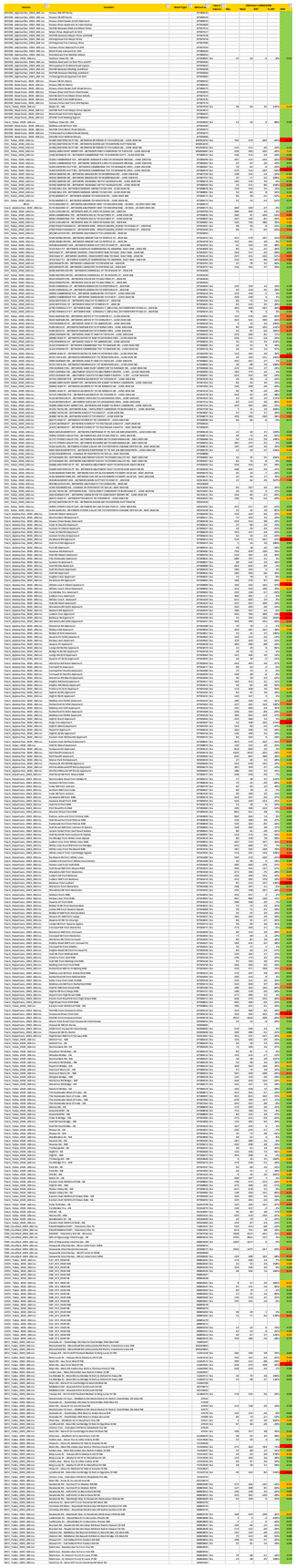
Directional counts on screenlines GEH– light vehicles – hybrid layer– PM

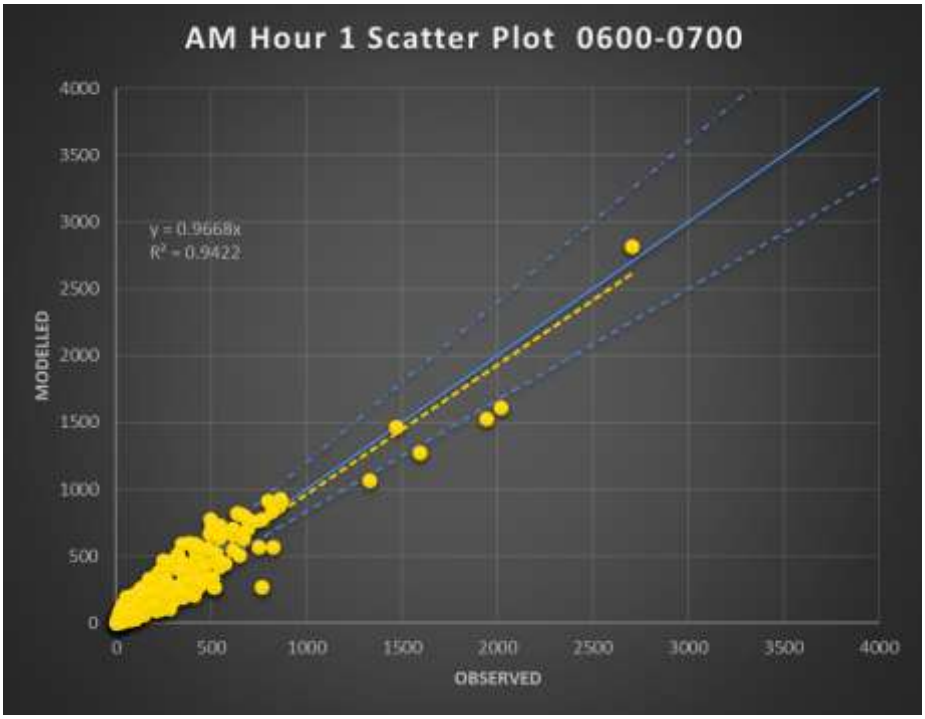
ID	Aimsun ID	Screenline	Direction	Location	PM 2hour 1600-1800					PM Hour 1 1500-1600					PM Hour 2 1600-1700					PM Hour 3 1700-1800					PM Hour 4 1800-1900				
					Observ	Model	Diff	% Diff	GEH	Observ	Model	Diff	% Diff	GEH	Observ	Model	Diff	% Diff	GEH	Observ	Model	Diff	% Diff	GEH	Observ	Model	Diff	% Diff	GEH
S1_1		87586510	Eastern Hills	EB	Korokoro Rd Bridge - SB	483	526	43	9%	1.35	191.9576	155	-37	-19%	2.81	241	209	-32	-13%	2.13	242	317	75	31%	4.49	141	152	11	8%	0.94
S1_2		87586540	Eastern Hills	WB	Korokoro Rd Bridge - NB	342	433	91	27%	3.27	145.3333	161	16	11%	1.27	170	200	30	18%	2.21	172	233	61	35%	4.29	107	155	48	45%	4.19
S1_1		87591815	Eastern Hills	EB	Dowse Dr - SB	512	737	225	44%	6.38	242.6667	328	85	35%	5.05	226	342	116	51%	6.88	286	395	109	38%	5.93	214	283	69	32%	4.35
S1_2		87591819	Eastern Hills	WB	Dowse Dr - NB	954	860	-94	-10%	2.21	331	371	40	12%	2.14	453	408	-45	-10%	2.15	502	452	-50	-10%	2.27	325	331	6	2%	0.35
S1_1		87586509	Eastern Hills	EB	Normandale Rd - SB	235	233	-2	-1%	0.09	108.6667	130	21	20%	1.95	98	114	16	16%	1.52	137	119	-18	-13%	1.56	107	103	-4	-4%	0.39
S1_2		87586521	Eastern Hills	WB	Normandale Rd - NB	438	433	-5	-1%	0.18	166.6667	161	-6	-3%	0.44	198	210	12	6%	0.84	240	223	-17	-7%	1.14	140	157	17	12%	1.40
S1_1		87593665	Eastern Hills	EB	Harbour View Rd - SB	129	154	25	19%	1.49	58	78	20	34%	2.43	61	76	15	24%	1.77	68	78	10	15%	1.21	60	64	4	7%	0.51
S1_2		87593669	Eastern Hills	WB	Harbour View Rd - NB	237	160	-77	-32%	3.86	98.66667	65	-34	-34%	3.72	113	83	-30	-27%	3.06	124	77	-47	-38%	4.66	85	62	-23	-27%	2.72
S1_1		87596331	Eastern Hills	EB	Tirohanga Rd - SB	136	228	92	67%	4.80	105	83	-22	-21%	2.27	65	111	46	71%	4.90	71	117	46	64%	4.71	54	83	29	53%	3.46
S1_2		99534828	Eastern Hills	WB	Tirohanga Rd - NB	237	143	-94	-40%	4.84	118.6667	68	-51	-43%	5.24	106	70	-36	-34%	3.84	131	73	-58	-44%	5.77	84	68	-16	-19%	1.80
S1_1		95519097	Eastern Hills	EB	Hill Rd - SB	113	216	103	91%	5.66	95	88	-7	-7%	0.73	58	96	38	65%	4.29	55	120	65	118%	6.95	45	116	71	156%	7.87
S1_2		87597223	Eastern Hills	WB	Hill Rd - NB	174	170	-4	-2%	0.23	90.64948	69	-22	-24%	2.42	81	87	6	7%	0.62	93	83	-10	-11%	1.07	69	71	2	3%	0.24
S1_1		87597037	Eastern Hills	EB	Park Rd - SB	167	181	14	8%	0.75	76.33333	77	1	1%	0.08	80	81	1	1%	0.07	87	100	13	15%	1.38	95	70	-25	-26%	2.72
S1_2		87597093	Eastern Hills	WB	Park Rd - NB	388	307	-81	-21%	3.08	156.3333	131	-25	-16%	2.11	175	153	-22	-13%	1.74	213	154	-59	-28%	4.35	145	117	-28	-19%	2.47
S1_1		87597320	Eastern Hills	EB	Major Dr - SB	395	422	27	7%	0.94	211.6667	206	-6	-3%	0.39	200	194	-6	-3%	0.40	195	228	33	17%	2.25	150	156	6	4%	0.51
S1_2		87597359	Eastern Hills	WB	Major Dr - NB	682	715	33	5%	0.89	284.3333	282	-2	-1%	0.14	339	343	4	1%	0.24	343	372	29	8%	1.54	268	296	28	11%	1.69
S2_1		87591806	Railway	NB	Hutt Rd Overbridge - NB	1,831	1,741	-90	-5%	1.51	795	701	-94	-12%	3.44	991	817	-174	-18%	5.80	840	924	84	10%	2.84	526	639	113	21%	4.68
S2_2		87591810	Railway	SB	Hutt Rd Overbridge - SB	1,250	1,605	355	28%	6.64	666.9704	676	9	1%	0.35	616	808	192	31%	7.21	634	797	163	26%	6.08	539	572	33	6%	1.39
S2_1		87591681	Railway	NB	Cuba St Bridge - NB	1,112	1,271	159	14%	3.25	517.5648	570	52	10%	2.25	539	662	123	23%	5.01	573	609	36	6%	1.47	438	462	24	5%	1.12
S2_2		94312748	Railway	SB	Cuba St Bridge - SB	1,671	1,233	-438	-26%	8.12	775.5984	610	-166	-21%	6.29	977	664	-313	-32%	10.92	694	569	-125	-18%	4.97	509	488	-21	-4%	0.94
S2_1		87590831	Railway	NB	Ludlam Cres from White Lines RAB	2,092	1,867	-225	-11%	3.58	861	881	20	2%	0.68	1,145	967	-178	-16%	5.48	947	900	-47	-5%	1.55	672	704	32	5%	1.22
S2_2		87591447	Railway	SB	Ludlam Cres Approach	1,862	2,108	246	13%	5.90	919	902	-17	-2%	0.56	934	1078	144	15%	4.54	928	1030	102	11%	3.26	842	761	-81	-10%	2.86
S2_1		87586559	Railway	NB	Waterloo Rd Bridge - WB	1,270	1,281	11	1%	0.22	660.3108	594	-66	-10%	2.65	644	671	27	4%	1.07	626	610	-16	-3%	0.64	493	445	-48	-10%	2.20
S2_2		87586574	Railway	SB	Waterloo Rd Bridge - EB	2,219	2,006	-213	-10%	3.28	970.3238	972	2	0%	0.05	1,124	1060	-64	-6%	1.95	1,095	946	-149	-14%	4.66	686	780	94	14%	3.47
S2_1		87586543	Railway	NB	Daysh St Bridge - NB	1,246	1,471	225	18%	4.33	717.9685	788	70	10%	2.55	635	760	125	20%	4.72	610	711	101	17%	3.92	504	596	92	18%	3.91
S2_2		87586576	Railway	SB	Daysh St Bridge - SB	1,492	1,860	368	25%	6.35	752.6418	895	142	19%	4.96	739	970	231	31%	7.90	753	890	137	18%	4.77	521	743	222	43%	8.83
S2_1		87586558	Railway	NB	Wingate Bridge - WB	794	861	67	8%	1.65	408.4089	419	11	3%	0.52	422	449	27	7%	1.31	372	412	40	11%	2.01	256	332	76	30%	4.41
S2_2		87586512	Railway	SB	Wingate Bridge - EB	704	712	8	1%	0.22	370.3165	330	-40	-11%	2.15	360	358	-2	-1%	0.10	344	354	10	3%	0.54	267	280	13	5%	0.79
S3_1		87589575	Riverbank	EB	(573) WAIONE ST - BETWEEN ABUTMENT EAST TO SEAVIEW RAB - 19 NOV - 2(	2,374	2,279	-95	-4%	1.39	1080	967	-113	-10%	3.53	1,226	1124	-102	-8%	2.98	1,148	1155	7	1%	0.21	787	882	95	12%	3.29
S3_2		87589505	Riverbank	WB	Waione Street from RAB	1,931	2,106	175	9%	2.75	914	958	44	5%	1.44	1,107	1181	74	7%	2.19	824	925	101	12%	3.42	625	670	45	7%	1.77
S3_1		87592993	Riverbank	EB	Railway Ave Approach	3,589	3,401	-188	-5%	2.25	1581	1614	33	2%	0.83	1,861	1709	-152	-8%	3.60	1,728	1692	-36	-2%	0.87	1,257	1376	119	9%	3.28
S3_2		87592963	Riverbank	WB	Railway Ave from RAB	2,844	2,625	-219	-8%	2.96	1256	1310	54	4%	1.51	1,453	1408	-45	-3%	1.19	1,391	1217	-174	-13%	4.82	1,043	995	-48	-5%	1.50
S3_1		87595528	Riverbank	EB	Melling Link (N/W) Approach	2,022	2,053	31	2%	0.49	962	944	-18	-2%	0.58	980	1015	35	4%	1.11	1,042	1038	-4	0%	0.12	808	829	21	3%	0.73
S3_2		87595574	Riverbank	WB	Melling Link NB from Rutherford RAB	2,300	2,638	338	15%	4.81	1138	1200	62	5%	1.81	1,216	1331	115	9%	3.22	1,084	1307	223	21%	6.45	884	989	105	12%	3.43
S3_1		87596997	Riverbank	EB	(787) FAIRWAY DR - ABUTMENT SOUTH TO ABUTMENT NORTH - S SEP - 12 SEI	1,944	2,184	240	12%	3.74	993.3333	1058	65	7%	2.02	961	1145	184	19%	5.68	983	1039	56	6%	1.75	678	844	166	25%	6.03
S3_2		87596995	Riverbank	WB	(787) FAIRWAY DR - ABUTMENT SOUTH TO ABUTMENT NORTH - S SEP - 12 SEI	1,833	1,849	16	1%	0.26	1060	1017	-43	-4%	1.33	920	974	54	6%	1.75	913	875	-38	-4%	1.28	686	795	109	16%	4.02
S4_1		87586550	Fairway/Daysh	NB	Harcourt Werry Dr - EB	1,108	1,137	29	3%	0.61	445.3333	613	168	38%	7.29	544	566	22	4%	0.93	564	571	7	1%	0.28	343	500	157	46%	7.63
S4_2		87586554	Fairway/Daysh	SB	Harcourt Werry Dr - WB	1,005	916	-89	-9%	2.02	402.583	417	14	4%	0.71	504	473	-31	-6%	1.41	500	443	-57	-11%	2.64	369	359	-10	-3%	0.51
S4_1		87596789	Fairway/Daysh	NB	(385B) HIGH ST - BETWEEN DAYSH ST RAB TO ATHLONE CRES - JUNE 2023 NB	823	794	-29	-4%	0.72	381.2874	410	29	8%	1.44	409	402	-7	-2%	0.33	414	392	-22	-5%	1.11	412	342	-70	-17%	3.62
S4_2		87596646	Fairway/Daysh	SB	(385B) HIGH ST - BETWEEN DAYSH ST RAB TO ATHLONE CRES - JUNE 2023 SB	918	893	-25	-3%	0.60	447.7032	473	25	6%	1.18	449	495	46	10%	2.11	469	398	-71	-15%	3.42	349	381	32	9%	1.70
S4_1		87586244	Fairway/Daysh	NB	Oxford Tce - EB	926	792	-134	-14%	3.23	466.6667	358	-109	-23%	5.35	504	394	-110	-22%	5.21	422	398	-24	-6%	1.17	243	294	51	21%	3.09
S4_2		87586242	Fairway/Daysh	SB	Oxford Tce - WB	423	462	39	9%	1.31	234.3333	202	-32	-14%	2.19	221	246	25	11%	1.64	202	216	14	7%	0.97	119	171	52	44%	4.32
S4_1		95314373	Fairway/Daysh	NB	Cambridge Tce - EB	994	983	-11	-1%	0.25	387	443	56	14%	2.75	555	476	-79	-14%	3.47	440	507	67	15%	3.09	263	374	111	42%	6.20
S4_2		99535574	Fairway/Daysh	SB	Cambridge Tce - WB	923	820	-103	-11%	2.46	442.9049	373	-70	-16%	3.46	515	435	-80	-16%	3.69	407	385	-22	-5%	1.12	270	311	41	15%	2.42
S4_1		87595305	Fairway/Daysh	NB	Naenae Rd - EB	1,037	1,206	169	16%	3.57	509.9755	613	103	20%	4.35	531	605	74	14%	3.09	506	601	95	19%	4.05	342	470	128	38%	6.37
S4_2		87595626	Fairway/Daysh	SB	Naenae Rd - WB	1,056	1,057	1	0%	0.03	516	497	-19	-4%	0.84	559	575	16	3%	0.66	496	482	-14	-3%	0.65	320	418	98	31%	5.10
S4_1		99534930	Fairway/Daysh	NB	Waddington Dr - SB	267	243	-24	-9%	1.06	123	107	-16	-13%	1.49	138	129	-9	-7%	0.78	129	114	-15	-12%	1.36	76	82	6	8%	0.68
S4_2		87594890	Fairway/Daysh	SB	Waddington Dr - NB	182	265	83	46%	3.94	95	118	23	24%	2.23	95	138	43	45%	3.98	87	127	40	47%	3.90	69	90	21	30%	2.36
S5_1		87588840	Wainuiomata	EB	Gracefield Rd - NB	1,566	1,359	-207	-13%	3.82	549.6491	619	69	13%	2.87	844	684	-160	-19%	5.78	722	675	-47	-7%	1.78	388	520	132	34%	6.21
S5_1		87588880	Wainuiomata	EB	Wainui Rd - EB	1,884	1,950	66	3%	1.06	780	761	-19	-2%	0.68	968	997	29	3%	0.94	917	953	36	4%	1.19	619	646	27	4%	1.07
S5_2		87588838	Wainuiomata	WB	Gracefield Rd - SB	501	543	42	8%	1.29	272	256	-16	-6%	0.98	268	307	39	15%	2.30	233	236	3	1%	0.17	230	196	-34	-15%	2.35
S5_2		96931522	Wainuiomata	WB	Wainui Rd - WB	1,039	841	-198	-19%	4.56	443.3124	400	-43	-10%	2.11	560	430	-130	-23%	5.84	479	411	-68	-14%	3.21	346	375	29	8%	1.55
S6_1		88803408	SH2 South	NB	Nth of Ngauranga Interchange - NB	6,062	6,004	-58	-1%	0.52	3060	3020	-40	-1%	0.73	3,287	3082	-205	-6%	3.63	2,775	2922	147	5%	2.76	2,337	2336	-1	0%	0.03
S6_2		88803333	SH2 South	SB	Nth of Ngauranga Interchange - SB	5,519	5,306	-213	-4%	2.05	2380.444	2514	134	6%	2.70	2,910	2841	-69	-2%	1.28	2,609	2465	-144	-6%	2.87	1,872	2004	132	7%	3.00
S7_1		14843162	SH58	EB	PAUATAHANUI EAST - Telemetry Site 73	1,752	1,594	-158	-9%	2.73	689.3333	668	-21	-3%	0.82	923	810	-113	-12%	3.84	829	784	-45	-5%	1.58	394	559	165	42%	7.54
S7_2		14843161	SH58	WB	PAUATAHANUI EAST - Telemetry Site 73	2,007	1,707	-300	-15%	4.93	756.3333	799	43	6%	1.53	1,101	860	-241	-22%	7.70	906	847	-59	-7%	1.99	412	656	244	59%	10.54

Individual counts on screenlines GEH– light vehicles – hybrid layer– PM

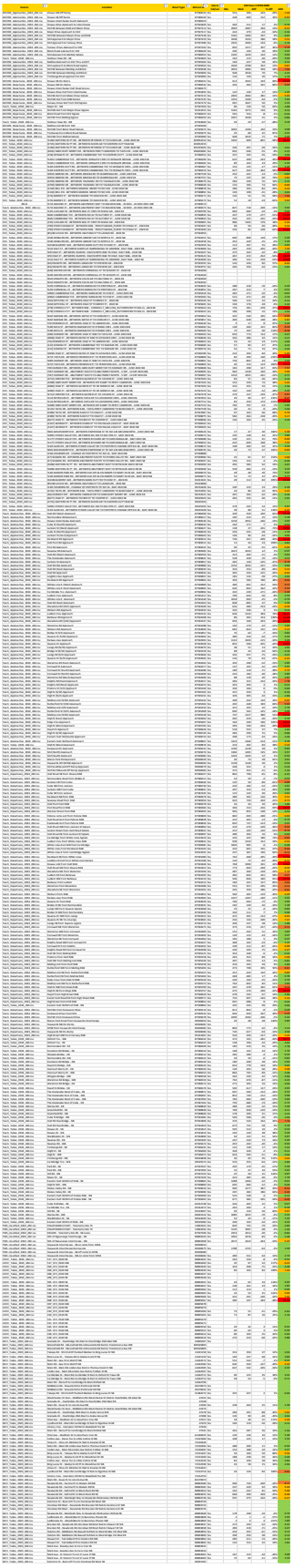
Measure	Criteria	Target	PM 4hour 0700-0900	PM Hour 2 1600-1700	PM Hour 3 1700-1800
Total Directional Count Across Screenline	Within 10%	85%	79%	71%	93%
	Within 15%	93%	93%	93%	93%
Individual Link Count on Screenlines	<700vph within 100 vph	85%	100%	83%	92%
	700-2700 within 15%	85%	94%	56%	89%
	>2700vph within 400 vph	85%	-	-	-
Individual Link Counts	<400vph within 50 vph	78%	81%	74%	67%
	400-2000vph within 12.5%	78%	71%	51%	62%
	>2000 vph within 250 vph	78%	100%	75%	100%

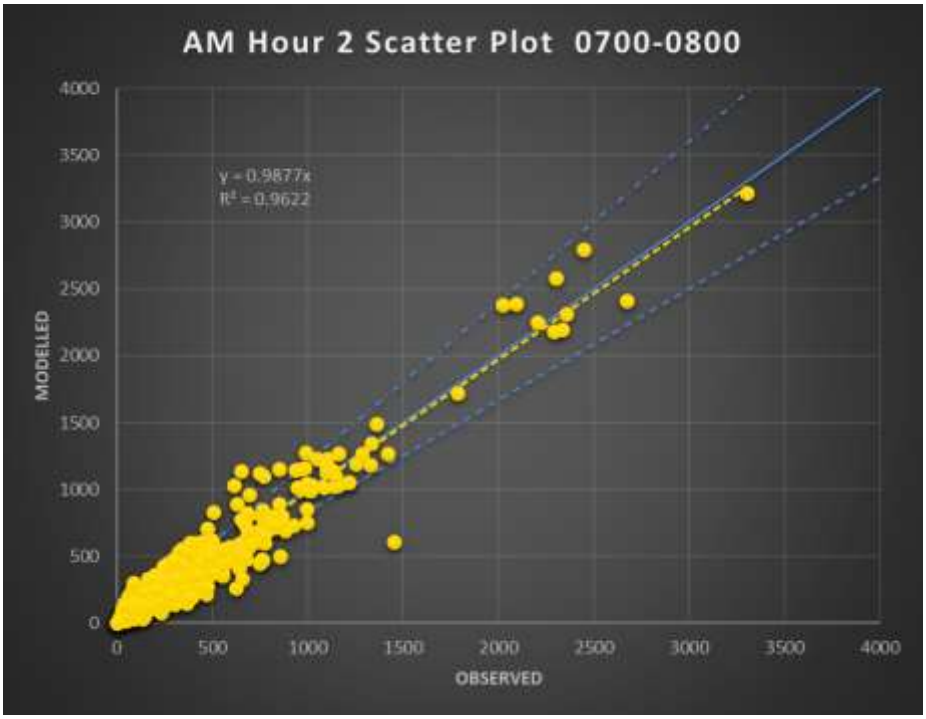
Count band comparisons for turn counts of light vehicles in hybrid layer – IP



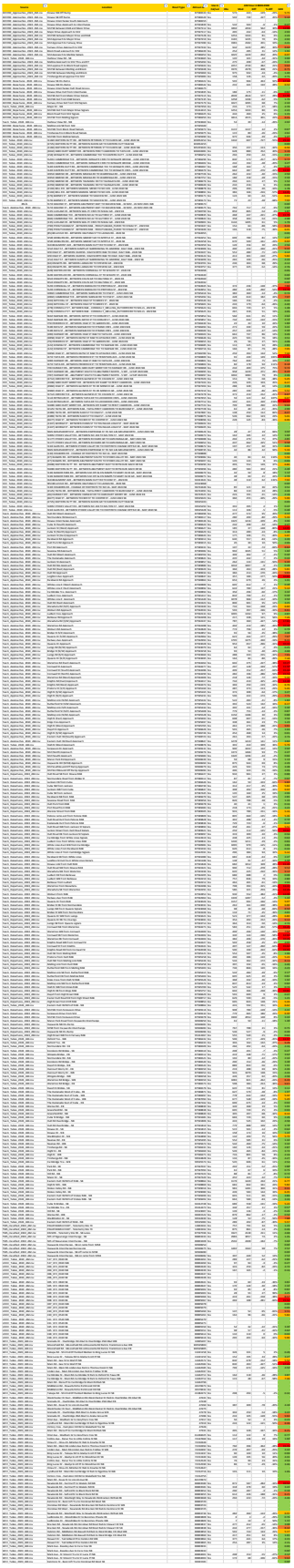


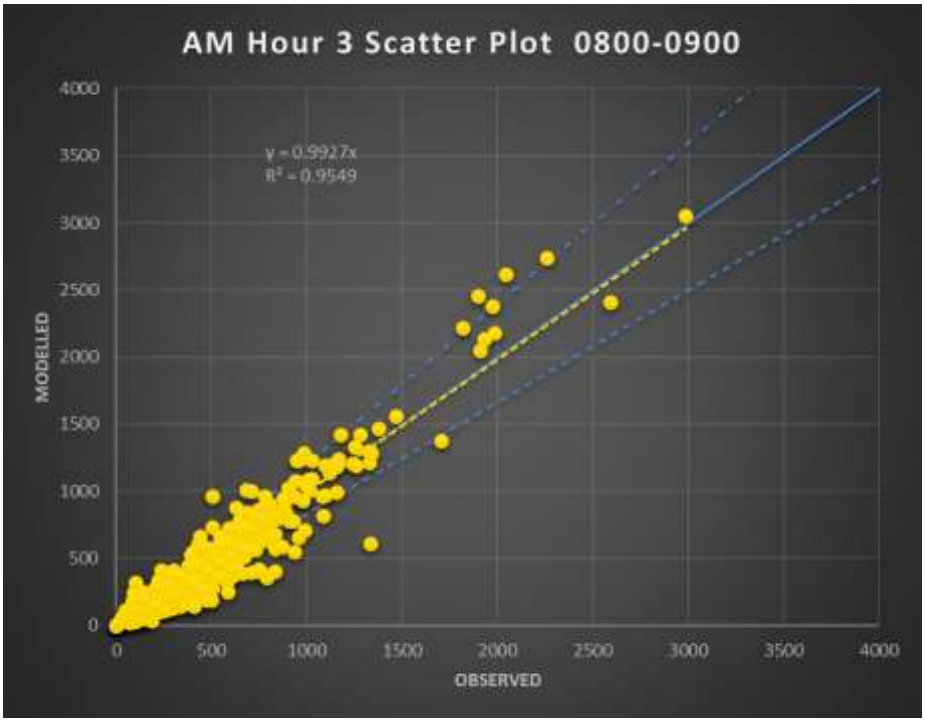
Individual link counts GEH & XY scatter plot – light vehicles – hybrid layer– AM Hour 1



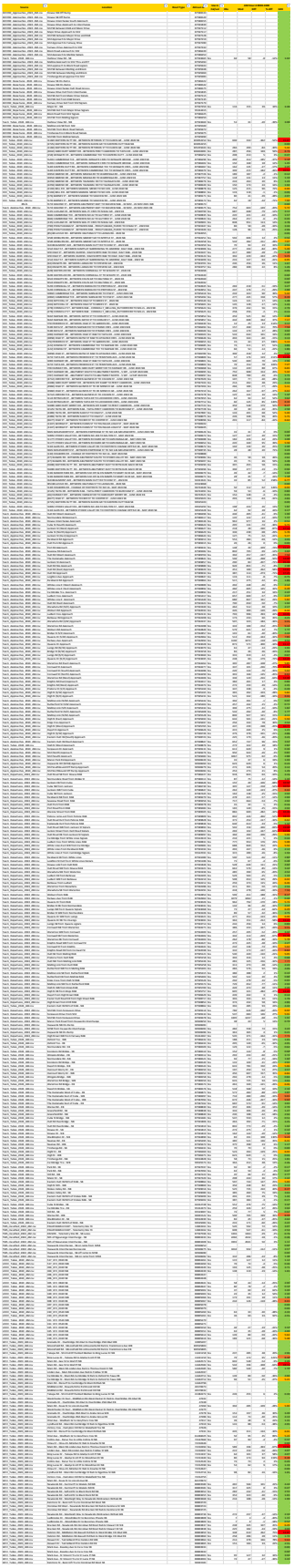


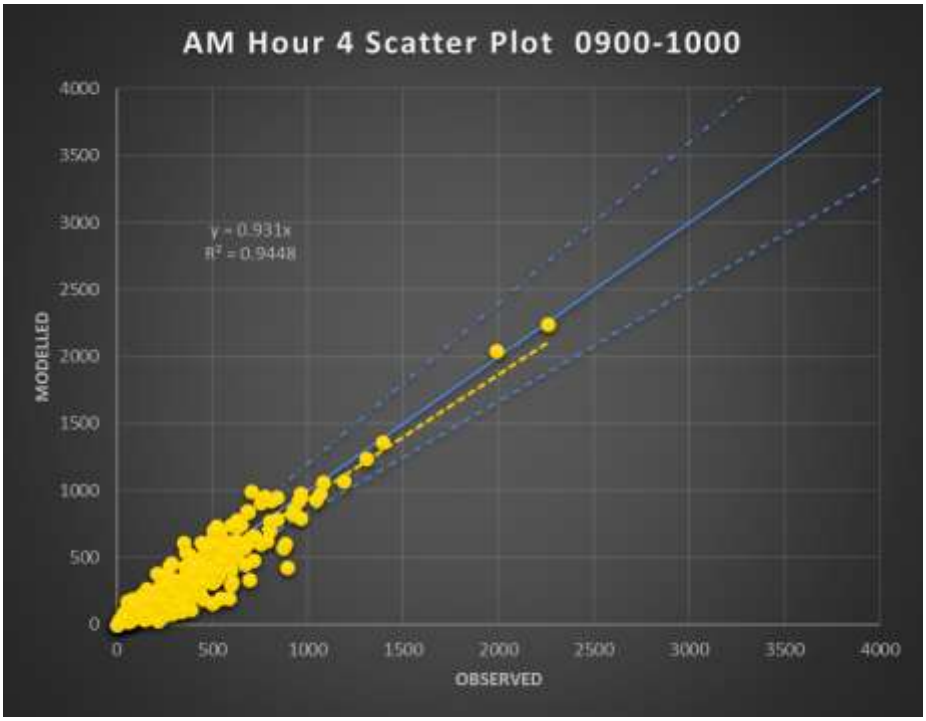
Individual link counts GEH & XY scatter plot – light vehicles – hybrid layer– AM Hour 2



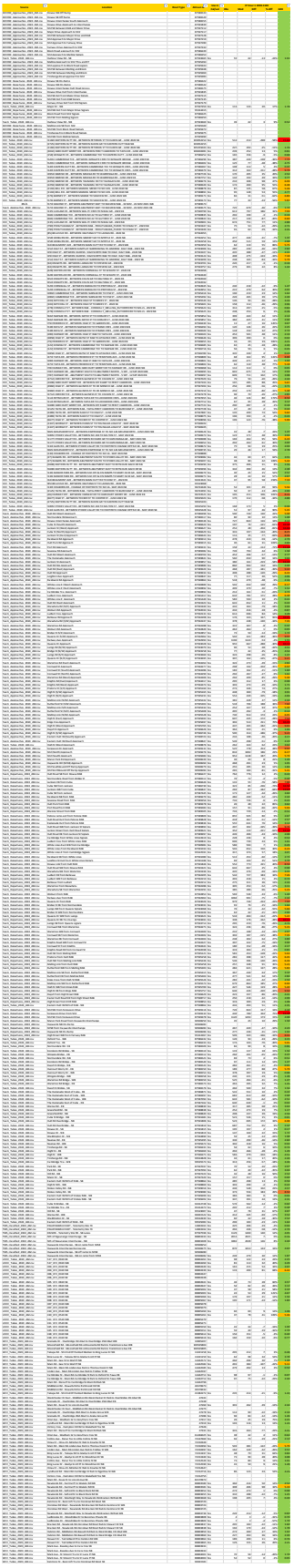


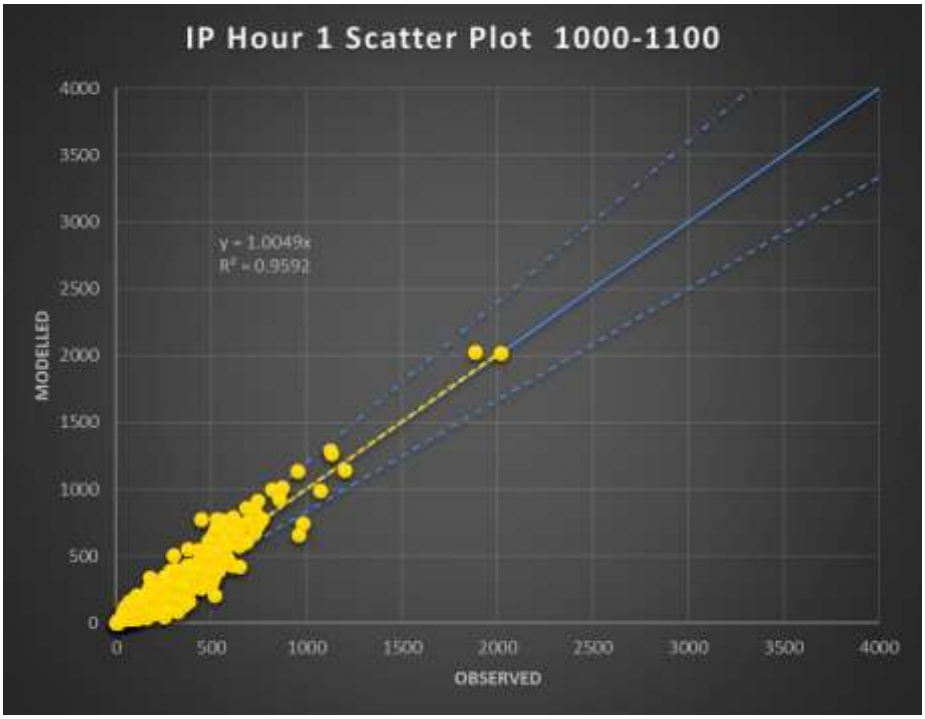
Individual link counts GEH & XY scatter plot – light vehicles – hybrid layer– AM Hour 3



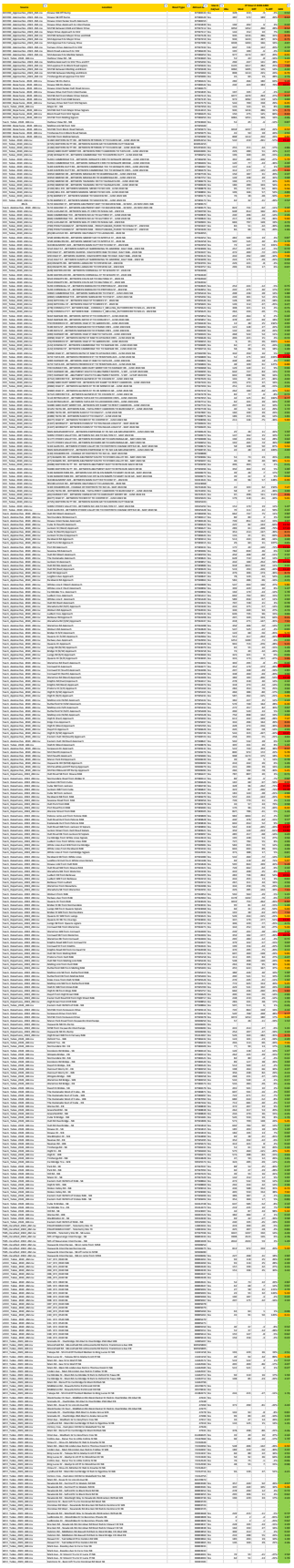


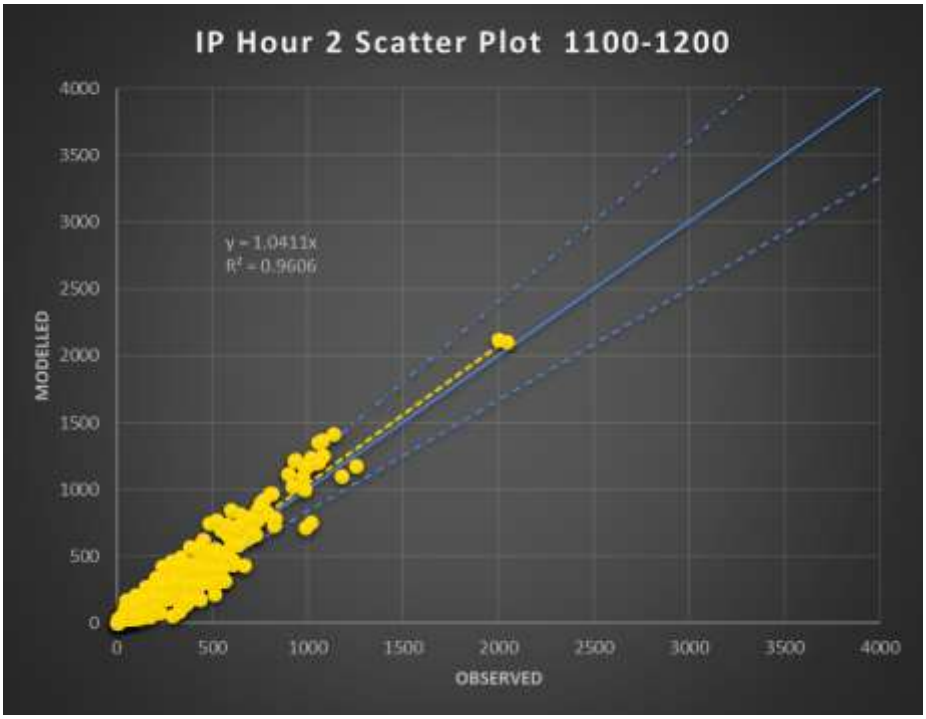
Individual link counts GEH & XY scatter plot – light vehicles – hybrid layer– AM Hour 4



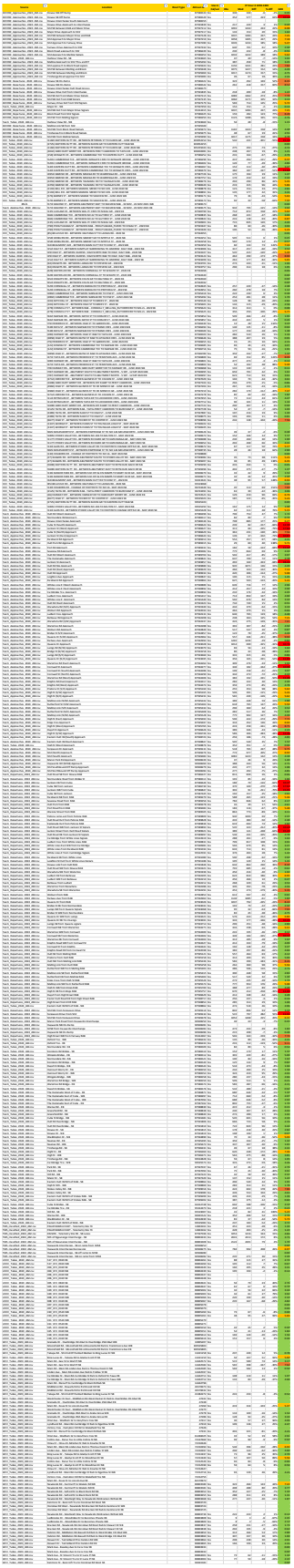


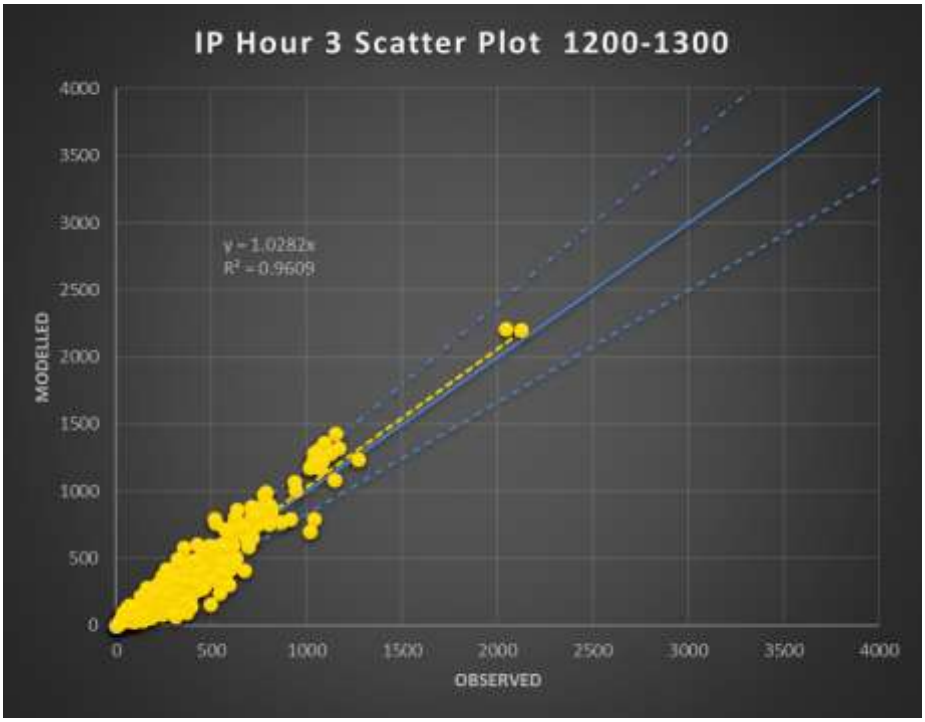
Individual link counts GEH & XY scatter plot – light vehicles – hybrid layer– IP Hour 1



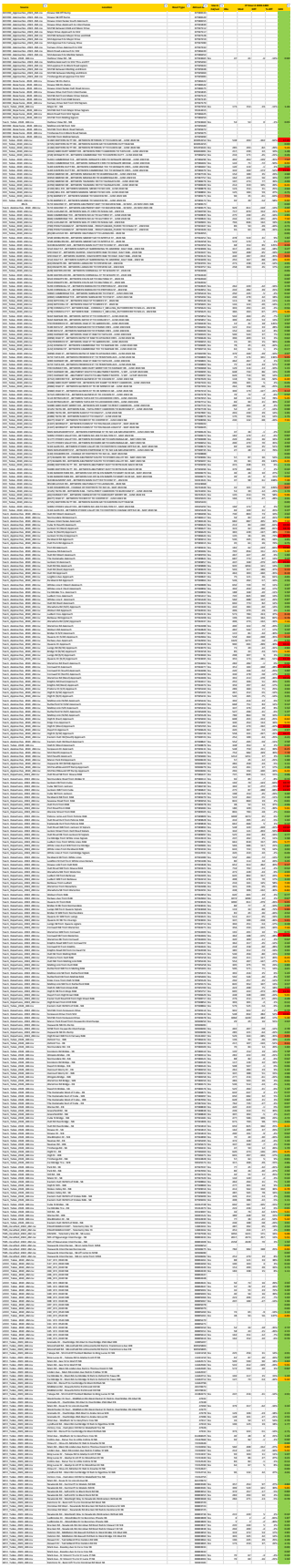


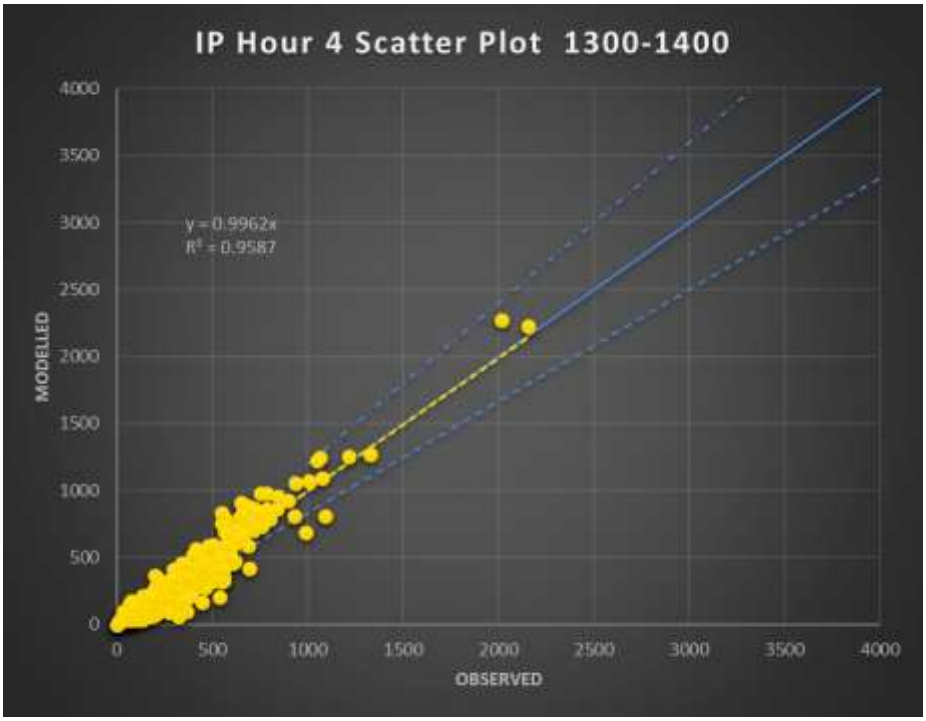
Individual link counts GEH & XY scatter plot – light vehicles – hybrid layer– IP Hour 2



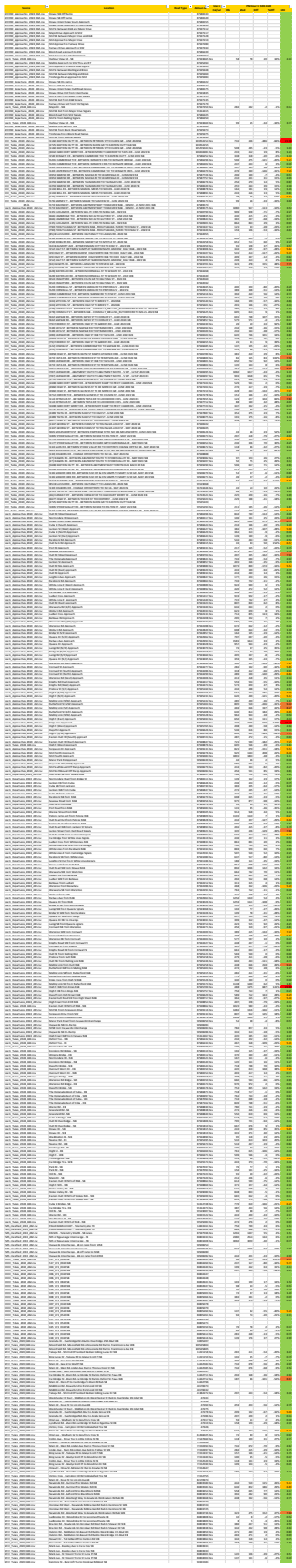


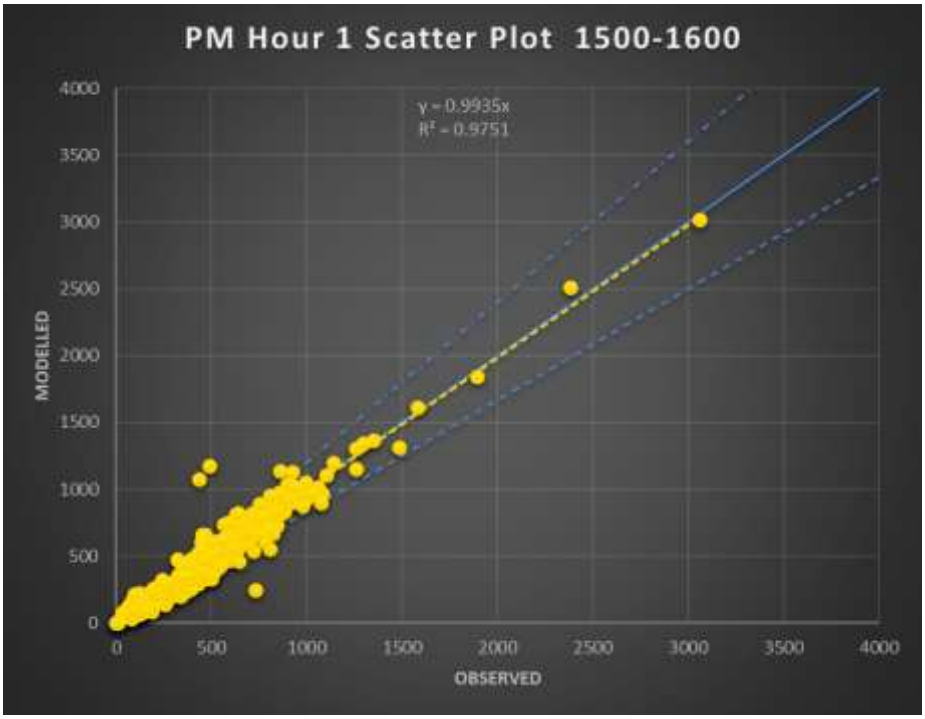
Individual link counts GEH & XY scatter plot – light vehicles – hybrid layer– IP Hour 3



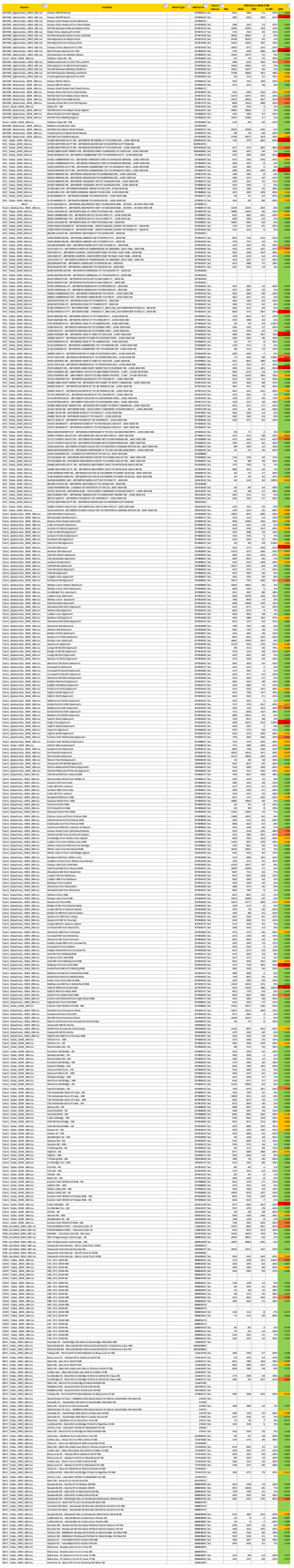


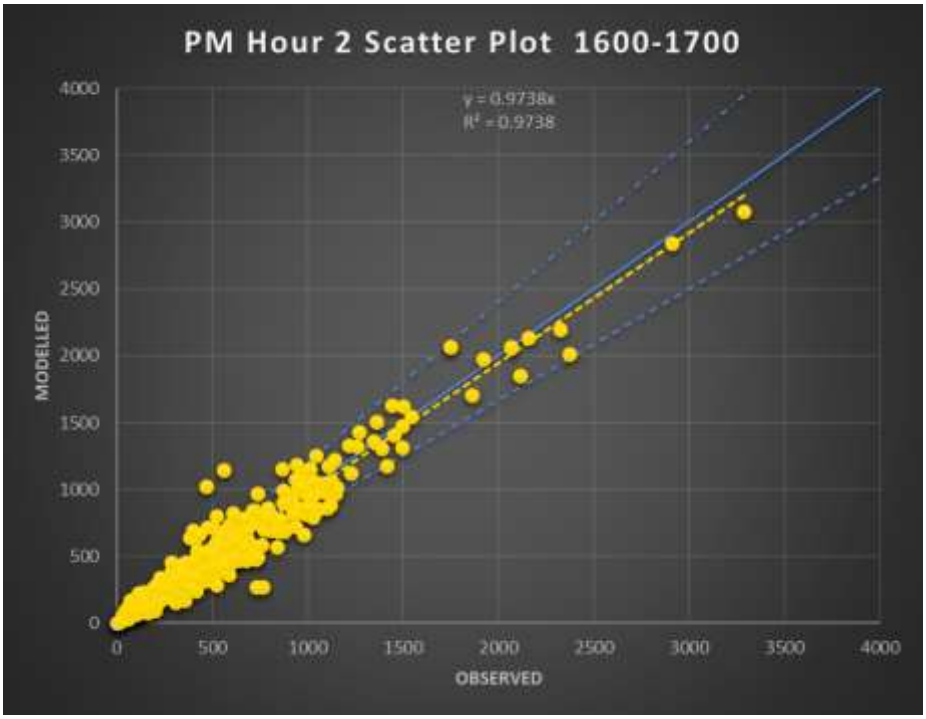
Individual link counts GEH & XY scatter plot – light vehicles – hybrid layer– IP Hour 4



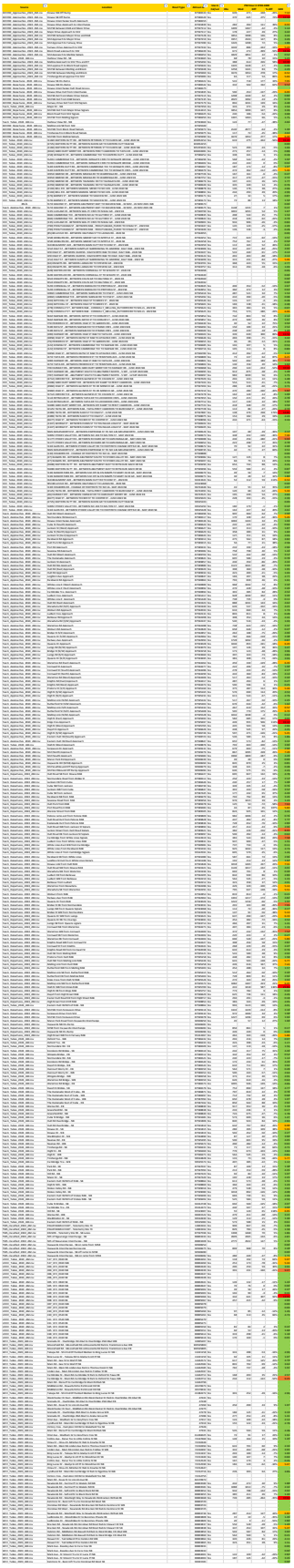


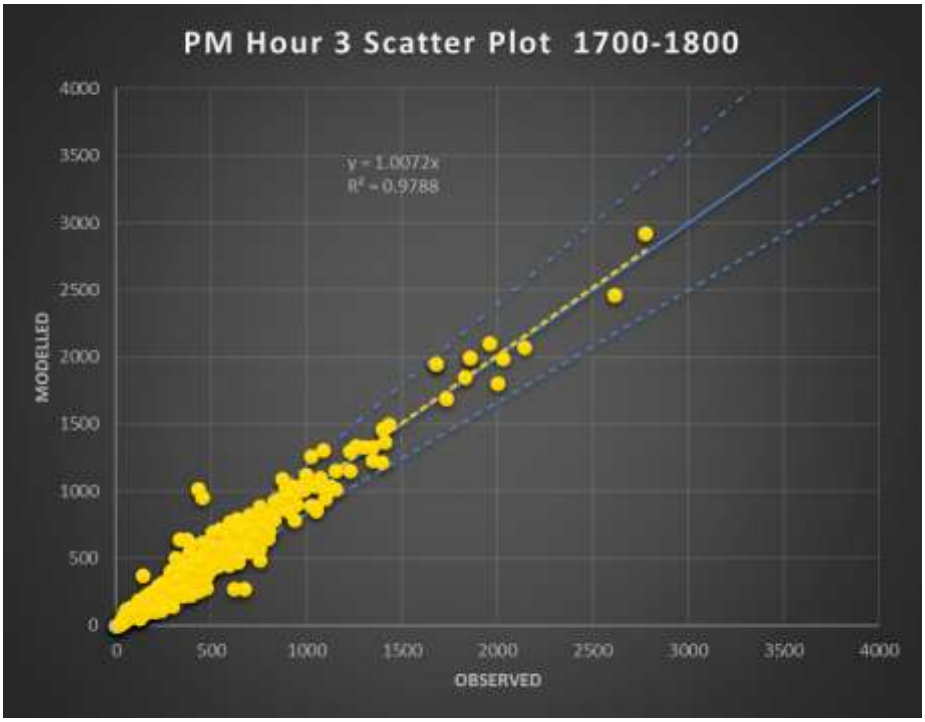
Individual link counts GEH & XY scatter plot – light vehicles – hybrid layer– PM Hour 1



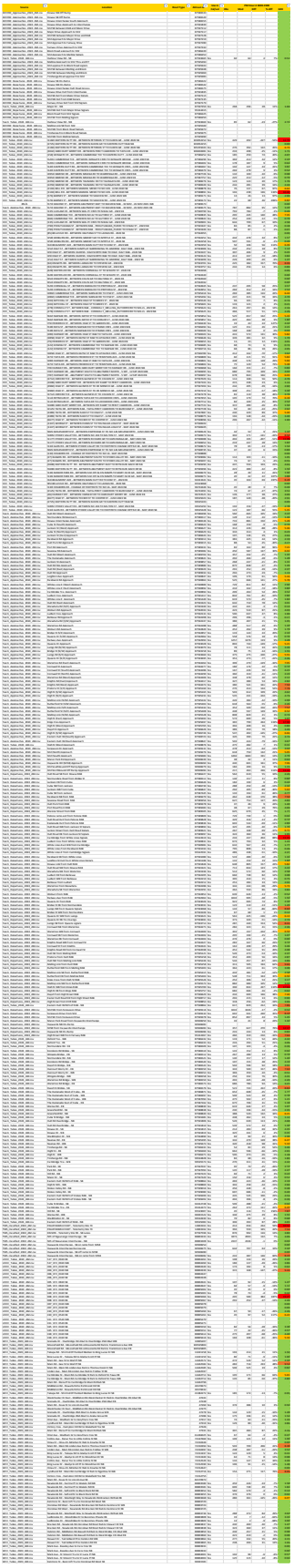


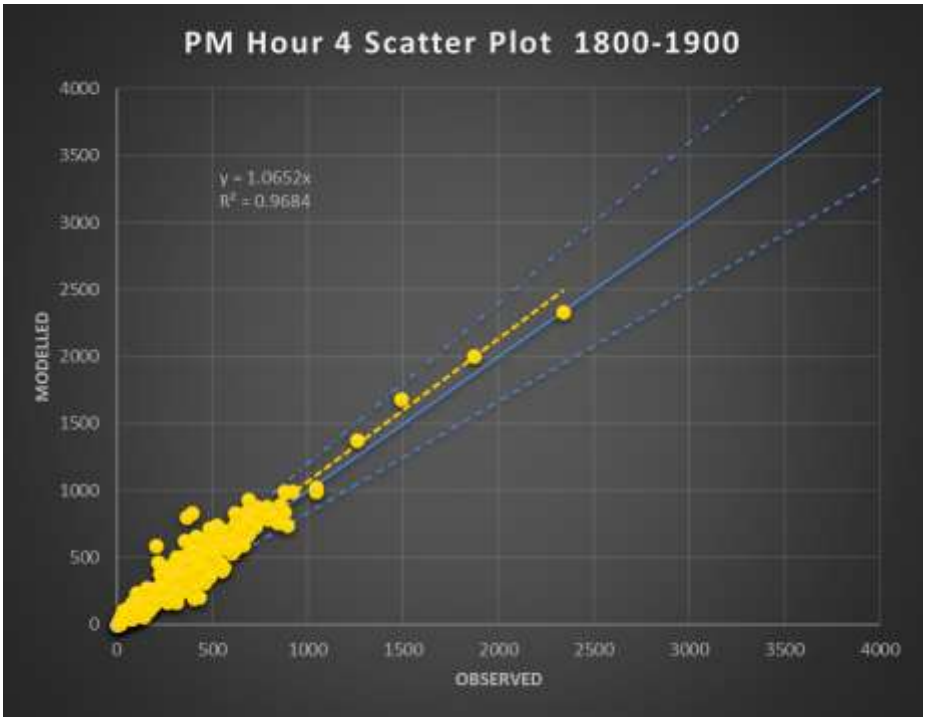
Individual link counts GEH & XY scatter plot – light vehicles – hybrid layer– PM Hour 2





Individual link counts GEH & XY scatter plot – light vehicles – hybrid layer– PM Hour 3





Individual link counts GEH & XY scatter plot – light vehicles – hybrid layer– PM Hour 4

Screenline	Direction	AM 2hour 0700-0900					AM Hour 1 0600-0700					AM Hour 2 0700-0800					AM Hour 3 0800-0900					AM Hour 4 0900-1000				
		Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH
Eastern Hills	EB	222	83	-139	-63%	7.95	77	21	-56	-73%	7.97	125	47	-78	-63%	8.44	96	36	-60	-63%	7.43	78	36	-42	-54%	5.61
	WB	109	68	-41	-38%	3.11	24	21	-3	-14%	0.70	50	30	-20	-40%	3.21	59	38	-21	-36%	3.02	62	43	-19	-31%	2.67
	Total	**331**	**151**	**-180**	**-54%**	**8.21**	**101**	**42**	**-59**	**-58%**	**6.98**	**176**	**77**	**-99**	**-56%**	**8.79**	**155**	**74**	**-81**	**-52%**	**7.61**	**141**	**79**	**-62**	**-44%**	**5.89**
Railway	NB	728	467	-261	-36%	7.54	232	141	-91	-39%	6.64	360	211	-149	-41%	8.83	367	256	-111	-30%	6.31	298	245	-53	-18%	3.20
	SB	576	437	-139	-24%	4.36	166	117	-49	-29%	4.09	288	194	-94	-33%	6.03	288	243	-45	-16%	2.77	299	231	-68	-23%	4.19
	Total	**1,303**	**904**	**-399**	**-31%**	**8.50**	**397**	**258**	**-139**	**-35%**	**7.69**	**648**	**405**	**-243**	**-37%**	**10.58**	**656**	**499**	**-157**	**-24%**	**6.52**	**597**	**476**	**-121**	**-20%**	**5.22**
Riverbank	EB	597	504	-93	-16%	2.79	134	152	18	14%	1.53	254	236	-18	-7%	1.13	343	268	-75	-22%	4.29	307	275	-32	-10%	1.88
	WB	655	685	30	5%	0.81	202	229	27	14%	1.86	306	305	-1	0%	0.08	349	380	31	9%	1.62	279	347	68	24%	3.84
	Total	**1,252**	**1,189**	**-63**	**-5%**	**1.28**	**335**	**381**	**46**	**14%**	**2.41**	**560**	**541**	**-19**	**-3%**	**0.81**	**692**	**648**	**-44**	**-6%**	**1.70**	**586**	**622**	**36**	**6%**	**1.46**
Fairway/Daysh	NB	265	143	-122	-46%	6.04	69	42	-27	-39%	3.63	126	67	-59	-47%	5.97	139	76	-63	-46%	6.12	140	92	-48	-34%	4.46
	SB	320	125	-195	-61%	9.25	122	39	-83	-68%	9.22	170	54	-116	-68%	10.98	150	71	-79	-53%	7.52	108	58	-50	-46%	5.51
	Total	**585**	**268**	**-317**	**-54%**	**10.86**	**191**	**81**	**-110**	**-58%**	**9.42**	**296**	**121**	**-175**	**-59%**	**12.11**	**290**	**147**	**-143**	**-49%**	**9.65**	**248**	**150**	**-98**	**-40%**	**6.96**
Wainuiomata	NB	95	105	10	10%	0.68	24	31	7	29%	1.32	46	44	-2	-5%	0.35	49	61	12	24%	1.61	63	67	4	6%	0.45
	SB	278	128	-150	-54%	7.43	148	59	-89	-60%	8.73	162	59	-103	-64%	9.79	116	69	-47	-40%	4.86	82	79	-3	-4%	0.34
	Total	**373**	**233**	**-140**	**-38%**	**5.69**	**172**	**90**	**-82**	**-48%**	**7.15**	**208**	**103**	**-105**	**-51%**	**8.44**	**165**	**130**	**-35**	**-21%**	**2.86**	**145**	**146**	**1**	**0%**	**0.05**
SH2 South	NB	384	414	30	8%	1.06	112	129	17	15%	1.55	185	193	8	4%	0.56	199	221	22	11%	1.54	207	230	23	11%	1.56
	SB	341	442	101	30%	3.61	148	136	-12	-8%	1.03	154	198	44	29%	3.34	187	244	57	30%	3.87	199	267	68	34%	4.45
	Total	**725**	**856**	**131**	**18%**	**3.30**	**260**	**265**	**5**	**2%**	**0.29**	**339**	**391**	**52**	**15%**	**2.72**	**386**	**465**	**79**	**21%**	**3.84**	**406**	**497**	**91**	**22%**	**4.28**
SH58	NB	110	144	34	31%	2.14	28	51	23	82%	3.66	53	70	17	31%	2.12	57	74	18	31%	2.17	50	63	13	26%	1.73
	SB	119	192	73	61%	4.14	30	53	23	79%	3.63	57	86	29	52%	3.47	62	106	44	70%	4.76	57	104	47	82%	5.22
	Total	**229**	**336**	**107**	**47%**	**4.51**	**58**	**104**	**46**	**80%**	**5.15**	**110**	**156**	**46**	**42%**	**3.99**	**119**	**180**	**61**	**51%**	**5.00**	**107**	**167**	**60**	**56%**	**5.11**

Directional counts on screenlines GEH – heavy vehicles – hybrid layer– AM

ID	Aimsun ID	Screenline	Direction	Location	AM 2hour 0700-0900					AM Hour 1 0600-0700					AM Hour 2 0700-0800					AM Hour 3 0800-0900					AM Hour 4 0900-1000				
					Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH
51_1	87586510	Eastern Hills	EB	Korokoro Rd Bridge - SB	22	24	2	7%	0.24	3	5	2	67%	1.00	11	13	2	18%	0.57	11	11	0	-3%	0.11	16	10	-6	-36%	1.60
51_2	87586540	Eastern Hills	WB	Korokoro Rd Bridge - NB	24	16	-8	-34%	1.31	5.333333	5	0	-6%	0.15	13	6	-7	-54%	2.27	11	10	-1	-12%	0.41	15	8	-7	-47%	2.06
51_1	87591815	Eastern Hills	EB	Dowse Dr - SB	67	14	-53	-79%	5.86	26.66667	3	-24	-89%	6.14	44	7	-37	-84%	7.37	22	7	-15	-69%	4.01	17	9	-8	-47%	2.22
51_2	87591819	Eastern Hills	WB	Dowse Dr - NB	17	11	-6	-34%	1.08	5.666667	3	-3	-47%	1.28	8	5	-3	-38%	1.18	9	6	-3	-31%	0.99	14	9	-5	-34%	1.40
51_1	87586509	Eastern Hills	EB	Normandale Rd - SB	31	10	-21	-67%	3.24	10	1	-9	-90%	3.84	14	6	-8	-56%	2.44	17	4	-13	-76%	4.01	11	4	-7	-65%	2.65
51_2	87586521	Eastern Hills	WB	Normandale Rd - NB	16	7	-9	-55%	1.82	3.333333	3	0	-10%	0.19	7	3	-4	-59%	1.91	8	4	-4	-52%	1.75	5	7	2	31%	0.67
51_1	87593665	Eastern Hills	EB	Harbour View Rd - SB	15	4	-11	-73%	2.52	5.666667	1	-5	-82%	2.56	7	3	-4	-55%	1.67	8	1	-7	-88%	3.39	5	1	-4	-80%	2.31
51_2	87593669	Eastern Hills	WB	Harbour View Rd - NB	10	2	-8	-80%	2.32	0.333333	0	0	-100%	0.82	5	1	-4	-79%	2.19	5	1	-4	-81%	2.44	5	0	-5	-100%	3.16
51_1	87596331	Eastern Hills	EB	Tirohanga Rd - SB	20	5	-15	-75%	2.95	3	2	-1	-33%	0.63	10	3	-7	-71%	2.84	9	2	-7	-79%	3.08	6	1	-5	-84%	2.79
51_2	99534826	Eastern Hills	WB	Tirohanga Rd - NB	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00
51_1	95510607	Eastern Hills	EB	Hill Rd - SB	12	9	-3	-27%	0.73	4	2	-2	-50%	1.15	7	5	-2	-29%	0.83	5	4	-1	-25%	0.62	5	4	-1	-14%	0.32
51_2	87597223	Eastern Hills	WB	Hill Rd - NB	12	13	1	11%	0.27	3.333333	3	0	-10%	0.19	3	7	4	133%	1.79	9	6	-3	-31%	0.98	6	5	-1	-21%	0.56
51_1	87597037	Eastern Hills	EB	Park Rd - SB	18	4	-14	-78%	3.03	5.666667	2	-4	-65%	1.87	11	3	-8	-72%	2.93	8	1	-7	-87%	3.20	4	0	-4	-100%	2.83
51_2	87597093	Eastern Hills	WB	Park Rd - NB	8	6	-2	-28%	0.62	2	2	0	0%	0.00	4	3	-1	-25%	0.53	4	3	-1	-31%	0.70	4	1	-3	-77%	2.04
51_1	87597320	Eastern Hills	EB	Major Dr - SB	37	13	-24	-65%	3.36	18.66667	5	-14	-73%	3.97	22	7	-15	-68%	3.88	15	6	-9	-60%	2.79	14	7	-7	-51%	2.25
51_2	87597359	Eastern Hills	WB	Major Dr - NB	23	13	-10	-43%	1.62	4.333333	5	1	15%	0.31	10	5	-5	-52%	1.93	12	8	-4	-35%	1.37	13	13	0	3%	0.09
52_1	87591806	Railway	NB	Hutt Rd Overbridge - NB	98	88	-10	-10%	0.74	28.33333	21	-7	-26%	1.48	45	41	-4	-9%	0.61	53	47	-6	-12%	0.87	60	43	-17	-28%	2.33
52_2	87591810	Railway	SB	Hutt Rd Overbridge - SB	171	106	-65	-38%	3.92	47.33333	26	-21	-45%	3.52	84	44	-40	-47%	4.96	88	62	-26	-29%	2.97	79	52	-27	-34%	3.30
52_1	87591681	Railway	NB	Cuba St Bridge - NB	117	52	-65	-56%	5.00	28	14	-14	-50%	3.06	64	28	-36	-57%	5.37	53	24	-29	-54%	4.61	45	22	-23	-52%	4.03
52_2	94312748	Railway	SB	Cuba St Bridge - SB	93	50	-43	-46%	3.56	17.33333	14	-3	-19%	0.84	37	21	-16	-43%	2.94	56	29	-27	-48%	4.11	57	27	-30	-52%	4.59
52_1	87593831	Railway	NB	Ludlam Cres from White Lines RAB	138	162	24	17%	1.39	44	60	16	36%	2.22	65	75	10	15%	1.20	73	87	14	19%	1.57	54	106	52	96%	5.81
52_2	87591432	Railway	SB	Ludlam Cres Approach	104	133	29	28%	1.88	24	39	15	63%	2.67	59	62	3	5%	0.39	45	71	26	58%	3.41	60	72	12	20%	1.48
52_1	87586559	Railway	NB	Waterloo Rd Bridge - WB	99	49	-50	-50%	4.09	29.66667	13	-17	-56%	3.61	54	20	-34	-63%	5.59	45	29	-16	-35%	2.58	26	18	-8	-30%	1.64
52_2	87586574	Railway	SB	Waterloo Rd Bridge - EB	25	23	-2	-9%	0.34	9.333333	5	-4	-46%	1.62	13	10	-3	-23%	0.88	12	13	1	5%	0.19	20	12	-8	-39%	1.93
52_1	87586543	Railway	NB	Daysh St Bridge - NB	176	93	-83	-47%	5.04	76	26	-50	-66%	7.00	87	38	-49	-57%	6.24	88	55	-33	-38%	3.92	72	47	-25	-35%	3.22
52_2	87586576	Railway	SB	Daysh St Bridge - SB	140	89	-51	-36%	3.36	56.66667	25	-32	-56%	4.96	80	42	-38	-47%	4.84	60	47	-13	-22%	1.78	58	48	-10	-17%	1.33
52_1	87586558	Railway	NB	Wingate Bridge - WB	100	23	-77	-77%	6.96	25.61259	7	-19	-73%	4.61	44	9	-35	-80%	6.83	56	14	-42	-75%	7.10	41	9	-32	-78%	6.42
52_2	87586512	Railway	SB	Wingate Bridge - EB	43	36	-7	-16%	0.75	11	8	-3	-27%	0.97	15	15	0	-2%	0.09	27	21	-6	-23%	1.29	26	20	-6	-24%	1.32
53_1	87589575	Riverbank	EB	(573) WAIONE ST - BETWEEN ABUTMENT EAST TO SEAVIEW RAB - 19 NOV - 26	264	183	-81	-31%	3.83	72	50	-22	-31%	2.82	124	83	-41	-33%	4.03	140	100	-40	-29%	3.65	134	100	-34	-25%	3.14
53_2	87589505	Riverbank	WB	Waione Street from RAB	277	273	-4	-1%	0.17	119	109	-10	-8%	0.94	143	132	-11	-8%	0.94	134	141	7	5%	0.60	134	140	6	4%	0.51
53_1	87592993	Riverbank	EB	Railway Ave Approach	128	88	-40	-31%	2.72	20	23	3	15%	0.65	57	42	-15	-26%	2.13	71	46	-25	-35%	3.27	64	46	-18	-28%	2.43
53_2	87592963	Riverbank	WB	Railway Ave from RAB	134	135	1	1%	0.06	38	45	7	18%	1.09	71	60	-11	-15%	1.36	63	75	12	19%	1.44	58	65	7	12%	0.89
53_1	87595528	Riverbank	EB	Melling Link (N/W) Approach	56	112	56	100%	4.32	16	37	21	131%	4.08	25	56	31	124%	4.87	31	56	25	81%	3.79	27	64	37	137%	5.49
53_2	87595574	Riverbank	WB	Melling Link NB from Rutherford RAB	69	153	84	122%	5.64	17	45	28	165%	5.03	28	66	38	136%	5.54	41	87	46	112%	5.75	29	81	52	179%	7.01
53_1	87596997	Riverbank	EB	(787) FAIRWAY DR - ABUTMENT SOUTH TO ABUTMENT NORTH - 5 SEP - 12 SEI	149	121	-28	-19%	1.68	25.66667	42	16	64%	2.81	48	55	7	15%	1.02	101	66	-35	-35%	3.83	82	65	-17	-21%	1.98
53_2	87596995	Riverbank	WB	(787) FAIRWAY DR - ABUTMENT SOUTH TO ABUTMENT NORTH - 5 SEP - 12 SEI	175	124	-51	-29%	2.87	27.66667	30	2	8%	0.43	64	47	-17	-27%	2.32	111	77	-34	-31%	3.51	58	61	3	5%	0.39
54_1	87586550	Fairway/Daysh	NB	Harcourt Werry Dr - EB	21	7	-14	-67%	2.69	4	2	-2	-50%	1.15	8	3	-5	-62%	2.13	13	4	-9	-70%	3.17	11	3	-8	-72%	2.94
54_2	87586554	Fairway/Daysh	SB	Harcourt Werry Dr - WB	119	32	-87	-73%	7.06	53.02882	9	-44	-83%	7.91	66	14	-52	-79%	8.22	53	18	-35	-66%	5.83	27	10	-17	-63%	3.95
54_1	87596789	Fairway/Daysh	NB	(3858) HIGH ST - BETWEEN DAYSH ST RAB TO ATHLONE CRES - JUNE 2023 NB	41	36	-5	-12%	0.56	16.74957	7	-10	-58%	2.83	24	15	-9	-38%	2.08	17	21	4	26%	0.99	30	21	-9	-30%	1.75
54_2	87596646	Fairway/Daysh	SB	(3858) HIGH ST - BETWEEN DAYSH ST RAB TO ATHLONE CRES - JUNE 2023 SB	64	26	-38	-59%	4.01	29.97179	9	-21	-70%	4.75	35	11	-24	-68%	4.93	30	15	-15	-49%	3.09	36	12	-24	-66%	4.83
54_1	87586244	Fairway/Daysh	NB	Oxford Tce - EB	23	7	-16	-70%	2.97	5	3	-2	-40%	1.00	9	3	-6	-65%	2.35	15	4	-11	-73%	3.49	11	5	-6	-55%	2.12
54_2	87586242	Fairway/Daysh	SB	Oxford Tce - WB	51	2	-49	-96%	6.73	11	1	-10	-91%	4.08	28	0	-28	-100%	7.44	23	2	-21	-91%	5.99	12	0	-12	-100%	4.97
54_1	95314373	Fairway/Daysh	NB	Cambridge Tce - EB	78	42	-36	-46%	3.32	14	14	0	0%	0.00	36	21	-15	-42%	2.81	42	21	-21	-50%	3.80	43	28	-15	-35%	2.48
54_2	87596390	Fairway/Daysh	SB	Cambridge Tce - WB	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00
54_1	87595395	Fairway/Daysh	NB	Naenae Rd - EB	84	48	-36	-43%	3.11	28	16	-12	-43%	2.56	43	23	-20	-46%	3.43	41	25	-16	-39%	2.79	38	33	-5	-13%	0.84
54_2	87595674	Fairway/Daysh	SB	Naenae Rd - WB	66	64	-2	-4%	0.21	20	20	0	0%	0.00	33	29	-4	-12%	0.73	33	35	2	5%	0.28	21	35	14	69%	2.71
54_1	99534930	Fairway/Daysh	NB	Waddington Dr - SB	17	3	-14	-83%	3.18	1.333333	0	-1	-100%	1.63	6	2	-4	-67%	2.00	11	1	-10	-91%	4.16	8	2	-6	-74%	2.58
54_2	87594890	Fairway/Daysh	SB	Waddington Dr - NB	20	1	-19	-95%	4.15	7.666667	0	-8	-100%	3.92	9	0	-9	-100%	4.24	11	1	-10	-91%	4.09	13	1	-12	-92%	4.46
55_1	87588840	Wainuiomata	EB	Gracefield Rd - NB	52	44	-8	-16%	0.85	7.666667	12	4	57%	1.38	21	17	-4	-19%	0.93	31	27	-4	-14%	0.80	28	26	-2	-6%	0.33
55_1	87588830	Wainuiomata	EB	Wainui Rd - EB	43	61	18	42%	1.76	16.40633	19	3	16%	0.62	25	27	2	7%	0.33	18	34	16	92%	3.20	36	41	5	15%	0.86
55_2	87588838	Wainuiomata	WB	Gracefield Rd - SB	120	62	-58	-48%	4.28	80.03166	31	-49	-61%	6.58	69	31	-38	-55%	5.41	50	31	-19	-38%	3.03	35	31	-4	-11%	0.70
55_2	96931522	Wainuiomata	WB	Wainui Rd - WB	158	66	-92	-58%	6.14	67.69552	28	-40	-59%	5.74	93	28	-65	-70%	8.32	65	38	-27	-42%	3.80	47	48	1	2%	0.14
56_1	88803408	SH2 South	NB	Nth of Ngauranga Interchange - NB	384	414	30	8%	1.06	112	129	17	15%	1.55	185	193	8	4%	0.56	199	221	22	11%	1.54	207	230	23	11%	1.56
56_2	88803333	SH2 South	SB	Nth of Ngauranga Interchange - SB	341	442	101	30%	3.61	148.3333	136	-12	-8%	1.03	154	198	44	29%	3.34	187	244	57	30%	3.87	199	267	68	34%	4.45
57_1	14843162	SH58	EB	PAUATAHANUI EAST - Telemetry Site 73	110	144	34	31%	2.14	28	51	23	82%	3.66	53	70	17	31%	2.12	57	74	18	31%	2.17	50	63	13	26%	1.73
57_2	14843161	SH58	WB	PAUATAHANUI EAST - Telemetry Site 73	119	192	73	61%	4.14	29.66667	53	23	79%	3.63	57	86	29	52%	3.47	62	106	44	70%	4.76	57	104	47	82%	5.22

Individual counts on screenlines GEH– heavy vehicles – hybrid layer– PM

Screenline	Direction	IP 2hour 1100-1300					IP Hour 1 1000-1100					IP Hour 2 1100-1200					IP Hour 3 1200-1300					IP Hour 4 1300-1400				
		Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH
Eastern Hills	EB	129	81	-48	-37%	3.34	72	39	-33	-46%	4.39	68	43	-25	-37%	3.40	61	38	-23	-38%	3.27	57	30	-27	-48%	4.14
	WB	117	55	-62	-53%	4.73	58	35	-23	-40%	3.42	55	25	-30	-55%	4.79	62	30	-32	-51%	4.68	63	25	-38	-61%	5.77
	Total	246	136	-110	-45%	5.65	130	74	-56	-43%	5.55	124	68	-56	-45%	5.69	123	68	-55	-45%	5.60	121	55	-66	-54%	7.01
Railway	NB	578	372	-206	-36%	6.69	282	196	-86	-31%	5.58	290	186	-104	-36%	6.73	288	186	-102	-36%	6.65	287	179	-108	-38%	7.07
	SB	581	383	-198	-34%	6.39	281	198	-83	-30%	5.39	287	198	-89	-31%	5.72	294	185	-109	-37%	7.05	296	180	-116	-39%	7.53
	Total	1,159	755	-404	-35%	9.24	564	394	-170	-30%	7.76	577	384	-193	-33%	8.80	583	371	-212	-36%	9.69	583	359	-224	-38%	10.33
Riverbank	EB	594	529	-65	-11%	1.95	308	257	-51	-17%	3.03	284	273	-11	-4%	0.66	310	256	-54	-18%	3.23	294	253	-41	-14%	2.46
	WB	573	468	-105	-18%	3.25	279	242	-37	-13%	2.27	281	229	-52	-18%	3.24	292	239	-53	-18%	3.27	286	219	-67	-23%	4.20
	Total	1,167	997	-170	-15%	3.66	587	499	-88	-15%	3.76	565	502	-63	-11%	2.71	603	495	-108	-18%	4.60	579	472	-107	-19%	4.68
Fairway/Daysh	NB	266	132	-134	-50%	6.71	135	64	-71	-52%	7.09	139	64	-75	-54%	7.41	127	68	-59	-47%	5.99	152	65	-87	-57%	8.37
	SB	216	114	-102	-47%	5.61	118	64	-54	-46%	5.67	104	56	-48	-46%	5.34	112	58	-54	-48%	5.87	118	48	-70	-59%	7.65
	Total	482	246	-236	-49%	8.73	253	128	-125	-49%	9.04	242	120	-122	-50%	9.09	239	126	-113	-47%	8.38	270	113	-157	-58%	11.33
Wainuiomata	NB	128	109	-19	-15%	1.26	59	46	-13	-22%	1.84	66	52	-14	-21%	1.79	63	57	-6	-9%	0.74	54	45	-9	-17%	1.28
	SB	136	108	-28	-21%	1.80	74	54	-20	-27%	2.46	71	54	-17	-24%	2.16	65	54	-11	-17%	1.43	75	40	-35	-47%	4.67
	Total	265	217	-48	-18%	2.17	133	100	-33	-25%	3.06	137	106	-31	-22%	2.79	128	111	-17	-13%	1.54	129	85	-44	-34%	4.29
SH2 South	NB	425	481	56	13%	1.85	207	222	15	7%	1.00	206	241	35	17%	2.34	219	240	21	9%	1.36	216	247	31	15%	2.06
	SB	354	428	74	21%	2.66	195	224	29	15%	1.99	186	222	36	20%	2.54	168	206	38	23%	2.79	177	198	21	12%	1.53
	Total	779	909	130	17%	3.17	403	446	43	11%	2.11	392	463	71	18%	3.45	387	446	59	15%	2.88	393	445	52	13%	2.55
SH58	NB	85	112	27	32%	1.94	47	64	17	37%	2.31	45	62	17	37%	2.30	40	50	10	26%	1.54	36	53	17	49%	2.60
	SB	82	111	29	36%	2.11	46	67	21	46%	2.82	43	55	12	27%	1.69	39	56	18	45%	2.55	45	48	4	8%	0.51
	Total	167	223	57	34%	2.86	93	131	38	41%	3.62	88	117	29	32%	2.83	78	106	28	36%	2.90	80	101	21	26%	2.19

Directional counts on screenlines GEH – heavy vehicles – hybrid layer– IP

ID	Aimsun ID	Screenline	Direction	Location	IP 2hour 1100-1300					IP Hour 1 1000-1100					IP Hour 2 1100-1200					IP Hour 3 1200-1300					IP Hour 4 1300-1400				
					Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH
S1_1	87586510	Eastern Hills	EB	Korokoro Rd Bridge - SB	32	21	-11	-35%	1.55	15.66667	9	-7	-43%	1.90	18	11	-7	-40%	1.91	14	10	-4	-29%	1.15	10	7	-3	-30%	1.03
S1_2	87586540	Eastern Hills	WB	Korokoro Rd Bridge - NB	30	11	-19	-63%	2.93	12	6	-6	-50%	2.00	14	5	-9	-64%	2.92	16	6	-10	-62%	2.94	13	4	-9	-70%	3.17
S1_1	87591815	Eastern Hills	EB	Dowse Dr - SB	29	15	-14	-48%	2.07	16.66667	10	-7	-40%	1.83	14	7	-7	-50%	2.16	15	8	-7	-46%	1.99	14	4	-10	-71%	3.33
S1_2	87591819	Eastern Hills	WB	Dowse Dr - NB	24	10	-14	-58%	2.40	12.66667	7	-6	-45%	1.81	12	5	-7	-58%	2.40	12	5	-7	-58%	2.40	13	6	-7	-53%	2.19
S1_1	87586509	Eastern Hills	EB	Normandale Rd - SB	20	9	-11	-55%	2.04	8	4	-4	-50%	1.63	9	6	-3	-31%	0.98	11	3	-8	-74%	3.11	7	5	-2	-32%	0.94
S1_2	87586521	Eastern Hills	WB	Normandale Rd - NB	15	8	-7	-45%	1.40	6	6	0	0%	0.00	5	3	-2	-44%	1.14	9	5	-4	-46%	1.62	8	4	-4	-52%	1.75
S1_1	87593665	Eastern Hills	EB	Harbour View Rd - SB	6	2	-4	-68%	1.50	3.666667	0	-4	-100%	2.73	3	1	-2	-62%	1.23	4	1	-3	-73%	1.75	3	2	-1	-40%	0.82
S1_2	87593669	Eastern Hills	WB	Harbour View Rd - NB	5	2	-3	-57%	1.03	2.666667	1	-2	-63%	1.23	2	0	-2	-100%	2.00	3	2	-1	-25%	0.44	5	2	-3	-60%	1.60
S1_1	87596331	Eastern Hills	EB	Tirohanga Rd - SB	6	5	-1	-12%	0.20	6	3	-3	-50%	1.41	3	2	-1	-25%	0.44	3	3	0	0%	0.00	4	2	-2	-50%	1.15
S1_2	99534826	Eastern Hills	WB	Tirohanga Rd - NB	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00
S1_1	95510607	Eastern Hills	WB	Hill Rd - SB	6	13	7	128%	1.69	3	6	3	100%	1.41	3	7	4	109%	1.60	2	6	4	156%	1.79	2	4	2	100%	1.15
S1_2	87597223	Eastern Hills	WB	Hill Rd - NB	8	10	2	20%	0.39	5.333333	6	1	13%	0.28	4	5	1	36%	0.64	5	5	0	7%	0.15	4	3	-1	-18%	0.37
S1_1	87597037	Eastern Hills	EB	Park Rd - SB	10	4	-6	-60%	1.60	6	2	-4	-67%	2.00	5	2	-3	-57%	1.46	5	2	-3	-62%	1.74	7	1	-6	-85%	2.89
S1_2	87597093	Eastern Hills	WB	Park Rd - NB	8	1	-7	-87%	2.26	5.333333	2	-3	-62%	1.74	5	1	-4	-79%	2.18	3	0	-3	-100%	2.45	6	1	-5	-82%	2.56
S1_1	87597320	Eastern Hills	EB	Major Dr - SB	21	12	-9	-42%	1.52	12.66667	5	-8	-61%	2.58	14	7	-7	-50%	2.16	7	5	-2	-25%	0.69	10	5	-5	-50%	1.83
S1_2	87597359	Eastern Hills	WB	Major Dr - NB	28	13	-15	-54%	2.34	14.376	7	-7	-51%	2.26	14	6	-8	-56%	2.44	14	7	-7	-51%	2.25	15	5	-10	-66%	3.08
S2_1	87591806	Railway	NB	Hutt Rd Overbridge - NB	121	85	-36	-30%	2.53	48.66667	55	6	13%	0.88	65	43	-22	-34%	3.03	56	42	-14	-25%	2.00	60	49	-11	-18%	1.45
S2_2	87591810	Railway	SB	Hutt Rd Overbridge - SB	133	79	-54	-41%	3.71	79.03551	51	-28	-35%	3.48	68	38	-30	-44%	4.16	65	41	-24	-37%	3.26	66	38	-28	-43%	3.93
S2_1	87591681	Railway	NB	Cuba St Bridge - NB	86	41	-45	-52%	3.96	42.04938	22	-20	-48%	3.54	41	21	-20	-49%	3.66	44	20	-24	-55%	4.26	29	18	-11	-39%	2.34
S2_2	94312748	Railway	SB	Cuba St Bridge - SB	126	52	-74	-59%	5.53	59.73481	22	-38	-63%	5.90	63	29	-34	-54%	4.98	63	23	-40	-63%	6.10	70	21	-49	-70%	7.27
S2_1	87593831	Railway	NB	Ludlam Cres from White Lines RAB	102	135	33	32%	2.14	59	61	2	3%	0.26	55	68	13	24%	1.66	47	67	20	43%	2.65	60	58	-2	-3%	0.26
S2_2	87591432	Railway	SB	Ludlam Cres Approach	104	104	0	0%	0.00	46	55	9	20%	1.27	49	48	-1	-2%	0.14	55	56	1	2%	0.13	42	47	5	12%	0.75
S2_1	87586559	Railway	NB	Waterloo Rd Bridge - WB	58	27	-31	-53%	3.36	28	14	-14	-50%	3.06	27	13	-14	-51%	3.07	31	14	-17	-55%	3.64	29	14	-15	-52%	3.23
S2_2	87586574	Railway	SB	Waterloo Rd Bridge - EB	45	32	-13	-29%	1.49	18.33333	17	-1	-7%	0.32	22	20	-2	-9%	0.44	23	12	-11	-48%	2.63	23	18	-5	-22%	1.10
S2_1	87586543	Railway	NB	Daysh St Bridge - NB	127	64	-63	-50%	4.54	60.33333	35	-25	-42%	3.67	63	32	-31	-49%	4.50	64	32	-32	-50%	4.59	68	32	-36	-53%	5.09
S2_2	87586576	Railway	SB	Daysh St Bridge - SB	122	84	-38	-31%	2.63	50.66667	37	-14	-27%	2.06	64	47	-17	-27%	2.32	57	37	-20	-35%	2.96	70	37	-33	-47%	4.51
S2_1	87586558	Railway	NB	Wingate Bridge - WB	84	20	-64	-76%	6.31	44.21687	9	-35	-80%	6.83	38	9	-29	-76%	6.02	46	11	-35	-76%	6.58	41	8	-33	-80%	6.64
S2_2	87586512	Railway	SB	Wingate Bridge - EB	52	32	-20	-38%	2.16	27.69514	16	-12	-42%	2.50	21	16	-5	-23%	1.10	31	16	-15	-48%	3.11	25	19	-6	-23%	1.22
S3_1	87589575	Riverbank	EB	(573) WAIONE ST - BETWEEN ABUTMENT EAST TO SEAVIEW RAB - 19 NOV - 26	333	217	-116	-35%	4.95	167	103	-64	-38%	5.51	149	104	-45	-30%	4.00	184	113	-71	-39%	5.83	169	117	-52	-31%	4.35
S3_2	87589505	Riverbank	WB	Waione Street from RAB	290	200	-90	-31%	4.07	129	96	-33	-26%	3.11	146	101	-45	-31%	4.05	144	99	-45	-31%	4.08	142	84	-58	-41%	5.46
S3_1	87592993	Riverbank	EB	Railway Ave Approach	115	95	-20	-17%	1.38	58	51	-7	-12%	0.95	60	48	-12	-20%	1.63	55	47	-8	-15%	1.12	48	39	-9	-19%	1.36
S3_2	87592963	Riverbank	WB	Railway Ave from RAB	113	84	-29	-26%	2.07	59	49	-10	-17%	1.36	49	40	-9	-18%	1.35	64	44	-20	-31%	2.72	60	41	-19	-32%	2.67
S3_1	87595528	Riverbank	EB	Melling Link (N/W) Approach	53	77	24	45%	2.10	28	33	5	18%	0.91	24	43	19	79%	3.28	29	34	5	17%	0.89	22	31	9	41%	1.75
S3_2	87595574	Riverbank	WB	Melling Link NB from Rutherford RAB	75	135	60	80%	4.14	40	67	27	68%	3.69	40	64	24	60%	3.33	35	71	36	103%	4.94	27	64	37	137%	5.49
S3_1	87596997	Riverbank	EB	(787) FAIRWAY DR - ABUTMENT SOUTH TO ABUTMENT NORTH - 5 SEP - 12 SEI	93	140	47	50%	3.06	55	70	15	27%	1.90	51	78	27	53%	3.36	42	62	20	46%	2.72	55	66	11	21%	1.46
S3_2	87596995	Riverbank	WB	(787) FAIRWAY DR - ABUTMENT SOUTH TO ABUTMENT NORTH - 5 SEP - 12 SEI	95	49	-46	-48%	3.83	50.66667	30	-21	-41%	3.25	46	24	-22	-47%	3.67	49	25	-24	-49%	3.99	57	30	-27	-47%	4.05
S4_1	87586550	Fairway/Daysl	NB	Harcourt Werry Dr - EB	26	6	-20	-77%	3.58	15	4	-11	-73%	3.57	15	3	-12	-80%	3.93	12	3	-9	-74%	3.20	16	3	-13	-81%	4.15
S4_2	87586554	Fairway/Daysl	SB	Harcourt Werry Dr - WB	57	43	-14	-25%	1.43	30.68894	28	-3	-9%	0.50	27	20	-7	-27%	1.51	30	23	-7	-23%	1.36	25	17	-8	-33%	1.81
S4_1	87596789	Fairway/Daysl	NB	(3858) HIGH ST - BETWEEN DAYSH ST RAB TO ATHLONE CRES - JUNE 2023 NB	76	29	-47	-62%	4.61	28.72249	16	-13	-44%	2.69	40	14	-26	-65%	4.98	36	15	-21	-59%	4.22	39	18	-21	-54%	4.01
S4_2	87596646	Fairway/Daysl	SB	(3858) HIGH ST - BETWEEN DAYSH ST RAB TO ATHLONE CRES - JUNE 2023 SB	72	23	-49	-68%	5.03	45.00392	14	-31	-69%	5.71	36	9	-27	-75%	5.64	36	14	-22	-61%	4.45	44	8	-36	-82%	7.00
S4_1	87586244	Fairway/Daysl	NB	Oxford Tce - EB	20	12	-8	-39%	1.36	10	2	-8	-80%	3.27	11	4	-7	-65%	2.65	8	8	0	-4%	0.12	6	5	-1	-12%	0.29
S4_2	87586242	Fairway/Daysl	SB	Oxford Tce - WB	25	1	-24	-96%	4.75	13	1	-12	-92%	4.54	10	0	-10	-100%	4.55	15	1	-14	-93%	4.96	8	1	-7	-88%	3.39
S4_1	95314373	Fairway/Daysl	NB	Cambridge Tce - EB	65	53	-12	-18%	1.09	35.33333	22	-13	-38%	2.49	33	26	-7	-21%	1.30	32	27	-5	-15%	0.88	41	20	-21	-51%	3.75
S4_2	87596390	Fairway/Daysl	SB	Cambridge Tce - WB	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00
S4_1	87595395	Fairway/Daysl	NB	Naenae Rd - EB	61	31	-30	-49%	3.16	36	20	-16	-44%	3.02	32	17	-15	-47%	3.03	29	14	-15	-52%	3.30	40	17	-23	-58%	4.36
S4_2	87595674	Fairway/Daysl	SB	Naenae Rd - WB	42	47	5	12%	0.52	19.02506	21	2	10%	0.44	22	27	5	20%	0.92	20	20	0	2%	0.07	29	22	-7	-25%	1.46
S4_1	99534930	Fairway/Daysl	NB	Waddington Dr - SB	17	1	-16	-94%	3.81	9.666667	0	-10	-100%	4.40	8	0	-8	-100%	3.92	10	1	-9	-90%	3.75	10	2	-8	-81%	3.36
S4_2	87594890	Fairway/Daysl	SB	Waddington Dr - NB	19	0	-19	-100%	4.36	10.33333	0	-10	-100%	4.55	8	0	-8	-100%	4.00	11	0	-11	-100%	4.69	11	0	-11	-100%	4.69
S5_1	87588840	Wainuiomata	EB	Gracefield Rd - NB	62	54	-8	-12%	0.71	26.66667	20	-7	-25%	1.38	30	26	-4	-12%	0.70	32	28	-4	-13%	0.73	22	19	-3	-15%	0.73
S5_1	87588830	Wainuiomata	EB	Wainui Rd - EB	67	55	-12	-18%	1.06	32.66667	26	-7	-20%	1.23	36	26	-10	-28%	1.80	31	29	-2	-6%	0.31	32	26	-6	-18%	1.06
S5_2	87588838	Wainuiomata	WB	Gracefield Rd - SB	70	58	-12	-17%	1.06	33.33333	29	-4	-13%	0.78	37	30	-7	-18%	1.15	33	28	-5	-16%	0.97	33	25	-8	-24%	1.49
S5_2	96931522	Wainuiomata	WB	Wainui Rd - WB	66	50	-16	-24%	1.49	40.33333	25	-15	-38%	2.68	34	24	-10	-30%	1.92	32	26	-6	-18%	1.06	42	15	-27	-65%	5.12
S6_1	88803408	SH2 South	NB	Nth of Ngauranga Interchange - NB	425	481	56	13%	1.85	207.3333	222	15	7%	1.00	206	241	35	17%	2.34	219	240	21	9%	1.36	216	247	31	15%	2.06
S6_2	88803333	SH2 South	SB	Nth of Ngauranga Interchange - SB	354	428	74	21%	2.66	195.2222	224	29	15%	1.99	186	222	36	20%	2.54	168	206	38	23%	2.79	177	198	21	12%	1.53
S7_1	14843162	SH58	EB	PAUATAHANUI EAST - Telemetry Site 73	85	112	27	32%	1.94	46.83333	64	17	37%	2.31	45	62	17	37%	2.30	40	50	10	26%	1.54	36	53	17	49%	2.60
S7_2	14843161	SH58	WB	PAUATAHANUI EAST - Telemetry Site 73	82	111	29	36%	2.11	45.83333	67	21	46%	2.82	43	55	12	27%	1.69	39	56	18	45%	2.55	45	48	4	8%	0.51

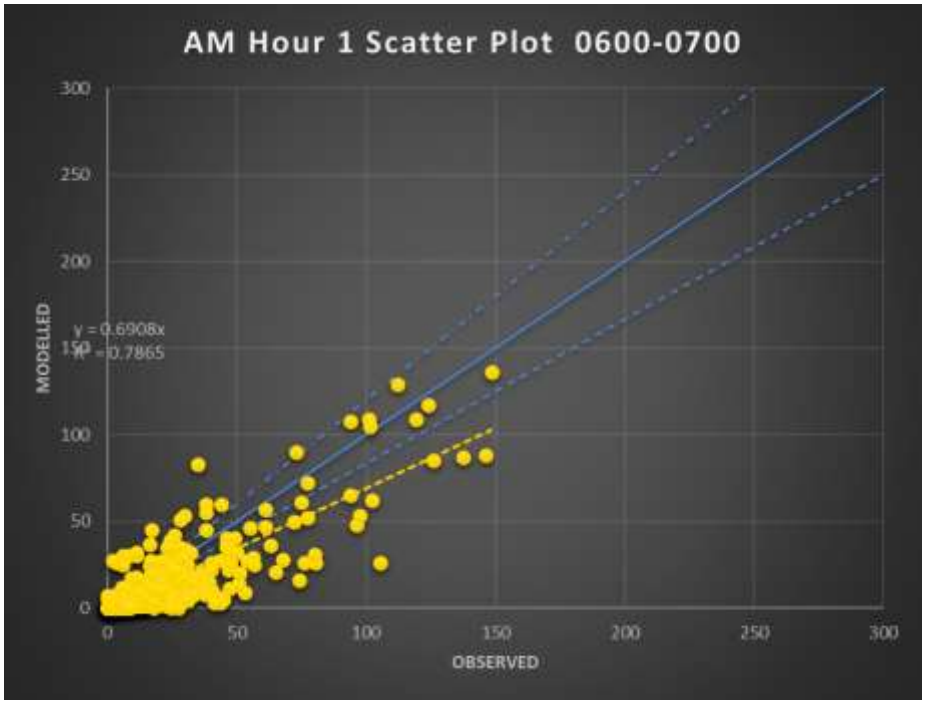
Individual counts on screenlines GEH– heavy vehicles – hybrid layer– IP

Screenline	Direction	PM 2hour 1600-1800					PM Hour 1 1500-1600					PM Hour 2 1600-1700					PM Hour 3 1700-1800					PM Hour 4 1800-1900				
		Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH
Eastern Hills	EB	111	38	-73	-66%	5.97	67	41	-26	-39%	3.50	57	21	-36	-63%	5.73	54	17	-37	-69%	6.22	48	19	-29	-60%	5.01
	WB	184	71	-113	-62%	7.10	79	57	-22	-28%	2.67	93	36	-57	-61%	7.07	92	35	-57	-62%	7.13	61	26	-35	-57%	5.31
	Total	295	109	-186	-63%	9.26	146	98	-48	-33%	4.32	149	57	-92	-62%	9.10	146	52	-94	-64%	9.43	109	45	-64	-59%	7.30
Railway	NB	457	390	-67	-15%	2.31	291	271	-20	-7%	1.20	258	215	-43	-17%	2.79	199	175	-24	-12%	1.77	122	107	-15	-12%	1.37
	SB	454	293	-161	-36%	5.90	301	235	-66	-22%	4.06	264	167	-97	-37%	6.63	190	126	-64	-34%	5.10	137	95	-42	-31%	3.93
	Total	912	683	-229	-25%	5.72	593	506	-87	-15%	3.69	522	382	-140	-27%	6.59	389	301	-88	-23%	4.76	259	202	-57	-22%	3.76
Riverbank	EB	368	461	93	25%	3.24	279	354	75	27%	4.20	197	252	55	28%	3.65	170	209	39	23%	2.81	102	164	62	60%	5.34
	WB	446	446	0	0%	0.01	238	314	76	32%	4.55	267	259	-8	-3%	0.47	179	187	8	4%	0.59	61	93	32	52%	3.65
	Total	813	907	94	12%	2.26	518	668	150	29%	6.17	464	511	47	10%	2.13	349	396	47	13%	2.42	163	257	94	57%	6.46
Fairway/Daysh	NB	249	174	-75	-30%	3.64	139	131	-8	-6%	0.67	138	88	-50	-36%	4.71	111	86	-25	-22%	2.49	72	54	-18	-25%	2.23
	SB	190	80	-110	-58%	6.71	116	45	-71	-61%	7.92	107	45	-62	-58%	7.08	84	35	-49	-58%	6.32	54	26	-28	-52%	4.48
	Total	439	254	-185	-42%	7.03	255	176	-79	-31%	5.37	245	133	-112	-46%	8.13	194	121	-73	-38%	5.85	126	80	-46	-37%	4.55
Wainuiomata	NB	158	87	-71	-45%	4.52	74	75	1	1%	0.11	84	51	-33	-39%	3.99	74	36	-38	-51%	5.13	46	26	-20	-43%	3.29
	SB	119	51	-68	-57%	5.20	70	46	-24	-35%	3.19	68	31	-37	-55%	5.31	50	20	-30	-60%	5.12	38	9	-29	-76%	5.94
	Total	277	138	-139	-50%	6.80	144	121	-23	-16%	2.03	152	82	-70	-46%	6.48	124	56	-68	-55%	7.20	83	35	-48	-58%	6.29
SH2 South	NB	217	240	23	11%	1.08	215	194	-21	-10%	1.47	121	128	7	6%	0.63	96	112	16	17%	1.57	106	106	0	0%	0.03
	SB	171	236	65	38%	3.20	146	181	35	24%	2.76	101	139	38	38%	3.51	71	97	26	37%	2.86	53	69	16	29%	2.00
	Total	388	476	88	23%	2.98	361	375	14	4%	0.74	222	267	45	21%	2.91	167	209	42	25%	3.08	159	175	16	10%	1.24
SH58	NB	68	68	0	0%	0.00	44	43	-1	-3%	0.20	41	37	-4	-9%	0.61	27	31	4	14%	0.71	15	18	3	20%	0.74
	SB	70	156	86	123%	5.72	41	65	24	59%	3.30	37	83	46	126%	5.99	33	73	40	119%	5.44	16	40	24	153%	4.57
	Total	138	224	86	62%	4.52	85	108	23	27%	2.31	78	120	43	55%	4.28	61	104	44	72%	4.80	31	58	27	88%	4.08

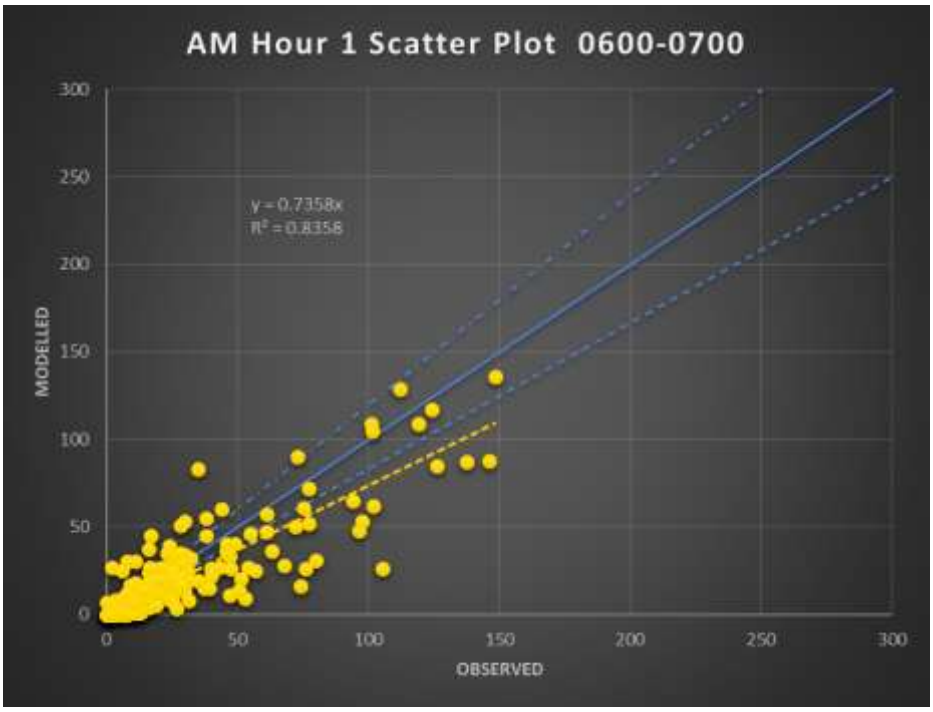
Directional counts on screenlines GEH – heavy vehicles – hybrid layer– PM

ID	Aimsun ID	Screenline	Direction	Location	PM 2hour 1600-1800					PM Hour 1 1500-1600					PM Hour 2 1600-1700					PM Hour 3 1700-1800					PM Hour 4 1800-1900				
					Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH	Observed	Modelled	Diff	% Diff	GEH
S1_1	87586510	Eastern Hills	EB	Korokoro Rd Bridge - SB	13	9	-4	-29%	0.79	14.70907	10	-5	-32%	1.34	6	5	-1	-21%	0.57	6	4	-2	-37%	1.03	5	4	-1	-25%	0.62
S1_2	87586540	Eastern Hills	WB	Korokoro Rd Bridge - NB	19	15	-4	-22%	0.74	15.33333	8	-7	-48%	2.15	11	7	-4	-34%	1.23	9	8	-1	-8%	0.23	6	3	-3	-50%	1.41
S1_1	87591815	Eastern Hills	EB	Dowse Dr - SB	27	10	-17	-63%	2.75	14	8	-6	-43%	1.83	11	6	-5	-46%	1.72	16	4	-12	-74%	3.72	12	3	-9	-75%	3.29
S1_2	87591819	Eastern Hills	WB	Dowse Dr - NB	56	9	-47	-84%	5.86	21	5	-16	-76%	4.44	27	3	-24	-89%	6.25	29	6	-23	-79%	5.50	17	5	-12	-70%	3.54
S1_1	87586509	Eastern Hills	EB	Normandale Rd - SB	17	3	-14	-82%	3.08	7.666667	4	-4	-48%	1.52	9	2	-7	-77%	2.89	8	1	-7	-88%	3.30	7	1	-6	-86%	3.10
S1_2	87586521	Eastern Hills	WB	Normandale Rd - NB	20	7	-13	-65%	2.50	9.666667	8	-2	-17%	0.56	9	4	-5	-57%	2.07	11	3	-8	-72%	2.93	7	3	-4	-55%	1.67
S1_1	87593665	Eastern Hills	EB	Harbour View Rd - SB	5	0	-5	-100%	2.31	4.333333	2	-2	-54%	1.33	1	0	-1	-100%	1.41	4	0	-4	-100%	2.94	3	3	0	12%	0.20
S1_2	87593669	Eastern Hills	WB	Harbour View Rd - NB	8	1	-7	-87%	2.26	4	2	-2	-50%	1.15	4	1	-3	-73%	1.75	4	0	-4	-100%	2.83	4	1	-3	-73%	1.75
S1_1	87596331	Eastern Hills	EB	Tirohanga Rd - SB	11	3	-8	-73%	2.14	6.666667	3	-4	-55%	1.67	8	2	-6	-75%	2.68	3	1	-2	-67%	1.41	3	1	-2	-63%	1.23
S1_2	99534828	Eastern Hills	WB	Tirohanga Rd - NB	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00
S1_1	95510607	Eastern Hills	EB	Hill Rd - SB	6	2	-4	-69%	1.51	4	5	1	25%	0.47	3	2	-1	-40%	0.82	3	0	-3	-100%	2.46	4	3	-1	-18%	0.37
S1_2	87597223	Eastern Hills	WB	Hill Rd - NB	20	11	-9	-44%	1.57	5.350515	11	6	106%	1.98	12	6	-6	-50%	2.00	8	5	-3	-35%	1.06	5	5	0	-6%	0.15
S1_1	87597037	Eastern Hills	EB	Park Rd - SB	10	4	-6	-61%	1.68	4.666667	1	-4	-79%	2.18	5	1	-4	-81%	2.44	5	3	-2	-40%	1.01	6	1	-5	-82%	2.56
S1_2	87597093	Eastern Hills	WB	Park Rd - NB	14	4	-10	-71%	2.36	3.333333	4	1	20%	0.35	5	3	-2	-44%	1.14	9	1	-8	-88%	3.49	7	2	-5	-71%	2.36
S1_1	87597320	Eastern Hills	EB	Major Dr - SB	22	7	-15	-68%	2.74	10.66667	8	-3	-25%	0.87	13	3	-10	-77%	3.54	9	4	-5	-54%	1.85	9	3	-6	-65%	2.35
S1_2	87597359	Eastern Hills	WB	Major Dr - NB	47	24	-23	-49%	2.77	20.33333	19	-1	-7%	0.30	24	12	-12	-51%	2.90	23	12	-11	-48%	2.64	16	7	-9	-55%	2.58
S2_1	87591806	Railway	NB	Hutt Rd Overbridge - NB	100	69	-31	-31%	2.41	52.33333	45	-7	-14%	1.05	55	36	-19	-35%	2.87	45	33	-12	-27%	1.92	31	27	-4	-13%	0.74
S2_2	87591810	Railway	SB	Hutt Rd Overbridge - SB	73	54	-19	-26%	1.66	62.02963	46	-16	-26%	2.18	45	29	-16	-36%	2.68	27	25	-2	-9%	0.46	27	16	-11	-41%	2.43
S2_1	87591681	Railway	NB	Cuba St Bridge - NB	44	102	58	131%	4.78	34.10185	75	41	120%	5.54	19	55	36	183%	5.83	25	47	22	90%	3.72	16	31	15	98%	3.17
S2_2	94312748	Railway	SB	Cuba St Bridge - SB	106	25	-81	-76%	7.05	63.06828	17	-46	-73%	7.28	64	16	-48	-75%	7.62	41	9	-32	-78%	6.44	27	7	-20	-74%	4.85
S2_1	87593831	Railway	NB	Ludlam Cres from White Lines RAB	59	76	17	29%	1.46	42	67	25	60%	3.39	33	43	10	30%	1.62	26	33	7	27%	1.29	8	15	7	88%	2.06
S2_2	87591412	Railway	SB	Ludlam Cres Approach	61	71	10	16%	0.87	56	67	11	20%	1.40	42	42	0	0%	0.00	19	29	10	53%	2.04	20	19	-1	-5%	0.23
S2_1	87586559	Railway	NB	Waterloo Rd Bridge - WB	60	34	-26	-44%	2.71	35.68922	27	-9	-24%	1.55	29	19	-10	-35%	2.10	31	15	-16	-52%	3.34	17	11	-6	-34%	1.52
S2_2	87586574	Railway	SB	Waterloo Rd Bridge - EB	63	38	-25	-39%	2.47	31.34289	29	-2	-7%	0.43	28	21	-7	-25%	1.42	35	17	-18	-51%	3.48	18	13	-5	-29%	1.35
S2_1	87586543	Railway	NB	Daysh St Bridge - NB	110	91	-19	-17%	1.35	68.36479	46	-22	-33%	2.96	67	54	-13	-19%	1.67	43	37	-6	-14%	0.96	32	18	-14	-44%	2.86
S2_2	87586576	Railway	SB	Daysh St Bridge - SB	120	54	-66	-55%	5.03	63.69151	38	-26	-40%	3.60	64	30	-34	-53%	5.00	56	24	-32	-57%	5.06	31	21	-10	-32%	1.96
S2_1	87586558	Railway	NB	Wingate Bridge - WB	83	18	-65	-78%	6.48	58.59114	11	-48	-81%	8.07	54	8	-46	-85%	8.23	29	10	-19	-66%	4.37	18	5	-13	-72%	3.84
S2_2	87586512	Railway	SB	Wingate Bridge - EB	32	51	19	59%	2.07	25.35021	38	13	50%	2.25	20	29	9	42%	1.74	12	22	10	88%	2.50	14	19	5	39%	1.31
S3_1	87589575	Riverbank	EB	(573) WAIONE ST - BETWEEN ABUTMENT EAST TO SEAVIEW RAB - 19 NOV - 26	157	147	-10	-6%	0.57	142	130	-12	-8%	1.03	81	84	3	4%	0.33	76	63	-13	-17%	1.56	38	51	13	34%	1.95
S3_2	87589505	Riverbank	WB	Waione Street from RAB	108	131	23	21%	1.49	109	132	23	21%	2.10	71	82	11	15%	1.26	37	49	12	32%	1.83	23	25	2	9%	0.41
S3_1	87592993	Riverbank	EB	Railway Ave Approach	77	145	68	88%	4.56	59	100	41	69%	4.60	45	78	33	73%	4.21	32	67	35	109%	4.97	28	44	16	57%	2.67
S3_2	87592963	Riverbank	WB	Railway Ave from RAB	69	79	10	14%	0.82	46	70	24	52%	3.15	38	49	11	29%	1.67	31	30	-1	-3%	0.18	14	19	5	36%	1.23
S3_1	87595528	Riverbank	EB	Melling Link (N/W) Approach	52	57	5	10%	0.48	22	40	18	82%	3.23	24	31	7	29%	1.33	28	26	-2	-7%	0.38	15	26	11	73%	2.43
S3_2	87595574	Riverbank	WB	Melling Link NB from Rutherford RAB	33	81	48	145%	4.50	29	44	15	52%	2.48	19	43	24	126%	4.31	14	38	24	171%	4.71	11	20	9	82%	2.29
S3_1	87596997	Riverbank	EB	(787) FAIRWAY DR - ABUTMENT SOUTH TO ABUTMENT NORTH - 5 SEP - 12 SEI	82	112	30	37%	2.18	56.33333	84	28	49%	3.30	47	59	12	25%	1.60	34	53	19	54%	2.82	21	43	22	102%	3.82
S3_2	87596995	Riverbank	WB	(787) FAIRWAY DR - ABUTMENT SOUTH TO ABUTMENT NORTH - 5 SEP - 12 SEI	236	155	-81	-34%	4.08	54.33333	68	14	25%	1.75	139	85	-54	-39%	5.07	97	70	-27	-28%	2.95	13	29	16	123%	3.49
S4_1	87586550	Fairway/Daysl	NB	Harcourt Werry Dr - EB	44	22	-22	-50%	2.68	19	15	-4	-21%	0.97	23	9	-14	-60%	3.44	21	13	-8	-38%	1.94	11	9	-2	-18%	0.63
S4_2	87586554	Fairway/Daysl	SB	Harcourt Werry Dr - WB	71	30	-41	-58%	4.09	33.75032	12	-22	-64%	4.55	41	18	-23	-56%	4.25	30	12	-18	-60%	3.93	15	11	-4	-27%	1.11
S4_1	87596789	Fairway/Daysl	NB	(3858) HIGH ST - BETWEEN DAYSH ST RAB TO ATHLONE CRES - JUNE 2023 NB	49	52	3	7%	0.33	24.37926	40	16	64%	2.75	27	28	1	4%	0.19	22	24	2	11%	0.48	18	21	3	16%	0.67
S4_2	87596646	Fairway/Daysl	SB	(3858) HIGH ST - BETWEEN DAYSH ST RAB TO ATHLONE CRES - JUNE 2023 SB	47	22	-25	-53%	2.97	28.9635	14	-15	-52%	3.23	25	13	-12	-47%	2.66	22	9	-13	-59%	3.31	18	6	-12	-66%	3.41
S4_1	87586244	Fairway/Daysl	NB	Oxford Tce - EB	15	12	-3	-18%	0.52	10	6	-4	-40%	1.41	8	6	-2	-25%	0.76	7	6	-1	-10%	0.26	6	3	-3	-47%	1.28
S4_2	87586242	Fairway/Daysl	SB	Oxford Tce - WB	16	5	-11	-69%	2.45	12.66667	2	-11	-84%	3.94	9	2	-7	-79%	3.08	7	3	-4	-57%	1.79	5	0	-5	-100%	3.27
S4_1	95314373	Fairway/Daysl	NB	Cambridge Tce - EB	71	58	-13	-19%	1.17	42	46	4	10%	0.60	42	30	-12	-29%	2.05	29	28	-1	-3%	0.19	13	15	2	13%	0.44
S4_2	87596390	Fairway/Daysl	SB	Cambridge Tce - WB	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00	0	0	0	#DIV/0!	0.00
S4_1	87595395	Fairway/Daysl	NB	Naenae Rd - EB	55	29	-26	-47%	2.81	31.69116	23	-9	-27%	1.66	30	15	-15	-49%	3.10	25	14	-11	-44%	2.49	18	6	-12	-67%	3.47
S4_2	87595674	Fairway/Daysl	SB	Naenae Rd - WB	40	23	-17	-43%	2.18	30.33333	17	-13	-44%	2.74	24	12	-12	-49%	2.77	17	11	-6	-34%	1.52	12	9	-3	-25%	0.93
S4_1	99534930	Fairway/Daysl	NB	Waddington Dr - SB	16	1	-15	-94%	3.59	11.66667	1	-11	-91%	4.24	8	0	-8	-100%	4.08	7	1	-6	-86%	3.11	6	0	-6	-100%	3.37
S4_2	87594890	Fairway/Daysl	SB	Waddington Dr - NB	16	0	-16	-100%	4.00	10.33333	0	-10	-100%	4.55	8	0	-8	-100%	4.00	8	0	-8	-100%	4.00	4	0	-4	-100%	2.95
S5_1	87588840	Wainuiomata	EB	Gracefield Rd - NB	82	37	-45	-55%	4.10	30.68421	32	1	4%	0.24	45	21	-24	-53%	4.18	37	16	-21	-56%	4.03	17	11	-6	-34%	1.53
S5_1	87588830	Wainuiomata	EB	Wainui Rd - EB	76	50	-26	-34%	2.32	43.33333	43	0	-1%	0.05	39	30	-9	-22%	1.48	37	20	-17	-46%	3.24	29	15	-14	-48%	2.99
S5_2	87588838	Wainuiomata	WB	Gracefield Rd - SB	37	34	-3	-7%	0.32	32.66667	32	-1	-2%	0.12	24	21	-3	-11%	0.56	13	13	0	0%	0.00	12	6	-6	-49%	1.91
S5_2	96931522	Wainuiomata	WB	Wainui Rd - WB	82	17	-65	-79%	6.54	37.68763	14	-24	-63%	4.66	45	10	-35	-78%	6.64	37	7	-30	-81%	6.45	26	3	-23	-88%	6.04
S6_1	88803408	SH2 South	NB	Nth of Ngauranga Interchange - NB	217	240	23	11%	1.08	215	194	-21	-10%	1.47	121	128	7	6%	0.63	96	112	16	17%	1.57	106	106	0	0%	0.03
S6_2	88803333	SH2 South	SB	Nth of Ngauranga Interchange - SB	171	236	65	38%	3.20	145.7778	181	35	24%	2.76	101	139	38	38%	3.51	71	97	26	37%	2.86	53	69	16	29%	2.00
S7_1	14843162	SH58	EB	PAUATAHANUI EAST - Telemetry Site 73	68	68	0	0%	0.00	44.33333	43	-1	-3%	0.20	41	37	-4	-9%	0.61	27	31	4	14%	0.71	15	18	3	20%	0.74
S7_2	14843161	SH58	WB	PAUATAHANUI EAST - Telemetry Site 73	70	156	86	123%	5.72	41	65	24	59%	3.30	37	83	46	126%	5.99	33	73	40	119%	5.44	16	40	24	153%	4.57

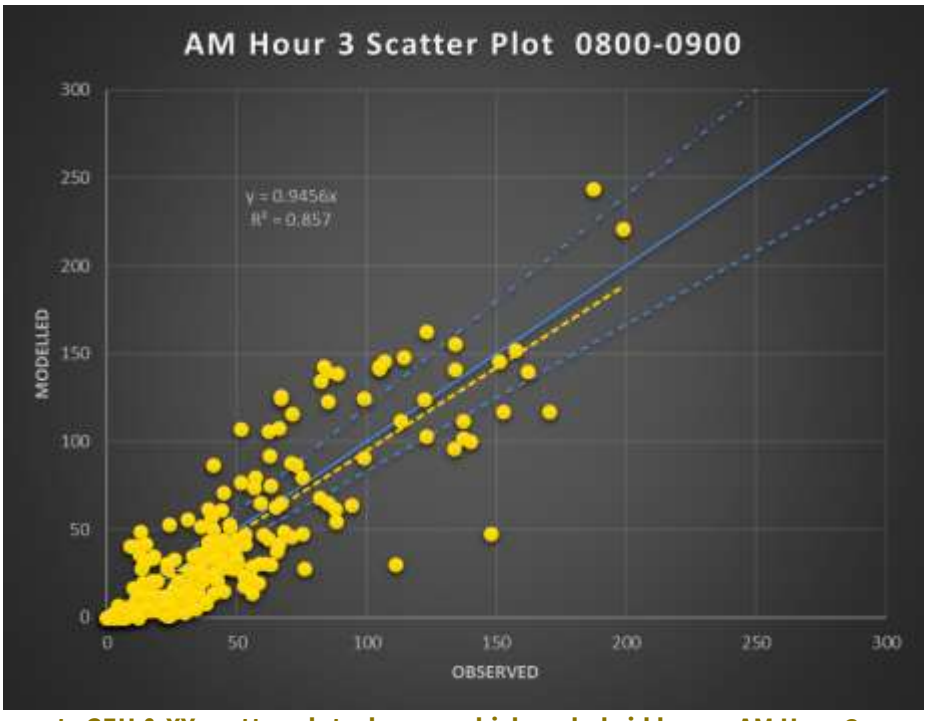
Individual counts on screenlines GEH– heavy vehicles – hybrid layer– PM



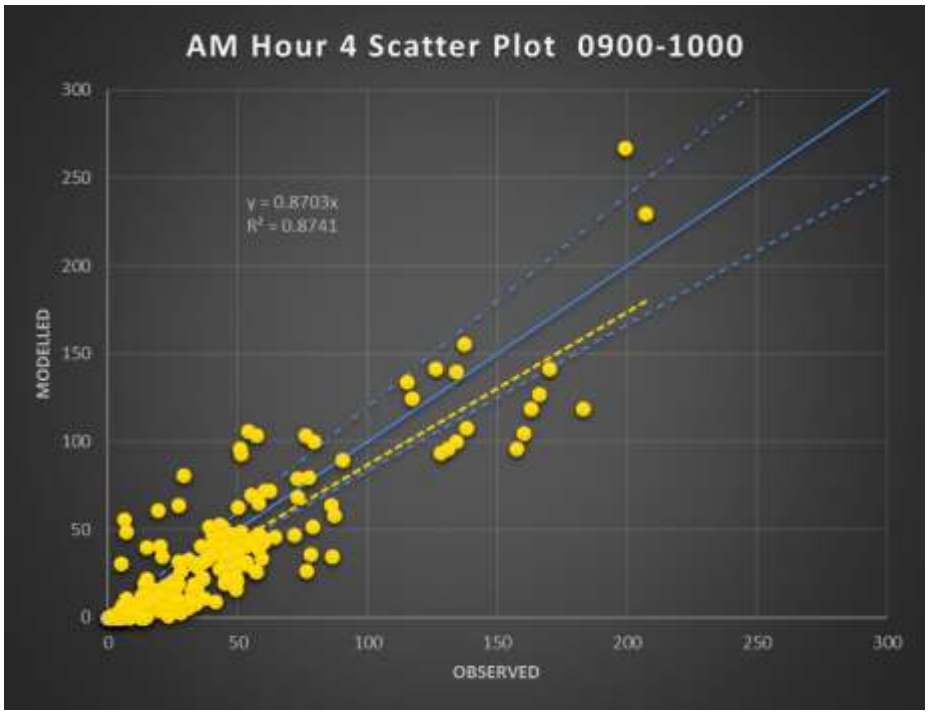
Individual link counts GEH & XY scatter plot – heavy vehicles – hybrid layer– AM Hour 1



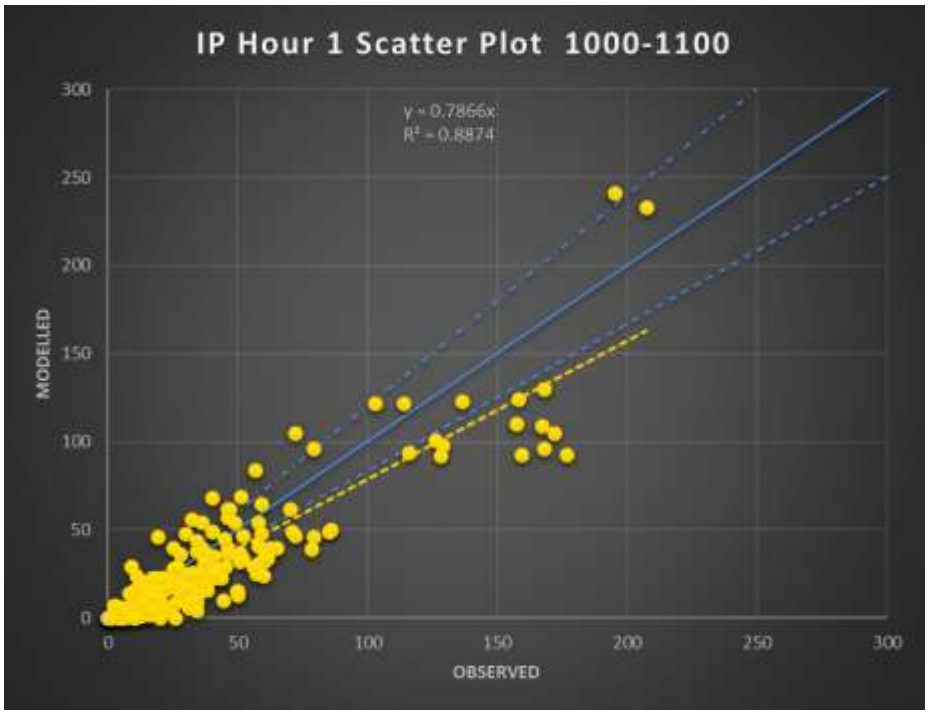
Individual link counts GEH & XY scatter plot – heavy vehicles – hybrid layer– AM Hour 2



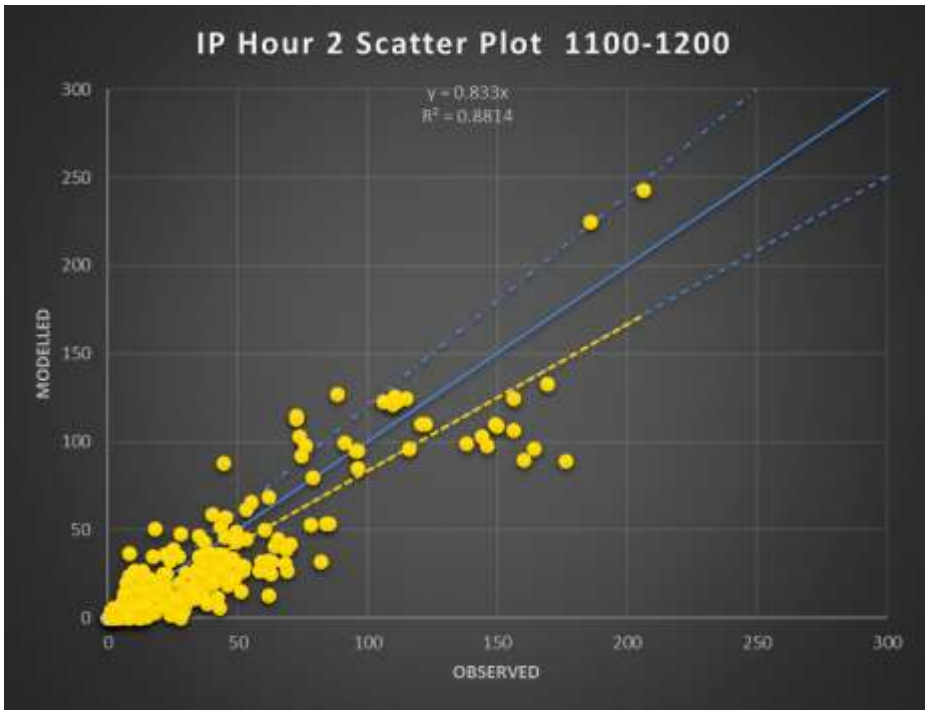
Individual link counts GEH & XY scatter plot – heavy vehicles – hybrid layer– AM Hour 3



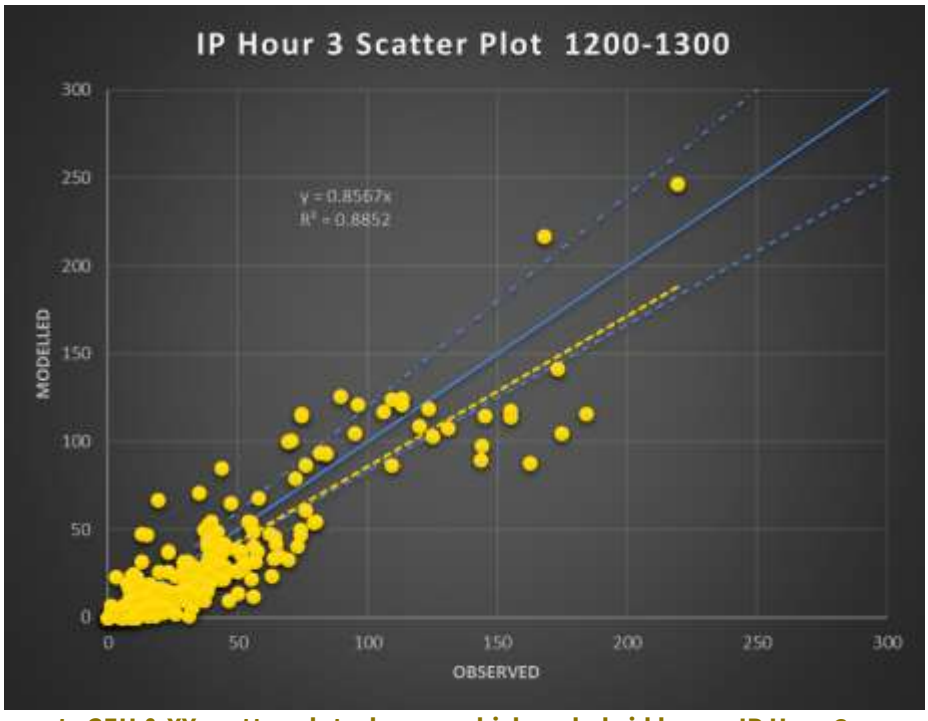
Individual link counts GEH & XY scatter plot – heavy vehicles – hybrid layer– AM Hour 4



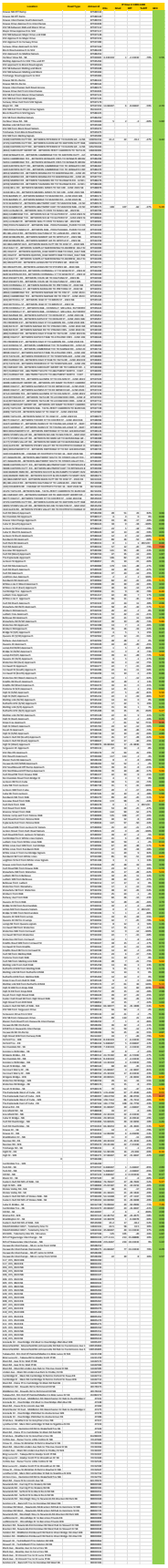
Individual link counts GEH & XY scatter plot – heavy vehicles – hybrid layer– IP Hour 1

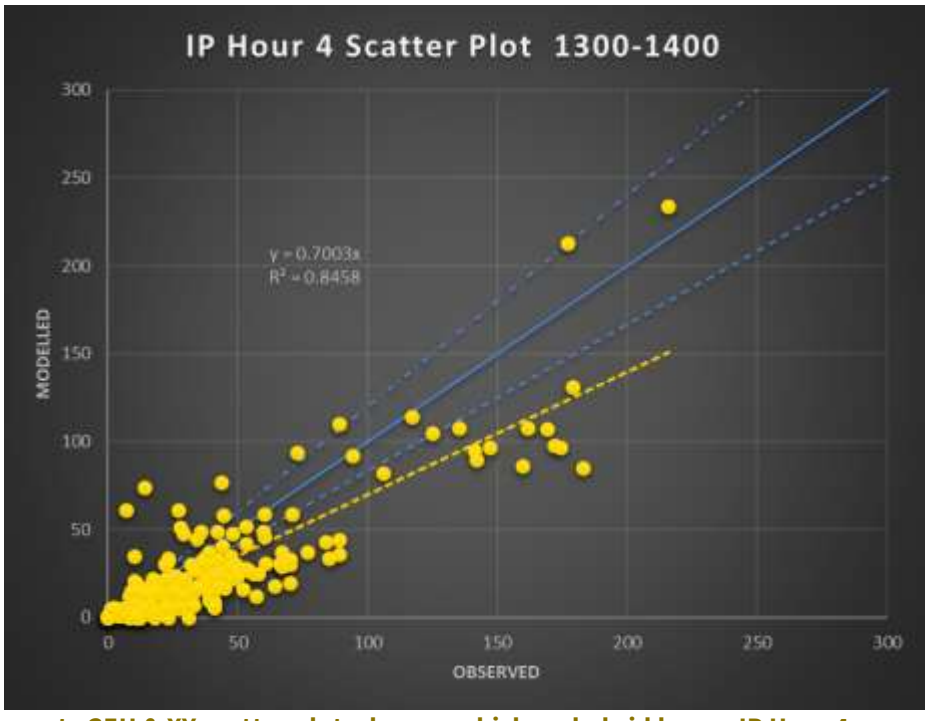


Individual link counts GEH & XY scatter plot – heavy vehicles – hybrid layer– IP Hour 2

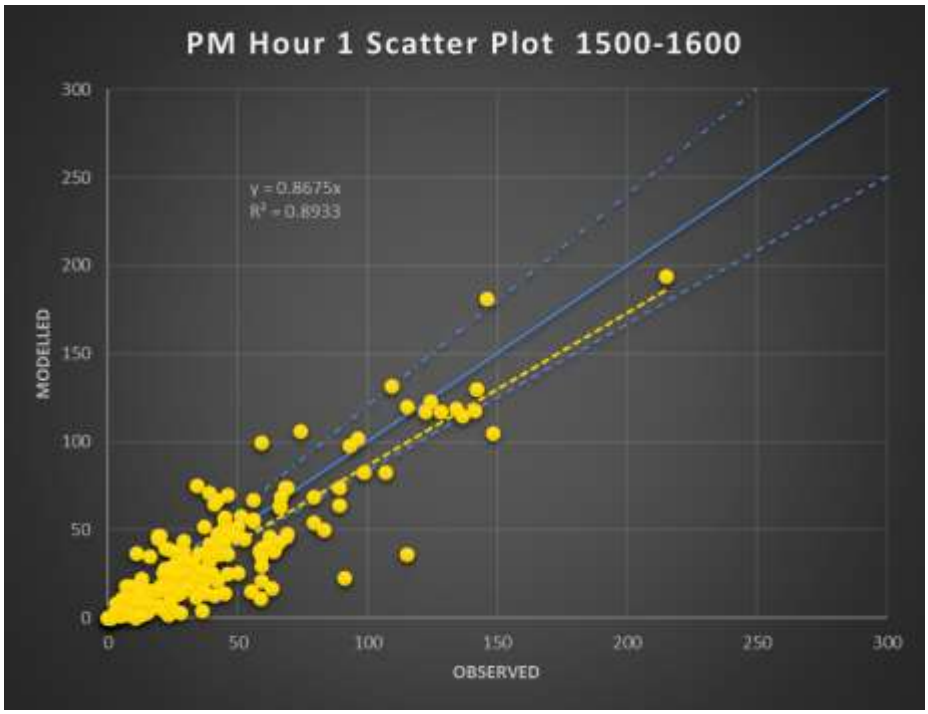


Individual link counts GEH & XY scatter plot – heavy vehicles – hybrid layer– IP Hour 3

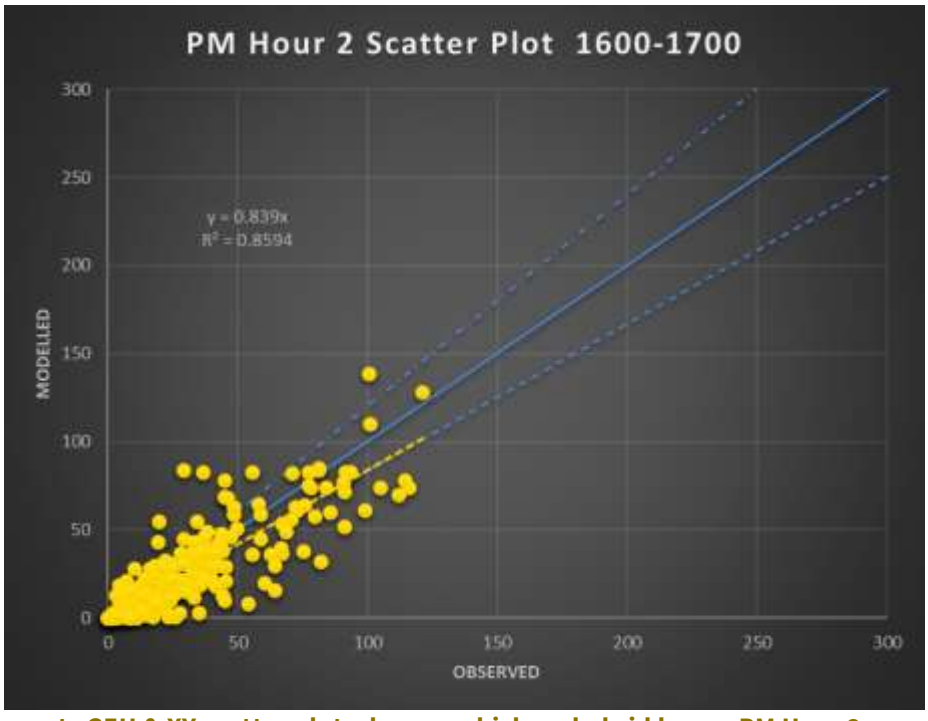




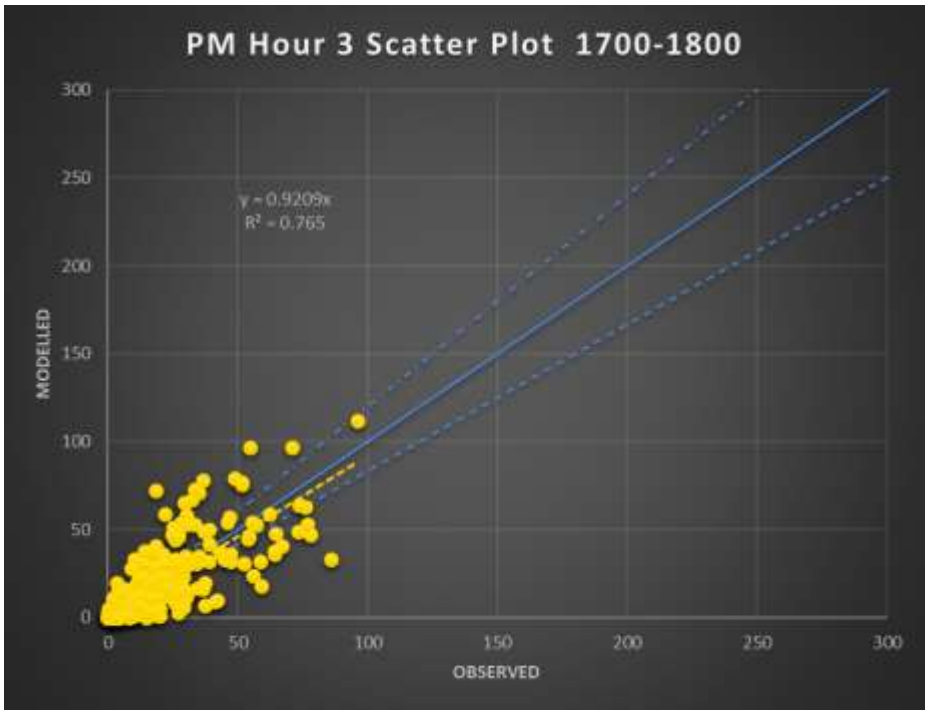
Individual link counts GEH & XY scatter plot – heavy vehicles – hybrid layer– IP Hour 4



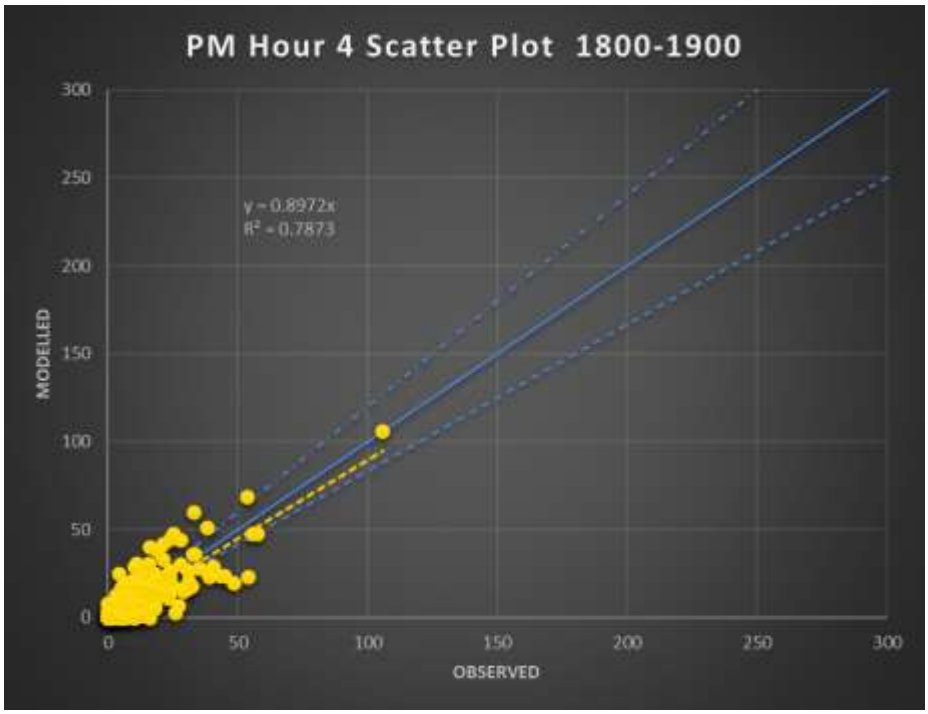
Individual link counts GEH & XY scatter plot – heavy vehicles – hybrid layer– PM Hour 1



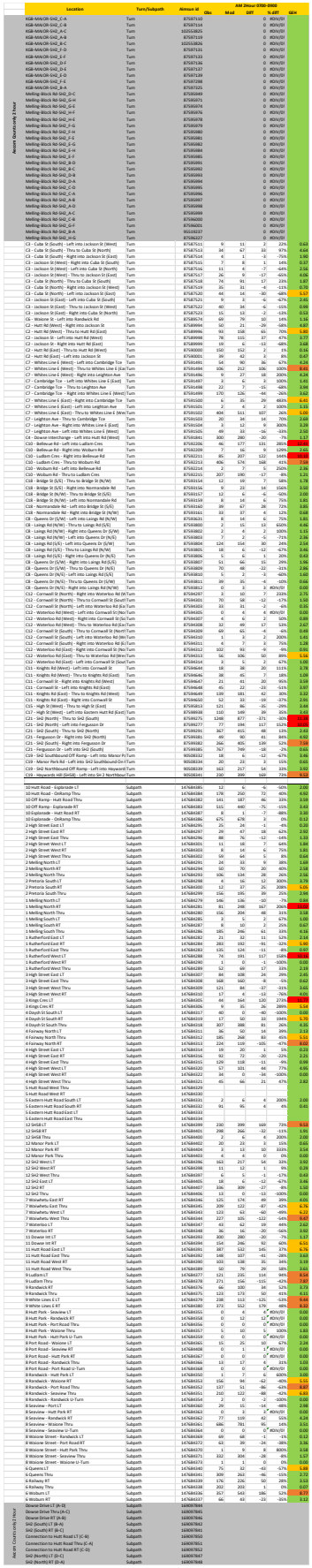
Individual link counts GEH & XY scatter plot – heavy vehicles – hybrid layer– PM Hour 2



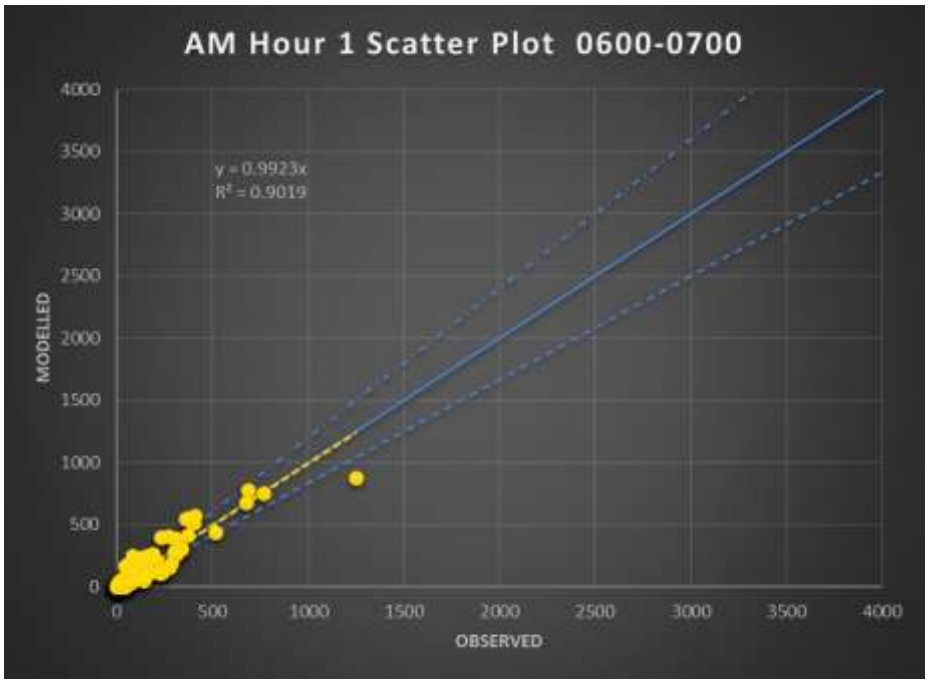
Individual link counts GEH & XY scatter plot – heavy vehicles – hybrid layer– PM Hour 3



Individual link counts GEH & XY scatter plot – heavy vehicles – hybrid layer– PM Hour 4

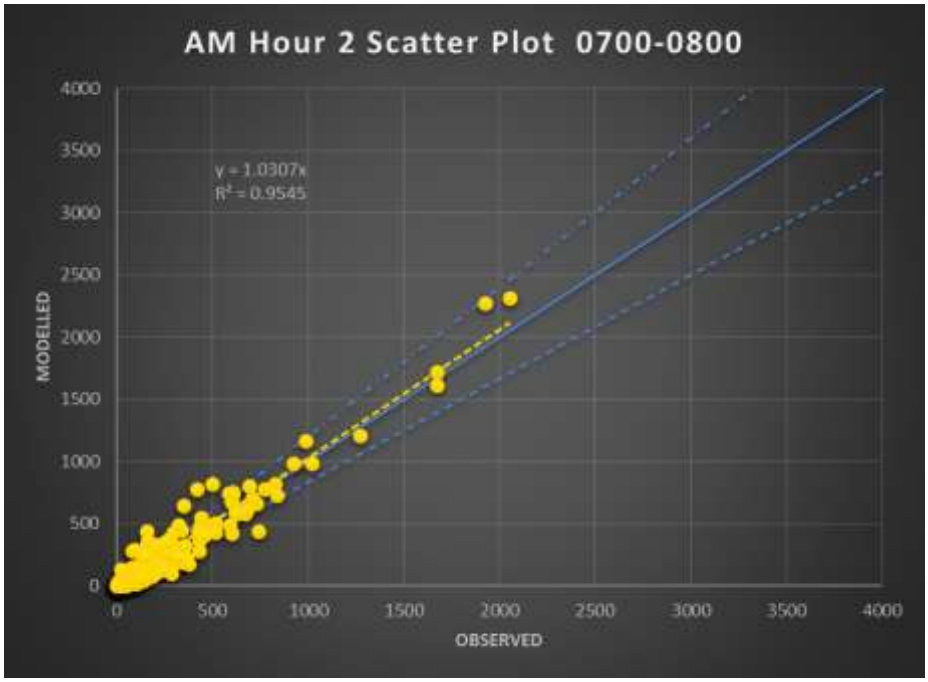


Location	Turn/Subpath	Aimsun Id	Obs	Mod	Diff	% diff	GEH
KGB-MAIN OR-SH2_C-A	Turn	87597110			0	#DIV/0!	
KGB-MAIN OR-SH2_C-B	Turn	87597114			0	#DIV/0!	
KGB-MAIN OR-SH2_A-C	Turn	102553825			0	#DIV/0!	
KGB-MAIN OR-SH2_A-B	Turn	87597139			0	#DIV/0!	
KGB-MAIN OR-SH2_B-C	Turn	102553826			0	#DIV/0!	
KGB-MAIN OR-SH2_F-D	Turn	87597131			0	#DIV/0!	
KGB-MAIN OR-SH2_E-F	Turn	87597133			0	#DIV/0!	
KGB-MAIN OR-SH2_D-F	Turn	87597136			0	#DIV/0!	
KGB-MAIN OR-SH2_D-E	Turn	87597137			0	#DIV/0!	
KGB-MAIN OR-SH2_E-D	Turn	87597139			0	#DIV/0!	
KGB-MAIN OR-SH2_F-E	Turn	87597298			0	#DIV/0!	
KGB-MAIN OR-SH2_B-A	Turn	87597325			0	#DIV/0!	
Melling-Block Rd-SH2_D-C	Turn	87565669			0	#DIV/0!	
Melling-Block Rd-SH2_G-H	Turn	87565671			0	#DIV/0!	
Melling-Block Rd-SH2_G-E	Turn	87565674			0	#DIV/0!	
Melling-Block Rd-SH2_H-F	Turn	87565676			0	#DIV/0!	
Melling-Block Rd-SH2_H-E	Turn	87565678			0	#DIV/0!	
Melling-Block Rd-SH2_F-G	Turn	87565679			0	#DIV/0!	
Melling-Block Rd-SH2_F-H	Turn	87565680			0	#DIV/0!	
Melling-Block Rd-SH2_F-E	Turn	87565681			0	#DIV/0!	
Melling-Block Rd-SH2_E-G	Turn	87565682			0	#DIV/0!	
Melling-Block Rd-SH2_E-H	Turn	87565684			0	#DIV/0!	
Melling-Block Rd-SH2_E-F	Turn	87565685			0	#DIV/0!	
Melling-Block Rd-SH2_B-D	Turn	87565691			0	#DIV/0!	
Melling-Block Rd-SH2_B-C	Turn	87565692			0	#DIV/0!	
Melling-Block Rd-SH2_D-B	Turn	87565693			0	#DIV/0!	
Melling-Block Rd-SH2_D-A	Turn	87565694			0	#DIV/0!	
Melling-Block Rd-SH2_C-D	Turn	87565695			0	#DIV/0!	
Melling-Block Rd-SH2_C-A	Turn	87565696			0	#DIV/0!	
Melling-Block Rd-SH2_A-B	Turn	87565697			0	#DIV/0!	
Melling-Block Rd-SH2_A-D	Turn	87565698			0	#DIV/0!	
Melling-Block Rd-SH2_A-C	Turn	87565699			0	#DIV/0!	
Melling-Block Rd-SH2_C-B	Turn	87566000			0	#DIV/0!	
Melling-Block Rd-SH2_G-F	Turn	87566001			0	#DIV/0!	
Melling-Block Rd-SH2_B-A	Turn	91519237			0	#DIV/0!	
Melling-Block Rd-SH2_H-G	Turn	87566227			0	#DIV/0!	
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	87587511	9	11	2	22%	0.63
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	87587513	34	67	33	97%	4.64
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	87587514	4	1	-3	-75%	1.00
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	87587515	7	8	1	14%	0.37
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	87587516	11	4	-7	-64%	2.06
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	87587517	26	9	-17	-65%	4.06
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	87587518	74	91	17	23%	1.87
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	87587519	35	31	-4	-11%	0.70
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	87587520	44	14	-30	-68%	5.57
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	87587521	9	3	-6	-67%	2.45
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	87587522	60	54	-6	-10%	0.79
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	87587523	15	13	-2	-13%	0.53
C4 - Weasow St - Left into Randwick Rd	Turn	87589174	69	79	10	14%	1.16
C2 - Hutt Rd (West) - Right into Jackson St	Turn	87589994	50	21	-29	-58%	4.87
C2 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	87589996	93	158	65	70%	5.90
C2 - Jackson St - Left into Hutt Rd (West)	Turn	87589998	78	115	37	47%	3.77
C2 - Jackson St - Right into Hutt Rd (East)	Turn	87589999	19	6	-13	-68%	3.68
C2 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	87590000	150	152	2	1%	0.16
C2 - Hutt Rd (East) - Left into Jackson St	Turn	87590001	39	42	3	8%	0.47
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	87594691	54	90	36	67%	4.24
C7 - Whites Line E (West) - Thru to Whites Line E (Ea	Turn	87594694	106	212	106	100%	8.72
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	87594696	9	27	18	200%	4.24
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	87594697	3	6	3	100%	1.41
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	87594698	22	7	-15	-68%	3.94
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	87594699	170	106	-64	-38%	5.02
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	87595500	6	35	29	483%	6.41
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	87595501	2	4	2	100%	1.15
C7 - Whites Line E (East) - Thru to Whites Line E (We	Turn	87595502	404	511	107	26%	5.00
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	87595503	20	34	14	70%	2.68
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	87595504	3	12	9	300%	3.19
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	87595505	69	53	-16	-23%	2.02
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	87595841	300	280	-20	-7%	1.17
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	87595206	46	177	131	285%	12.43
C10 - Bellevue Rd - Right into Woburn Rd	Turn	87595209	7	16	9	129%	2.92
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	87595211	86	207	122	142%	10.42
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	87595213	406	574	168	41%	7.59
C10 - Woburn Rd - Left into Bellevue Rd	Turn	87595214	2	7	5	250%	2.16
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	87595215	207	190	-17	-8%	1.21
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	87595154	12	19	7	58%	1.78
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	87595156	9	23	14	156%	3.50
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	87595157	12	6	-6	-50%	2.00
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	87595159	8	14	6	75%	1.80
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	87595160	89	67	-22	-25%	2.50
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	87595161	33	37	4	12%	0.68
C8 - Queens Dr (S/W) - Left into Longs Rd (N/W)	Turn	87595821	8	14	6	75%	1.80
C8 - Longs Rd (N/W) - Thru to Longs Rd (S/E)	Turn	87595800	2	15	13	650%	4.46
C8 - Longs Rd (N/W) - Right into Queens Dr (S/W)	Turn	87595802	2	4	2	100%	1.15
C8 - Longs Rd (N/W) - Left into Queens Dr (N/E)	Turn	87595803	7	2	-5	-71%	2.36
C8 - Longs Rd (S/E) - Left into Queens Dr (S/W)	Turn	87595804	126	154	30	24%	2.54
C8 - Longs Rd (S/E) - Thru to Longs Rd (N/W)	Turn	87595805	18	6	-12	-67%	3.46
C8 - Longs Rd (S/E) - Right into Queens Dr (N/E)	Turn	87595806	5	6	1	20%	0.43
C8 - Queens Dr (S/W) - Right into Longs Rd (S/E)	Turn	87595807	51	66	15	29%	1.96
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	87595809	70	48	-22	-31%	2.86
C8 - Queens Dr (N/E) - Left into Longs Rd (S/E)	Turn	87595810	5	2	-3	-60%	1.60
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	87595811	39	35	-4	-10%	0.66
C8 - Queens Dr (N/E) - Right into Longs Rd (N/W)	Turn	87595812	0	3	3	#DIV/0!	0.00
C12 - Cornwall St (North) - Right into Waterloo Rd (W/Tun	Turn	87594297	3	10	7	233%	2.75
C12 - Cornwall St (North) - Thru to Cornwall St (South)Tun	Turn	87594301	70	58	-12	-17%	1.50
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea)Tun	Turn	87594303	33	31	-2	-6%	0.35
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor)Tun	Turn	87594305	0	6	6	#DIV/0!	0.00
C12 - Waterloo Rd (West) - Right into Cornwall St (So)Tun	Turn	87594307	6	6	0	0%	0.00
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (East)Tun	Turn	87594308	32	49	17	53%	2.67
C12 - Cornwall St (South) - Thru to Cornwall St (North)Tun	Turn	87594309	69	65	-4	-6%	0.49
C12 - Cornwall St (South) - Left into Waterloo Rd (W/Tun	Turn	87594310	1	3	2	200%	1.41
C12 - Cornwall St (South) - Right into Waterloo Rd (E/Tun	Turn	87594311	4	7	3	75%	1.20
C12 - Waterloo Rd (East) - Right into Cornwall St (Nor)Tun	Turn	87594312	102	90	-12	-9%	0.80
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (W/m)Tun	Turn	87594313	56	106	50	89%	5.56
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou)Tun	Turn	87594314	3	5	2	67%	1.00
C11 - Knights Rd (West) - Left into Cornwall St	Turn	87594644	18	88	70	389%	11.76
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	87594646	38	45	7	18%	1.09
C11 - Cornwall St - Right into Knights Rd (West)	Turn	87594647	21	41	20	95%	3.59
C11 - Cornwall St - Left into Knights Rd (East)	Turn	87594648	45	22	-23	-51%	3.97
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	87594649	130	181	42	40%	3.32
C11 - Knights Rd (East) - Right into Cornwall St	Turn	87594650	52	33	-19	-37%	2.91
C15 - High St (West) - Thru to High St (East)	Turn	87595853	121	86	-35	-29%	3.39
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	87589898	110	149	39	35%	3.44
C25 - SH2 (North) - Thru to SH2 (South)	Turn	87594275	1248	877	-371	-30%	11.07
C25 - SH2 (North) - Left into Ferguson Dr	Turn	87594277	77	194	117	152%	10.04
C25 - SH2 (South) - Thru to SH2 (North)	Turn	87594291	367	415	48	13%	2.43
C25 - SH2 (South) - Right into SH2 (North)	Turn	87594381	69	90	61	84%	6.52
C25 - SH2 (South) - Right into Ferguson Dr	Turn	87594382	266	405	139	52%	7.59
C25 - Ferguson Dr - Left into SH2 (South)	Turn	87594385	767	749	-18	-2%	0.65
C19 - SH2 Southbound Off Ramp - Left into Manor Pl/Tun	Turn	90528322	18	6	-12	-67%	3.46
C19 - Manor Park Rd - Left into SH2 Southbound On-r/Tun	Turn	90528324	20	21	1	5%	0.22
C19 - SH2 Northbound Off Ramp - Left into Heywards/Tun	Turn	90528329	163	217	54	33%	3.92
C24 - Heywards Hill (SH58) - Left into SH 2 North/Hour/Tun	Turn	90528341	200	389	189	95%	9.11
10 Hutt Road - Esplanade LT	Subpath	147684385	12	6	-6	-50%	2.00
10 Hutt Road - Onkhanp Thru	Subpath	147684384	178	250	72	40%	4.92
10 Off Ramp - Hutt Road Thru	Subpath	147684382	141	187	46	33%	3.59
10 Off Ramp - Esplanade RT	Subpath	147684383	535	460	-75	-15%	3.42
10 Esplanade - Hutt Road RT	Subpath	147684387	8	1	-7	-88%	3.00
10 Esplanade - Onkhanp Thru	Subpath	147684386	675	678	3	0%	0.12
2 High Street East LT	Subpath	147684295	25	24	-1	-4%	0.20
2 High Street East RT	Subpath	147684297	29	47	18	62%	2.92
2 High Street East Thru	Subpath	147684296	88	76	-12	-14%	1.33
2 High Street West LT	Subpath	147684301	11	18	7	64%	1.84
2 High Street West RT	Subpath	147684303	8	14	6	75%	1.80
2 High Street West Thru	Subpath	147684302	59	64	5	8%	0.64
2 Melling North LT	Subpath	147684291	24	33	9	38%	1.69
2 Melling North RT	Subpath	147684294	50	70	20	40%	2.68
2 Melling North Thru	Subpath	147684293	106	134	28	26%	2.56
2 Pretoria South LT	Subpath	147684298	4	16	12	300%	3.79
2 Pretoria South RT	Subpath	147684300	12	37	25	208%	5.05
2 Pretoria South Thru	Subpath	147684299	156	195	39	25%	2.98
1 Melling North LT	Subpath	147684279	146	136	-10	-7%	0.84
1 Melling North RT	Subpath	147684281	81	248	167	206%	14.04
1 Melling North Thru	Subpath	147684280	156	204	48	31%	3.58
1 Melling South LT	Subpath	147684285	3	5	2	67%	1.00
1 Melling South RT	Subpath	147684287	8	10	2	25%	0.57
1 Melling South Thru	Subpath	147684286	185	246	61	33%	4.16
1 Rutherford East LT	Subpath	147684282	21	32	11	52%	2.14
1 Rutherford East RT	Subpath	147684284	283	192	-91	-32%	5.90
1 Rutherford East Thru	Subpath	147684283	135	124	-11	-8%	0.97
1 Rutherford West LT	Subpath	147684288	74	191	117	158%	10.71
1 Rutherford West RT	Subpath	147684290	1	0	-1	-100%	0.00
1 Rutherford West Thru	Subpath	147684289	52	69	17	33%	2.18
3 High Street East LT	Subpath	147684307	84	108	24	29%	2.45
3 High Street East Thru	Subpath	147684308	168	160	-8	-5%	0.62
3 High Street West Thru	Subpath	147684309	121	84	-37	-31%	3.65
3 High Street West RT	Subpath	147684310	17	4	-13	-76%	4.06
3 Kings Cres LT	Subpath	147684305	44	164	120	273%	12.13
3 Kings Cres RT	Subpath	147684306	9	35	26	289%	5.34
4 Deyth St South LT	Subpath	147684317	40	0	-40	-100%	0.00
4 Deyth St South RT	Subpath	147684319	17	50	33	194%	5.79
4 Deyth St South Thru	Subpath	147684318	307	388	81	26%	4.31
4 Fairway North LT	Subpath	147684311	36	50	14	39%	2.14
4 Fairway North Thru	Subpath	147684312	185	268	83	45%	5.51
4 Fairway North RT	Subpath	147684313	224	119	-105	-47%	8.09
4 High Street East LT	Subpath	147684314	19	20	1	5%	0.23
4 High Street East RT	Subpath	147684316	92	72	-20	-22%	2.23
4 High Street East Thru	Subpath	147684315	229	168	-61	-27%	4.28
4 High Street West LT	Subpath	147684320	57	101	44	77%	4.90
4 High Street West RT	Subpath	147684322	34	0	-34	-100%	0.00
4 High Street West Thru	Subpath	147684321	65	66	21	47%	2.83
5 Hutt Road West Thru	Subpath	147684328					
5 Hutt Road West RT	Subpath	147684330					
5 Eastern Hutt Road South LT	Subpath	147684331	2	6	4	200%	2.00
5 Eastern Hutt Road South RT	Subpath	147684332	91	95	4	4%	0.41
5 Eastern Hutt Road East LT	Subpath	147684333					
5 Eastern Hutt Road East Thru	Subpath	147684334					
12 SH58 LT	Subpath	147684399	230	399	169	73%	9.53
12 SH58 RT	Subpath	147684401	298	266	-32	-11%	1.90
12 SH58 Thru	Subpath	147684400	2	6	4	200%	2.00
12 Manor Park LT	Subpath	147684402	20	23	3	15%	0.69
12 Manor Park RT	Subpath	147684404	3	13	10	333%	3.54
12 Manor Park Thru	Subpath	147684403	4	4	0	0%	0.00
12 SH2 West LT	Subpath	147684396	163	217	54	33%	3.92
12 SH2 West RT	Subpath	147684398	11	12	1	9%	0.28
12 SH2 West Thru	Subpath	147684397	6	5	-1	-17%	0.43
12 SH2 East LT	Subpath	147684405	18	6	-12	-67%	3.46
12 SH2 RT	Subpath	147684407	336	309	-27	-8%	1.50
12 SH2 Thru	Subpath	147684406	13	0	-13	-100%	0.00
7 Wolverhs East RT	Subpath	147684346	125	174	49	39%	4.05
7 Wolverhs East Thru	Subpath	147684345	209	122	-87	-42%	6.79
7 Wolverhs West LT	Subpath	147684343	123	63	-60	-49%	6.27
7 Wolverhs West Thru	Subpath	147684344	227	105	-122	-54%	9.47
7 Waterloo LT	Subpath	147684347	43	62	19	44%	2.62
7 Waterloo RT	Subpath	147684348	36	34	-2	-6%	0.33
11 Dowse Int LT	Subpath	147684393	300	280	-20	-7%	1.17
11 Dowse Int RT	Subpath	147684394	154	246	92	60%	6.41
11 Hutt Road East LT	Subpath	147684391	387	522	135	35%	6.06
11 Hutt Road East Thru	Subpath	147684392	148	107	-41	-28%	3.69
11 Hutt Road West RT	Subpath	147684390	103	138	35	34%	3.19
11 Hutt Road West Thru	Subpath	147684389	50	79	29	58%	3.82
9 Ludlam LT	Subpath	147684377	121	235	114	94%	8.58
9 Ludlam Thru	Subpath	147684378	271	156	-115	-42%	7.68
9 Randwick RT	Subpath	147684376	66	100	34	52%	3.73
9 Randwick Thru	Subpath	147684375	123	173	50	41%	4.13
9 White Lines E LT	Subpath	147684379	238	113	-125	-53%	9.68
9 White Lines E RT	Subpath	147684380	373	552	179	48%	8.52
8 Hutt Park - Seaview LT	Subpath	147684355	0	8	8	#DIV/0!	0.00
8 Hutt Park - Rondwick RT	Subpath	147684358	0	52	52	#DIV/0!	0.00
8 Hutt Park - Port Road Thru	Subpath	147684354	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	147684357	5	10	5	100%	1.00
8 Hutt Park - Hutt Park U-Turn	Subpath	147684359	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	147684365	15	25	10	67%	2.28
8 Port Road - Seaview RT	Subpath	147684368	0	1	1	#DIV/0!	0.00
8 Port Road - Hutt Park RT	Subpath	147684367	0	0	0	#DIV/0!	0.00
8 Port Road - Randwick Thru	Subpath	147684366	13	17	4	31%	1.02
8 Port Road - Port Road U-Turn	Subpath	147684368	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	147684360	1	7	6	600%	3.00
8 Randwick - Waione RT	Subpath	147684353	156	94	-62	-40%	5.51
8 Randwick - Port Road Thru	Subpath	147684352	137	51	-86	-63%	8.97
8 Randwick - Seaview Thru	Subpath	147684351	210	122	-88	-42%	6.81
8 Randwick - Randwick U-Turn	Subpath	147684354	2	0	-2	-100%	0.00
8 Seaview - Port LT	Subpath	147684360	29	15	-14	-48%	2.86
8 Seaview - Hutt Park RT	Subpath	147684362	0	3	3	#DIV/0!	0.00
8 Seaview - Randwick RT	Subpath	147684362	77	119	42	55%	4.26
8 Seaview - Waione Thru	Subpath	147684361	686	781	95	14%	3.51
8 Seaview - Seaview U-Turn	Subpath	147684364	0	0	0	#DIV/0!	0.00
8 Wasone Street - Randwick LT	Subpath	147684369	69	68	-1	-1%	0.12
8 Wasone Street - Port Road RT	Subpath	147684372	61	39	-24	-38%	3.36
8 Wasone Street - Hutt Park Thru	Subpath	147684370	1	9	8	800%	3.68
8 Wasone Street - Seaview Thru	Subpath	147684371	332	304	-28	-8%	1.57
8 Wasone Street - Wasone U-Turn	Subpath	147684373	1	1	0	0%	0.00
6 Queens LT	Subpath	147684340	75	32	-43	-57%	5.98
6 Queens Thru	Subpath	147684341	309	263	-46	-15%	2.72
6 Railway RT	Subpath	147684339	176	226	50	28%	3.51
6 Railway Thru	Subpath	147684338	202	203	1	0%	0.07
6 Woburn LT	Subpath	147684336	357	543	186	52%	8.72
6 Woburn RT	Subpath	147684337	66	43	-23	-35%	3.12
Dowse Drive LT (A-D)	Subpath	160097844					
Dowse Drive Thru (A-C)	Subpath	160097845					
Dowse Drive RT (A-A)	Subpath	160097846					
SH2 (South) LT (B-A)	Subpath	160097842					
SH2 (South) RT (B-C)	Subpath	160097841					
Connection to Hutt Road LT (C-B)	Subpath	160097850					
Connection to Hutt Road Thru (C-A)	Subpath	160097851					
Connection to Hutt Road RT (C-D)	Subpath	160097852					
SH2 (North) LT (D-C)	Subpath	160097847					
SH2 (North) RT (D-A)	Subpath	160097848					



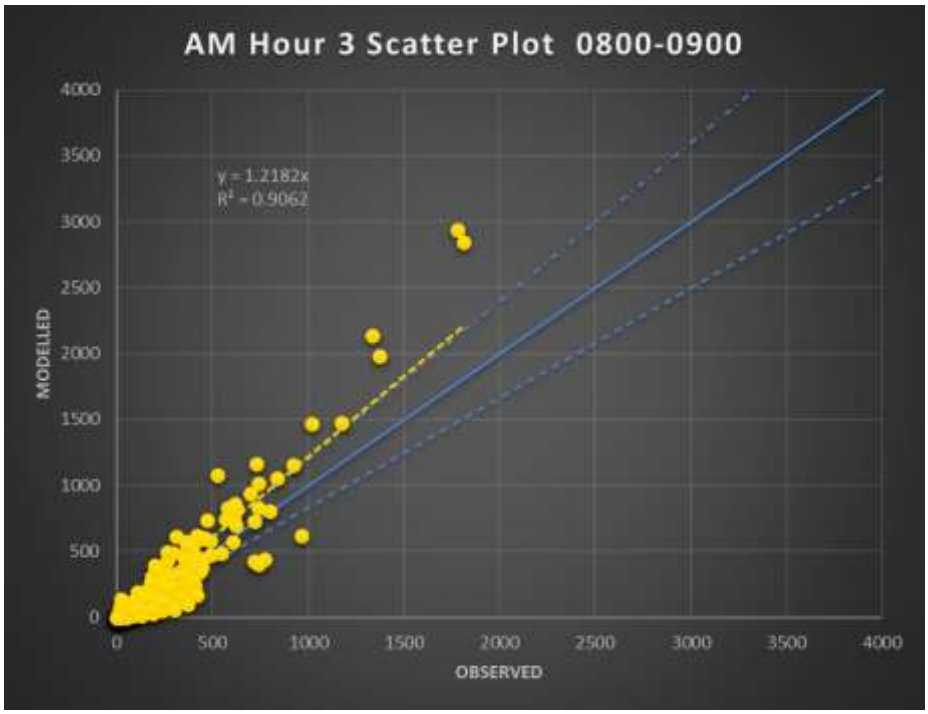
Individual turn counts GEH & XY scatter plot – light vehicles – hybrid layer– AM Hour 1

Location	Turn/Subpath	Aimsun Id	AM 2Hour 0700-0900				
			Obs	Mod	Diff	% diff	GEH
KGB-MAUOK-SH2_C-A	Turn	875971107	40	100	60	73%	6.90
KGB-MAUOK-SH2_C-B	Turn	875971114	2053	2218	266	13%	5.47
KGB-MAUOK-SH2_A-C	Turn	10251-0825	174.3333	113	-61.3333	-35%	5.18
KGB-MAUOK-SH2_A-B	Turn	875971101	248	267	19	8%	1.16
KGB-MAUOK-SH2_B-C	Turn	10251-0826	887.6667	1161	177.3333	18%	5.49
KGB-MAUOK-SH2_A-D	Turn	875971131	3676	1610	-64	-4%	1.58
KGB-MAUOK-SH2_E-F	Turn	875971110	430.6667	368	-62.6667	-15%	3.14
KGB-MAUOK-SH2_D-F	Turn	875971136	823.3333	822	-1.33333	0%	0.05
KGB-MAUOK-SH2_D-E	Turn	875971137	338.6667	496	157.3333	32%	7.97
KGB-MAUOK-SH2_E-D	Turn	875971139	419	780	361	86%	14.98
KGB-MAUOK-SH2_F-E	Turn	875972984	658.6667	598	-60.6667	-9%	2.42
KGB-MAUOK-SH2_B-A	Turn	875971725	60.33333	65	4.666667	8%	0.59
Melling-Block 80-SH2_D-C	Turn	875959989	349	642	293	84%	13.58
Melling-Block 80-SH2_G-H	Turn	875959971	154.6667	207	52.33333	34%	3.89
Melling-Block 80-SH2_G-E	Turn	875959974	8.333333	9	0.666667	8%	0.23
Melling-Block 80-SH2_H-F	Turn	875959976	1924.667	2276	351.3333	18%	7.75
Melling-Block 80-SH2_H-E	Turn	875959978	8.333333	27	18.66667	224%	6.48
Melling-Block 80-SH2_F-G	Turn	875959979	10	5	-5	-50%	1.82
Melling-Block 80-SH2_F-H	Turn	875959980	919.3333	984	64.66667	7%	2.10
Melling-Block 80-SH2_F-E	Turn	875959981	18.66667	31	12.33333	66%	2.47
Melling-Block 80-SH2_E-G	Turn	875959982	18.66667	42	23.33333	125%	4.68
Melling-Block 80-SH2_E-H	Turn	875959984	17.66667	4	-13.6667	-77%	4.11
Melling-Block 80-SH2_E-F	Turn	875959985	62.33333	91	28.66667	46%	3.27
Melling-Block 80-SH2_B-D	Turn	875959991	770	780	10	1%	0.36
Melling-Block 80-SH2_B-C	Turn	875959992	294.6667	410	138.3333	47%	7.26
Melling-Block 80-SH2_D-B	Turn	875959993	1673	1724	51	3%	1.23
Melling-Block 80-SH2_D-A	Turn	875959994	2.333333	16	13.66667	586%	8.51
Melling-Block 80-SH2_C-D	Turn	875959995	162.6667	220	57.33333	35%	4.14
Melling-Block 80-SH2_C-A	Turn	875959996	6.333333	7	0.666667	11%	0.26
Melling-Block 80-SH2_A-B	Turn	875959997	55.66667	44	-11.6667	-21%	1.61
Melling-Block 80-SH2_A-D	Turn	875959998	15.33333	18	2.666667	17%	0.65
Melling-Block 80-SH2_A-C	Turn	875959999	89.33333	53	-36.3333	-41%	4.31
Melling-Block 80-SH2_C-B	Turn	875960000	479.6667	490	11.33333	2%	0.53
Melling-Block 80-SH2_G-F	Turn	875960001	27.33333	18	-19.3333	-52%	4.48
Melling-Block 80-SH2_B-A	Turn	95219237	40.33333	12	-28.3333	-70%	5.14
Melling-Block 80-SH2_H-G	Turn	875962227	513.3333	506	-7.33333	-1%	0.32
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	87587111	33	20	-13	-39%	2.53
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	87587113	125	148	23	18%	1.97
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	87587114	6	2	-4	-67%	2.00
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	87587115	19	4	-15	-79%	4.42
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	87587116	58	13	-45	-78%	7.11
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	87587117	61	20	-41	-67%	6.44
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	87587118	87	138	51	59%	4.91
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	87587119	94	60	-34	-36%	3.87
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	87587120	78	34	-44	-56%	6.48
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	87587121	9	0	-9	-100%	0.00
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	87587122	80	73	-7	-9%	0.80
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	87587123	51	22	-29	-57%	4.80
C4 - Waione St - Left into Randwick Rd	Turn	87589574	143	155	12	8%	0.98
C2 - Hutt Rd (West) - Right into Jackson St	Turn	87589994	109	28	-81	-74%	8.79
C2 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	87589996	203	249	46	23%	3.06
C2 - Jackson St - Left into Hutt Rd (West)	Turn	87589998	182	96	-86	-47%	7.29
C2 - Jackson St - Right into Hutt Rd (East)	Turn	87589999	77	20	-57	-74%	8.18
C2 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	87590000	237	175	-62	-26%	4.32
C2 - Hutt Rd (East) - Left into Jackson St	Turn	87590001	106	78	-28	-26%	2.92
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	87591491	147	223	76	52%	5.59
C7 - Whites Line E (West) - Thru to Whites Line E (Eas Turn		87591494	205	334	129	63%	7.86
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	87591496	37	45	8	22%	1.25
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	87591497	14	8	-6	-43%	1.81
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	87591498	93	22	-71	-76%	9.96
C7 - Cambridge Tce - Right into Whites Line E (West Turn		87591499	303	207	-96	-32%	6.02
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	87591500	22	133	111	505%	12.03
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	87591501	8	8	0	100%	0.00
C7 - Whites Line E (East) - Thru to Whites Line E (Wes Turn		87591502	604	752	148	25%	5.68
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	87591503	76	71	-5	-7%	0.58
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	87591504	8	25	17	213%	4.38
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	87591505	97	38	-59	-61%	7.18
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	87591841	619	576	-43	-7%	1.76
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	87592206	79	280	201	254%	15.03
C10 - Bellevue Rd - Right into Woburn Rd	Turn	87592209	10	21	11	110%	2.76
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	87592211	153	327	174	114%	12.27
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	87592213	496	816	320	65%	12.93
C10 - Woburn Rd - Left into Bellevue Rd	Turn	87592214	31	15	-16	-52%	3.39
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	87592215	302	323	21	7%	1.19
C18 - Bridge St (US) - Thru to Bridge St (N/W)	Turn	87593154	40	37	-3	-8%	0.48
C18 - Bridge St (US) - Right into Normandale Rd	Turn	87593156	30	27	-3	-10%	0.56
C18 - Bridge St (N/W) - Thru to Bridge St (US)	Turn	87593157	64	51	-13	-20%	1.79
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	87593159	24	23	-1	-4%	0.21
C18 - Normandale Rd - Left into Bridge St (US)	Turn	87593160	121	107	56	13%	1.43
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	87593161	64	72	8	13%	0.97
C8 - Queens Dr (US) - Left into Lange Rd (N/W)	Turn	87593631	7	37	30	429%	6.40
C8 - Lange Rd (N/W) - Thru to Lange Rd (US)	Turn	87593800	31	35	4	13%	0.70
C8 - Lange Rd (N/W) - Right into Queens Dr (S/W)	Turn	87593802	1	10	9	900%	3.64
C8 - Lange Rd (N/W) - Left into Queens Dr (N/E)	Turn	87593803	6	0	-6	0%	0.00
C8 - Lange Rd (US) - Left into Queens Dr (S/W)	Turn	87593804	296	220	-66	-22%	4.07
C8 - Lange Rd (US) - Thru to Lange Rd (N/W)	Turn	87593805	18	16	-2	-11%	0.49
C8 - Lange Rd (US) - Right into Queens Dr (N/E)	Turn	87593806	18	10	-8	-44%	2.14
C8 - Queens Dr (S/W) - Right into Lange Rd (US)	Turn	87593807	163	197	34	21%	2.53
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	87593808	210	118	-92	-43%	7.16
C8 - Queens Dr (N/E) - Left into Lange Rd (US)	Turn	87593810	15	4	-11	-73%	3.57
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	87593811	118	62	-56	-47%	5.90
C8 - Queens Dr (N/E) - Right into Lange Rd (N/W)	Turn	87593812	0	5	5	#DIV/0!	0.00
C12 - Cornwall St (North) - Right into Waterloo Rd (W Turn		87594297	13	22	9	69%	2.15
C12 - Cornwall St (North) - Thru to Cornwall St (South Turn		87594301	132	101	-31	-23%	2.87
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea Turn		87594303	79	62	-17	-22%	2.02
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor Turn		87594305	3	9	6	200%	1.41
C12 - Waterloo Rd (West) - Right into Cornwall St (Sc Turn		87594307	2	8	6	300%	2.68
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Eas Turn		87594308	83	112	29	35%	2.98
C12 - Cornwall St (South) - Thru to Cornwall St (North Turn		87594309	162	98	-64	-40%	5.43
C12 - Cornwall St (South) - Left into Waterloo Rd (We Turn		87594310	8	7	-1	-13%	0.37
C12 - Cornwall St (South) - Right into Waterloo Rd (E Turn		87594311	19	12	-7	-37%	1.78
C12 - Waterloo Rd (East) - Right into Cornwall St (Nor Turn		87594312	208	109	-99	-48%	7.89
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (Wes Turn		87594313	110	174	64	34%	5.57
C12 - Waterloo Rd (East) - Left into Cornwall St (Sout Turn		87594314	12	13	1	8%	0.28
C11 - Knights Rd (West) - Left into Cornwall St	Turn	87594646	62	72	10	16%	1.22
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	87594646	139	132	-7	-5%	0.60
C11 - Cornwall St - Right into Knights Rd (West)	Turn	87594647	36	70	34	94%	4.67
C11 - Cornwall St - Left into Knights Rd (East)	Turn	87594648	101	33	-68	-67%	8.22
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	87594649	332	274	-58	-17%	3.10
C11 - Knights Rd (East) - Right into Cornwall St	Turn	87594650	137	41	-96	-70%	9.19
C15 - High St (West) - Thru to High St (East)	Turn	87595813	338	188	-150	-44%	9.26
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	87598938	214	289	75	35%	4.73
C21 - SH2 (North) - Thru to SH2 (South)	Turn	87599275	1270	1205	-65	-5%	1.82
C21 - SH2 (North) - Left into Ferguson Dr	Turn	87599277	90	291	201	223%	14.58
C21 - SH2 (South) - Thru to SH2 (North)	Turn	87599291	731	658	-73	-10%	2.77
C21 - Ferguson Dr - Right into SH2 (North)	Turn	87599381	80	145	65	81%	6.13
C21 - SH2 (South) - Right into Ferguson Dr	Turn	87599382	422	669	67	11%	2.66
C21 - Ferguson Dr - Left into SH2 (South)	Turn	87599385	1020	981	-39	-4%	1.25
C19 - SH2 Southbound Off Ramp - Left into Manor Pl	Turn	90508332	11	12	1	9%	0.29
C19 - Manor Pl-N - Left into SH2 Southbound On-I	Turn	90508334	29	40	11	38%	1.87
C19 - SH2 Northbound Off Ramp - Left into Hayward	Turn	90508339	356	326	-30	-8%	1.62
C20 - Haywards Hill (SH58) - Left into SH 2 Northbour Turn		90508341	438	345	-107	-24%	5.51
10 Hutt Road - Esplanade LT	Subpath	167684385	12	10	-2	-17%	0.60
10 Hutt Road - Onkamp Thru	Subpath	167684384	353	232	-121	-34%	7.07
10 Off Ramp - Hutt Road Thru	Subpath	167684382	304	300	-4	-1%	0.23
10 Off Ramp - Esplanade RT	Subpath	167684383	836	726	-110	-13%	3.94
10 Esplanade - Hutt Road RT	Subpath	167684387	10	0	-10	-100%	0.00
10 Esplanade - Onkamp Thru	Subpath	167684386	516	431	-85	-16%	3.91
2 High Street East LT	Subpath	167684295	66	57	-9	-14%	1.15
2 High Street East RT	Subpath	167684297	42	74	32	76%	4.20
2 High Street East Thru	Subpath	167684296	235	174	-61	-23%	3.61
2 High Street West LT	Subpath	167684301	17	33	16	94%	3.20
2 High Street West RT	Subpath	167684303	19	55	36	189%	6.50
2 High Street West Thru	Subpath	167684302	205	163	-42	-20%	3.10
2 Melling North LT	Subpath	167684291	36	62	26	72%	3.75
2 Melling North RT	Subpath	167684294	95	137	42	44%	3.90
2 Melling North Thru	Subpath	167684293	177	242	65	37%	4.48
2 Pretoria South LT	Subpath	167684298	28	39	11	39%	1.90
2 Pretoria South RT	Subpath	167684300	60	67	7	12%	0.88
2 Pretoria South Thru	Subpath	167684299	257	299	42	7%	1.14
1 Melling North LT	Subpath	167684279	100	284	-96	-13%	2.07
1 Melling North RT	Subpath	167684281	157	442	285	182%	16.29
1 Melling North Thru	Subpath	167684280	267	376	109	41%	6.10
1 Melling South LT	Subpath	167684285	7	10	3	43%	1.03
1 Melling South RT	Subpath	167684287	16	21	5	31%	1.16
1 Melling South Thru	Subpath	167684286	290	315	25	9%	1.44
1 Rutherford East LT	Subpath	167684282	37	63	26	70%	3.68
1 Rutherford East RT	Subpath	167684284	343	246	-97	-28%	5.43
1 Rutherford East Thru	Subpath	167684283	309	256	-53	-17%	3.15
1 Rutherford West LT	Subpath	167684288	127	265	138	109%	9.86
1 Rutherford West RT	Subpath	167684290	7	4	-3	-43%	1.28
1 Rutherford West Thru	Subpath	167684289	131	178	47	36%	3.78
3 High Street East LT	Subpath	167684307	199	185	-14	-7%	1.02
3 High Street East Thru	Subpath	167684308	264	235	-29	-11%	1.84
3 High Street West Thru	Subpath	167684309	338	150	-188	-56%	12.21
3 High Street West RT	Subpath	167684310	50	10	-40	-80%	7.35
3 Kings Cres LT	Subpath	167684305	131	241	106	79%	7.73
3 Kings Cres RT	Subpath	167684306	29	87	58	200%	7.62
4 Dwyer St South LT	Subpath	167684317	46	0	-46	-100%	9.60
4 Dwyer St South RT	Subpath	167684319	36	71	35	97%	4.79
4 Dwyer St South Thru	Subpath	167684318	436	483	47	11%	2.19
4 Fairway North LT	Subpath	167684311	89	103	14	16%	1.43
4 Fairway North Thru	Subpath	167684312	221	392	171	53%	9.68
4 Fairway North RT	Subpath	167684313	365	203	-162	-44%	9.65
4 High Street East LT	Subpath	167684314	52	40	-12	-23%	1.77
4 High Street East RT	Subpath	167684316	99	124	25	25%	2.37
4 High Street East Thru	Subpath	167684315	171	225	54	32%	3.93
4 High Street West LT	Subpath	167684320	114	268	54	47%	4.53
4 High Street West RT	Subpath	167684322	61	13	-48	-79%	7.49
4 High Street West Thru	Subpath	167684321	104	119	15	14%	1.42
5 Hutt Road West Thru	Subpath	167684328					
5 Hutt Road West RT	Subpath	167684330					
5 Eastern Hutt Road South LT	Subpath	167684331	4	16	12	300%	3.74
5 Eastern Hutt Road South RT	Subpath	167684332	204	159	-45	-22%	3.34
5 Eastern Hutt Road East LT	Subpath	167684333					
5 Eastern Hutt Road East Thru	Subpath	167684334					
12 SH58 LT	Subpath	167684398	438	545	107	24%	4.83
12 SH58 RT	Subpath	167684401	671	580	-91	-14%	3.64
12 SH58 Thru	Subpath	167684400	3	13	10	333%	3.14
12 Manor Park LT	Subpath	167684402	29	40	11	38%	1.87
12 Manor Park RT	Subpath	167684404	10	20	10	100%	2.58
12 Manor Park Thru	Subpath	167684403	7	13	6	86%	1.90
12 SH2 West LT	Subpath	167684396	356	326	-30	-8%	1.62
12 SH2 West RT	Subpath	167684398	6	22	16	267%	4.38
12 SH2 West Thru	Subpath	167684397	5	6	1	20%	0.43
12 SH2 East LT	Subpath	167684405	11	12	1	9%	0.28
12 SH2 RT	Subpath	167684407	425	433	8	2%	0.39
12 SH2 Thru	Subpath	167684406	12	0	-12	-100%	4.90
7 Wanaeta East RT	Subpath	167684346	267	254	-13	-5%	0.80
7 Wanaeta East Thru	Subpath	167684345	362	226	-136	-38%	7.83
7 Wanaeta West LT	Subpath	167684343	282	102	-180	-64%	14.79
7 Wanaeta West Thru	Subpath	167684344	376	172	-204	-54%	12.68
7 Waterloo LT	Subpath	167684347	107	137	30	28%	2.72
7 Waterloo RT	Subpath	167684348	82	31	-51	-62%	6.98
11 Dowse Int LT	Subpath	167684393	619	575	-44	-7%	1.80
11 Dowse Int RT	Subpath	167684394	599	422	-177	-30%	7.83
11 Hutt Road East LT	Subpath	167684391	605	733	128	21%	4.66
11 Hutt Road East Thru	Subpath	167684392	240	161	-79	-33%	5.43
11 Hutt Road West RT	Subpath	167684390	163	366	203	125%	12.38
11 Hutt Road West Thru	Subpath	167684389	171	182	11	6%	0.83
9 Ludlam LT	Subpath	167684377	268	366	98	37%	5.30
9 Ludlam Thru	Subpath	167684378	431	279	-152	-35%	8.07
9 Randwick RT	Subpath	167684376	141	235	94	67%	6.66
9 Randwick Thru	Subpath	167684375	248	349	101	41%	5.85
9 White Lines E LT	Subpath	167684379	128	188	140	43%	4.73
9 White Lines E RT	Subpath	167684380	689	803	114	17%	4.17
8 Hutt Park - Seaview LT	Subpath	167684355	2	5	2	67%	1.00
8 Hutt Park - Randwick RT	Subpath	167684358	3	18	15	500%	4.43
8 Hutt Park - Port Road Thru	Subpath	167684356	1	0	-1	-100%	0.00
8 Hutt Park - Waione Thru	Subpath	167684357	4	10	6	150%	2.37
8 Hutt Park - Hutt Park U-Turn	Subpath	167684359	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	167684361	52	20	-32	-62%	5.10
8 Port Road - Seaview RT	Subpath	167684408	4	3	-1	-25%	0.52
8 Port Road - Hutt Park RT	Subpath	167684367	1	0	-1	-100%	0.00
8 Port Road - Randwick Thru	Subpath	167684366	32	33	1	3%	0.18
8 Port Road - Port Road U-Turn	Subpath	167684368	1	0	-1	-100%	0.00
8 Randwick - Hutt Park LT	Subpath	167684350	11	13	2	18%	0.56
8 Randwick - Waione RT	Subpath	167684353	228	123	-105	-46%	7.93
8 Randwick - Port Road Thru	Subpath	167684352	184	77	-107	-58%	9.27
8 Randwick - Seaview Thru	Subpath	167684351	319	232	-87	-27%	5.34
8 Randwick - Randwick U-Turn	Subpath	167684354	0	0	0	#DIV/0!	0.00
8 Seaview - Port LT	Subpath	167684360	99	15	-84	-85%	11.11
8 Seaview - Hutt Park RT	Subpath	167684363	1	6	5	500%	2.67
8 Seaview - Randwick RT	Subpath	167684362	208	314	106	51%	6.56
8 Seaview - Waione Thru	Subpath	167684361	708	701	-7	-1%	0.26
8 Waione Street - Seaview U-Turn	Subpath	167684368	1	0	-1	-100%	0.00
8 Waione Street - Randwick LT	Subpath	167684369	143	136	-7	-5%	0.59
8 Waione Street - Port Road RT	Subpath	167684372	84	62	-22	-26%	2.57
8 Waione Street - Hutt Park Thru	Subpath	167684370	7	15	8	114%	2.41
8 Waione Street - Seaview Thru	Subpath	167684371	592	488	-104	-18%	4.48
8 Waione Street - Waione U-Turn	Subpath	167684373	1	1	0	0%	0.00
6 Queens LT	Subpath	167684340	118	58	-60	-51%	6.40
6 Queens Thru	Subpath	167684341	737	442	-295	-40%	10.54
6 Railway RT	Subpath	167684339	457	403	-54	-12%	2.60
6 Railway Thru	Subpath	167684338	679	616	-63	-9%	2.48
6 Woburn LT	Subpath	167684335	585	746	161	28%	6.24
6 Woburn RT	Subpath	167684337	87	77	-10	-11%	1.10
Dowse Drive LT (A-D)	Subpath	169097844	59	102	43	73%	4.78
Dowse Drive Thru (A-C)	Subpath	169097845	245	185	-60	-24%	4.09
Dowse Drive RT (A-B)	Subpath	169097846	192	224	32	17%	2.22
SH2 (South) LT (B-A)	Subpath	169097842	28	60	32	114%	4.82
SH2 (South) RT (B-C)	Subpath	169097841	128	223	95	74%	7.56
Connection to Hutt Road LT (C-B)	Subpath	169097850	396	806	410	104%	16.73
Connection to Hutt Road Thru (C-A)	Subpath	169097851	58	26	-32	-55%	5.06
Connection to Hutt Road RT (C-D)	Subpath	169097852	141	259	118	84%	8.94
SH2 (North) LT (D-C)	Subpath	169097847	414	548	134	31%	5.94
SH2 (North) RT (D-A)	Subpath	169097848	33	52	19	58%	2.96



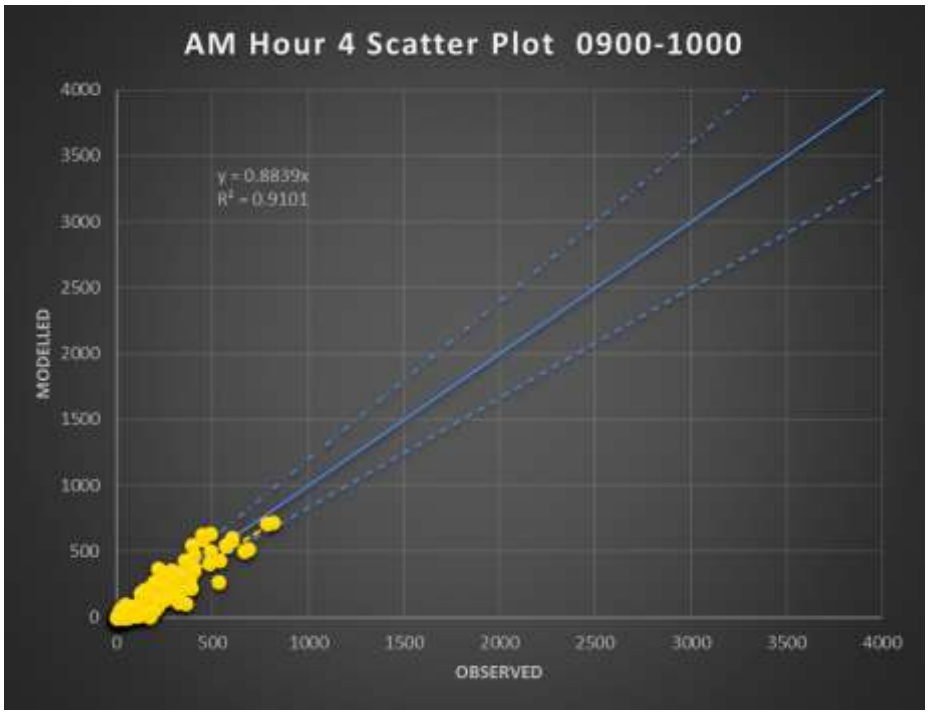
Individual turn counts GEH & XY scatter plot – light vehicles – hybrid layer– AM Hour 2

Location	Turn/Subpath	Aimsun Id	AM 2Hour 0700-0900				
			Obs	Mod	Diff	% diff	GEH
KGB-MAUSK-SAZ_C-A	Turn	8759710	112	125	13	12%	1.19
KGB-MAUSK-SAZ_C-B	Turn	8759714	1781.667	2437	1655.356	61%	15.5
KGB-MAUSK-SAZ_A-C	Turn	8551482	237.6667	206	31.66667	-13%	2.13
KGB-MAUSK-SAZ_A-B	Turn	8759719	257.3333	330	72.66667	28%	4.14
KGB-MAUSK-SAZ_B-C	Turn	8551483	1031.667	1464	448.3333	44%	12.79
KGB-MAUSK-SAZ_F-D	Turn	8759721	1368.667	1870	608.3333	44%	14.7
KGB-MAUSK-SAZ_E-F	Turn	8759718	419.6667	458	38.33333	9%	1.83
KGB-MAUSK-SAZ_D-F	Turn	8759716	838	1054	216	26%	7.02
KGB-MAUSK-SAZ_E-E	Turn	8759717	651.3333	619	203.6667	-49%	8.36
KGB-MAUSK-SAZ_E-D	Turn	8759739	124	1082	558	106%	15.8
KGB-MAUSK-SAZ_F-E	Turn	8759738	611.3333	761	149.6667	24%	5.73
KGB-MAUSK-SAZ_B-A	Turn	8759725	149.3333	94	-55.3333	-37%	5.02
Melling-Block Rd-SAZ_D-C	Turn	8759699	629.3333	824	194.6667	31%	7.21
Melling-Block Rd-SAZ_G-H	Turn	8759971	180.6667	306	125.3333	69%	8.03
Melling-Block Rd-SAZ_G-E	Turn	8759974	31.33333	10	-21.3333	-68%	4.45
Melling-Block Rd-SAZ_H-F	Turn	8759976	1813	2845	1032	57%	22.9
Melling-Block Rd-SAZ_H-E	Turn	8759978	46.33333	43	-3.33333	-7%	0.49
Melling-Block Rd-SAZ_F-G	Turn	8759979	14.66667	7	-7.66667	-52%	2.31
Melling-Block Rd-SAZ_F-H	Turn	8759980	933	1317	234	25%	7.34
Melling-Block Rd-SAZ_F-E	Turn	8759981	37.66667	46	8.333333	22%	1.29
Melling-Block Rd-SAZ_E-G	Turn	8759982	32	34	2	6%	0.35
Melling-Block Rd-SAZ_E-H	Turn	8759984	11	4	-7	-64%	2.56
Melling-Block Rd-SAZ_E-F	Turn	8759985	115.3333	118	2.666667	2%	0.25
Melling-Block Rd-SAZ_B-D	Turn	8759995	698.6667	936	237.3333	34%	9.01
Melling-Block Rd-SAZ_B-C	Turn	8759992	308.3333	613	304.6667	99%	17.3
Melling-Block Rd-SAZ_D-B	Turn	8759993	1333	2126	800	60%	20.9
Melling-Block Rd-SAZ_D-E	Turn	8759996	7.666667	28	20.33333	265%	9.81
Melling-Block Rd-SAZ_C-D	Turn	8759995	260.3333	257	-3.33333	-1%	0.21
Melling-Block Rd-SAZ_C-A	Turn	8759996	14.66667	11	-3.66667	-25%	1.02
Melling-Block Rd-SAZ_A-B	Turn	8759997	28	55	27	96%	4.39
Melling-Block Rd-SAZ_A-D	Turn	8759998	16.33333	23	6.666667	41%	1.55
Melling-Block Rd-SAZ_A-C	Turn	8759999	108.6667	52	-56.6667	-52%	6.32
Melling-Block Rd-SAZ_C-B	Turn	8760000	453	403	-50	-11%	2.53
Melling-Block Rd-SAZ_G-F	Turn	8759605	61.66667	29	-32.6667	-53%	2.53
Melling-Block Rd-SAZ_B-A	Turn	9551927	16.33333	18	1.666667	2%	0.38
Melling-Block Rd-SAZ_H-G	Turn	8759227	397.6667	545	147.3333	37%	6.79
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	8758711	65	35	-30	-46%	2.98
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	8758713	184	223	39	21%	2.73
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	8758714	3	2	-1	-33%	0.62
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	8758715	27	5	-22	-81%	5.92
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	8758716	70	18	-52	-74%	7.84
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	8758717	88	22	-66	-75%	8.99
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	8758718	106	194	88	83%	7.19
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	8758719	136	110	-26	-19%	2.34
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	8758720	71	50	-21	-30%	2.76
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	8758721	2	0	-2	-100%	0.00
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	8758722	117	105	-12	-10%	1.14
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	8758723	58	29	-29	-50%	4.40
C4 - Wasioe St - Left into Randwick Rd	Turn	8758574	158	206	48	30%	3.53
C2 - Hutt Rd (West) - Right into Jackson St	Turn	8758994	102	36	-66	-65%	7.96
C2 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	8758996	206	305	99	48%	6.19
C2 - Jackson St - Left into Hutt Rd (West)	Turn	8758998	149	104	-45	-30%	4.00
C2 - Jackson St - Right into Hutt Rd (East)	Turn	8758999	100	34	-66	-66%	8.06
C2 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	8760000	209	221	12	6%	0.82
C2 - Hutt Rd (East) - Left into Jackson St	Turn	8760001	157	108	-49	-31%	4.26
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	8759184	265	291	26	10%	1.56
C7 - Whites Line E (West) - Thru to Whites Line E (Eas	Turn	8759184	264	422	158	60%	8.13
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	8759186	76	65	-11	-14%	1.31
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	8759187	17	17	0	0%	0.00
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	8759188	56	38	-18	-32%	2.63
C7 - Cambridge Tce - Right into Whites Line E (West	Turn	8759189	283	308	25	9%	1.45
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	8759180	21	140	119	567%	18.03
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	8759181	6	10	4	67%	1.41
C7 - Whites Line E (East) - Thru to Whites Line E (Wes	Turn	8759182	616	859	243	39%	8.95
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	8759183	152	136	-16	-11%	1.33
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	8759184	9	33	24	267%	5.24
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	8759185	196	53	-143	-73%	13.63
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	8759184	608	817	209	34%	7.81
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	8759206	199	381	182	91%	10.9
C10 - Bellevue Rd - Right into Woburn Rd	Turn	8759209	18	32	14	78%	2.86
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	8759211	356	464	107	30%	5.29
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	8759213	739	1020	281	38%	9.69
C10 - Woburn Rd - Left into Bellevue Rd	Turn	8759214	106	23	-83	-78%	12.1
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	8759215	487	468	-19	-4%	0.87
C18 - Bridge St (US) - Thru to Bridge St (N/W)	Turn	8759154	63	21	-22	-53%	4.00
C18 - Bridge St (US) - Right into Normandale Rd	Turn	8759156	48	47	-1	-2%	0.15
C18 - Bridge St (N/W) - Thru to Bridge St (US)	Turn	8759157	54	55	-99	-72%	6.44
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	8759159	39	46	7	18%	1.07
C18 - Normandale Rd - Left into Bridge St (US)	Turn	8759160	207	184	-23	-11%	1.64
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	8759161	73	71	-2	-3%	0.24
C8 - Queens Dr (S/W) - Left into Laings Rd (N/W)	Turn	8759631	17	75	58	341%	9.53
C8 - Laings Rd (N/W) - Thru to Laings Rd (E/S)	Turn	8759800	40	60	20	50%	2.83
C8 - Laings Rd (N/W) - Right into Queens Dr (S/W)	Turn	8759802	3	13	10	333%	3.14
C8 - Laings Rd (N/W) - Left into Queens Dr (N/E)	Turn	8759803	21	10	-11	-52%	2.79
C8 - Laings Rd (E/S) - Left into Queens Dr (S/W)	Turn	8759804	344	361	16	4%	0.85
C8 - Laings Rd (E/S) - Thru to Laings Rd (N/W)	Turn	8759805	65	27	-38	-58%	5.40
C8 - Laings Rd (E/S) - Right into Queens Dr (N/E)	Turn	8759806	39	16	-53	-45%	7.79
C8 - Queens Dr (S/W) - Right into Laings Rd (E/S)	Turn	8759807	300	325	25	8%	1.43
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	8759808	304	217	-87	-29%	5.26
C8 - Queens Dr (N/E) - Left into Laings Rd (E/S)	Turn	8759810	24	6	-18	-75%	4.63
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	8759811	124	89	-35	-28%	3.28
C8 - Queens Dr (N/E) - Right into Laings Rd (N/W)	Turn	8759812	16	7	-9	-56%	2.45
C12 - Cornwall St (North) - Right into Waterloo Rd (W	Turn	8759297	35	26	-9	-26%	1.64
C12 - Cornwall St (North) - Thru to Cornwall St (Sout	Turn	8759301	266	100	-166	-64%	13.98
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	8759303	181	71	-110	-61%	9.83
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	8759305	18	12	-6	-33%	1.55
C12 - Waterloo Rd (West) - Right into Cornwall St (Ea	Turn	8759307	27	13	-14	-52%	3.13
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Eas	Turn	8759308	173	164	-9	-5%	0.68
C12 - Cornwall St (South) - Thru to Cornwall St (Nort	Turn	8759309	349	145	-204	-58%	12.09
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	8759310	32	10	-22	-69%	4.65
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	8759311	28	27	-1	-4%	0.19
C12 - Waterloo Rd (East) - Right into Cornwall St (No	Turn	8759312	216	144	-72	-33%	5.07
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (Wes	Turn	8759313	339	288	-51	-15%	2.88
C12 - Waterloo Rd (East) - Left into Cornwall St (Sout	Turn	8759314	67	39	-28	-42%	3.87
C11 - Knights Rd (West) - Left into Cornwall St	Turn	8759644	105	118	13	12%	1.23
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	8759646	264	189	-75	-28%	4.98
C11 - Cornwall St - Right into Knights Rd (West)	Turn	8759647	61	109	48	79%	5.23
C11 - Cornwall St - Left into Knights Rd (East)	Turn	8759648	236	69	-167	-71%	14.13
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	8759649	442	444	2	0%	0.10
C11 - Knights Rd (East) - Right into Cornwall St	Turn	8759650	102	66	-36	-35%	3.87
C15 - High St (West) - Thru to High St (East)	Turn	8759353	371	311	-60	-16%	3.26
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	8759958	297	487	190	64%	9.65
C21 - SH2 (North) - Thru to SH2 (South)	Turn	8759275	1175	1472	297	25%	8.12
C21 - SH2 (North) - Left into Ferguson Dr	Turn	8759277	108	392	284	98%	19.5
C21 - SH2 (South) - Thru to SH2 (North)	Turn	8759291	739	631	92	12%	3.28
C21 - Ferguson Dr - Right into SH2 (North)	Turn	8759381	169	161	-8	-5%	0.62
C21 - SH2 (South) - Right into Ferguson Dr	Turn	8759382	581	826	245	42%	8.28
C21 - Ferguson Dr - Left into SH2 (South)	Turn	8759385	731	1343	612	34%	20.15
C19 - SH2 Southbound Off Ramp - Left into Manor Pl	Turn	9050832	23	15	-8	-35%	1.84
C19 - Manor Pl/H Rd - Left into SH2 Southbound On-I	Turn	9050834	26	51	25	96%	4.10
C19 - SH2 Northbound Off Ramp - Left into Hayward	Turn	9050839	267	371	14	4%	0.73
C19 - Haywards Hill (SH2) - Left into SH 2 Northbour	Turn	9050841	365	372	207	17%	3.16
10 Hutt Road - Esplanade LT	Subpath	14768385	9	10	1	11%	0.32
10 Hutt Road - Onkamp Thru	Subpath	14768384	274	232	-162	-38%	9.91
10 Off Ramp - Hutt Road Thru	Subpath	14768382	292	300	8	3%	0.46
10 Off Ramp - Esplanade RT	Subpath	14768383	716	726	10	1%	0.37
10 Esplanade - Hutt Road RT	Subpath	14768387	8	0	-8	-100%	0.00
10 Esplanade - Onkamp Thru	Subpath	14768386	423	431	8	2%	0.39
2 High Street East LT	Subpath	14768295	159	57	-102	-64%	9.83
2 High Street East RT	Subpath	14768297	71	74	3	4%	0.35
2 High Street East Thru	Subpath	14768296	356	174	-182	-51%	12.1
2 High Street West LT	Subpath	14768301	26	33	7	27%	1.29
2 High Street West RT	Subpath	14768303	30	55	25	83%	3.83
2 High Street West Thru	Subpath	14768302	311	163	-148	-48%	9.61
2 Melling North LT	Subpath	14768291	63	62	-1	-2%	0.13
2 Melling North RT	Subpath	14768294	155	137	-18	-12%	1.49
2 Melling North Thru	Subpath	14768293	304	242	-62	-20%	3.75
2 Pretoria South LT	Subpath	14768298	36	39	3	8%	0.49
2 Pretoria South RT	Subpath	14768300	150	67	-83	-55%	7.97
2 Pretoria South Thru	Subpath	14768299	298	239	-59	-20%	3.60
1 Melling North LT	Subpath	14768279	357	284	-73	-20%	4.08
1 Melling North RT	Subpath	14768281	351	442	91	26%	4.57
1 Melling North Thru	Subpath	14768280	497	376	-71	-14%	3.10
1 Melling South LT	Subpath	14768285	30	10	-20	-67%	4.47
1 Melling South RT	Subpath	14768287	40	21	-19	-48%	3.44
1 Melling South Thru	Subpath	14768286	124	115	-9	-3%	0.50
1 Rutherford East LT	Subpath	14768282	76	63	-13	-17%	1.56
1 Rutherford East RT	Subpath	14768284	334	246	-88	-26%	5.17
1 Rutherford East Thru	Subpath	14768283	365	256	-109	-30%	6.19
1 Rutherford West LT	Subpath	14768288	178	265	87	49%	5.85
1 Rutherford West RT	Subpath	14768290	9	4	-5	-56%	1.96
1 Rutherford West Thru	Subpath	14768289	204	178	-26	-13%	1.88
3 High Street East LT	Subpath	14768307	282	185	-97	-34%	6.37
3 High Street East Thru	Subpath	14768308	409	235	-174	-43%	9.79
3 High Street West Thru	Subpath	14768304	371	188	-183	-49%	10.9
3 High Street West RT	Subpath	14768310	83	10	-73	-88%	10.9
3 Kings Cres LT	Subpath	14768305	226	241	15	7%	0.99
3 Kings Cres RT	Subpath	14768306	109	87	-22	-20%	2.22
4 Dwyer St South LT	Subpath	14768317	50	0	-50	-100%	0.00
4 Dwyer St South RT	Subpath	14768319	48	71	23	48%	2.98
4 Dwyer St South Thru	Subpath	14768318	400	483	83	21%	3.95
4 Fairway North LT	Subpath	14768311	77	103	26	34%	2.74
4 Fairway North Thru	Subpath	14768312	260	492	232	89%	12.9
4 Fairway North RT	Subpath	14768313	383	203	-180	-47%	10.9
4 High Street East LT	Subpath	14768314	75	40	-35	-47%	4.62
4 High Street East RT	Subpath	14768316	83	124	41	49%	4.03
4 High Street East Thru	Subpath	14768315	240	225	-15	-6%	0.99
4 High Street West LT	Subpath	14768320	141	168	27	19%	2.17
4 High Street West RT	Subpath	14768322	180	53	-127	-71%	13.1
4 High Street West Thru	Subpath	14768321	178	119	-59	-33%	4.84
5 Hutt Road West Thru	Subpath	14768329					
5 Hutt Road West RT	Subpath	14768330					
5 Eastern Hutt Road South LT	Subpath	14768331	20	16	-4	-20%	0.94
5 Eastern Hutt Road South RT	Subpath	14768332	241	159	-82	-34%	5.80
5 Eastern Hutt Road East LT	Subpath	14768333					
5 Eastern Hutt Road East Thru	Subpath	14768334					
12 SH18 LT	Subpath	14768399	365	545	180	49%	8.43
12 SH18 RT	Subpath	14768401	485	680	95	20%	4.12
12 SH18 Thru	Subpath	14768400	10	10	0	0%	0.00
12 Manor Park LT	Subpath	14768402	26	40	14	54%	2.49
12 Manor Park RT	Subpath	14768404	27	20	-7	-26%	1.48
12 Manor Park Thru	Subpath	14768403	6	13	7	117%	2.27
12 SH2 West LT	Subpath	14768396	357	326	-31	-9%	1.68
12 SH2 West RT	Subpath	14768398	25	22	-3	-12%	0.62
12 SH2 West Thru	Subpath	14768397	7	6	-1	-14%	0.39
12 SH2 East LT	Subpath	14768405	23	12	-11	-48%	2.63
12 SH2 RT	Subpath	14768407	392	433	41	10%	2.02
12 SH2 Thru	Subpath	14768406	14	0	-14	-100%	5.29
7 Wanaeka East RT	Subpath	14768346	334	254	-80	-24%	4.67
7 Wanaeka East Thru	Subpath	14768345	392	226	-166	-42%	9.88
7 Wanaeka West LT	Subpath	14768343	370	102	-268	-72%	19.9
7 Wanaeka West Thru	Subpath	14768344	416	172	-244	-59%	13.1
7 Waterloo LT	Subpath	14768347	213	137	-76	-36%	4.72
7 Waterloo RT	Subpath	14768348	187	31	-156	-83%	16.9
11 Dowse Int LT	Subpath	14768392	608	575	-33	-5%	1.32
11 Dowse Int RT	Subpath	14768394	717	422	-295	-41%	12.2
11 Hutt Road East LT	Subpath	14768391	473	732	260	55%	10.9
11 Hutt Road East Thru	Subpath	14768392	321	141	-180	-56%	12.6
11 Hutt Road West RT	Subpath	14768390	211	366	155	73%	9.13
11 Hutt Road West Thru	Subpath	14768389	261	182	-79	-30%	5.16
9 Ludlam LT	Subpath	14768377	404	366	-38	-9%	1.94
9 Ludlam Thru	Subpath	14768378	402	279	-123	-31%	6.47
9 Randwick RT	Subpath	14768376	216	235	19	9%	1.27
9 Randwick Thru	Subpath	14768375	435	349	-86	-20%	4.36
9 White Lines E LT	Subpath	14768379	277	188	-89	-32%	5.84
9 White Lines E RT	Subpath	14768380	801	803	2	0%	0.07
8 Hutt Park - Seaview LT	Subpath	14768355	7	5	-2	-29%	0.82
8 Hutt Park - Randwick RT	Subpath	14768358	5	18	13	260%	3.82
8 Hutt Park - Port Road Thru	Subpath	14768356	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	14768357	8	10	2	25%	0.67
8 Hutt Park - Hutt Park U-Turn	Subpath	14768359	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	14768361	49	20	-29	-59%	4.94
8 Port Road - Seaview RT	Subpath	14768408	7	3	-4	-57%	1.70
8 Port Road - Hutt Park RT	Subpath	14768367	1	0	-1	-100%	0.00
8 Port Road - Randwick Thru	Subpath	14768366	49	33	-16	-33%	2.52
8 Port Road - Port Road U-Turn	Subpath	14768368	1	0	-1	-100%	0.00
8 Randwick - Hutt Park LT	Subpath	14768350	15	13	-2	-13%	0.53
8 Randwick - Waione RT	Subpath	14768353	243	123	-120	-49%	8.87
8 Randwick - Port Road Thru	Subpath	14768352	116	77	-39	-34%	3.97
8 Randwick - Seaview Thru	Subpath	14768351	260	262	28	+1%	1.78
8 Randwick - Randwick U-Turn	Subpath	14768354	3	0	-3	-100%	0.00
8 Seaview - Port LT	Subpath	14768360	39	11	-28	-72%	4.62
8 Seaview - Hutt Park RT	Subpath	14768363	7	6	-1	-14%	0.39
8 Seaview - Randwick RT	Subpath	14768362	122	114	-8	-7%	0.81
8 Seaview - Waione Thru	Subpath	14768361	623	701	78	13%	3.01
8 Seaview - Seaview U-Turn	Subpath	14768364	3	0	-3	-100%	0.00
8 Waione Street - Randwick LT	Subpath	14768369	158	136	-22	-14%	1.81
8 Waione Street - Port Road RT	Subpath	14768372	62	62	0	0%	0.00
8 Waione Street - Hutt Park Thru	Subpath	14768370	14	15	1	7%	0.26
8 Waione Street - Seaview Thru	Subpath	14768371	549	488	-61	-11%	2.68
8 Waione Street - Waione U-Turn	Subpath	14768373	8	1	-7	-88%	2.30
6 Queens LT	Subpath	14768340	181	58	-123	-68%	12.1
6 Queens Thru	Subpath	14768341	771	642	-129	-43%	14.7
6 Railway RT	Subpath	14768339	738	403	-335	-45%	14.7
6 Railway Thru	Subpath	14768338	966	616	-350	-36%	12.1
6 Woburn LT	Subpath	14768335	567	746	179	32%	6.99
6 Woburn RT	Subpath	14768337	190	77	-113	-59%	8.78
Dowse Drive LT (A-D)	Subpath	16909784	73	102	29	40%	3.10
Dowse Drive Thru (A-C)	Subpath	16909785	267	185	-82	-31%	5.45
Dowse Drive RT (A-B)	Subpath	16909786	148	224	76	51%	5.57
SH2 (South) LT (B-A)	Subpath	16909782	36	60	24	67%	3.82
SH2 (South) RT (B-C)	Subpath	16909781	164	123	-41	-25%	3.51
Connection to Hutt Road LT (C-B)	Subpath	16909790	179	806	627	113%	19.9
Connection to Hutt Road Thru (C-A)	Subpath	16909791	114	26	-88	-77%	10.9
Connection to Hutt Road RT (C-D)	Subpath	16909792	166	259	93	56%	6.38
SH2 (North) LT (D-C)	Subpath	16909787	326	548	38	8%	1.66
SH2 (North) RT (D-A)	Subpath	16909788	48	52	4	8%	0.57



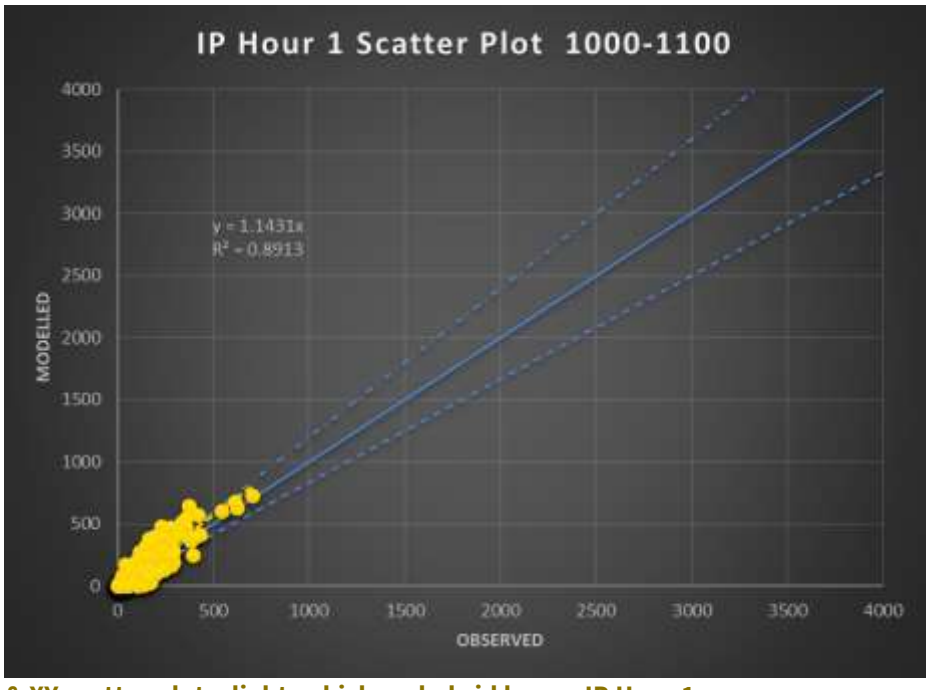
Individual turn counts GEH & XY scatter plot – light vehicles – hybrid layer– AM Hour 3

Location	Turn/Subpath	Aimsun Id	AM 2Hour 0700-0900 Obs	Mod	Diff	% diff	GEH
RGB-MAIN OR-SH2_C-A	Turn	875971 10			0	#DIV/0!	
RGB-MAIN OR-SH2_C-B	Turn	875971 14			0	#DIV/0!	
RGB-MAIN OR-SH2_A-C	Turn	810513825			0	#DIV/0!	
RGB-MAIN OR-SH2_A-B	Turn	875971 29			0	#DIV/0!	
RGB-MAIN OR-SH2_B-C	Turn	810513826			0	#DIV/0!	
RGB-MAIN OR-SH2_F-D	Turn	875971 31			0	#DIV/0!	
RGB-MAIN OR-SH2_E-F	Turn	875971 33			0	#DIV/0!	
RGB-MAIN OR-SH2_D-F	Turn	875971 36			0	#DIV/0!	
RGB-MAIN OR-SH2_D-E	Turn	875971 37			0	#DIV/0!	
RGB-MAIN OR-SH2_E-G	Turn	875971 39			0	#DIV/0!	
RGB-MAIN OR-SH2_F-E	Turn	875972 88			0	#DIV/0!	
RGB-MAIN OR-SH2_B-A	Turn	875972 25			0	#DIV/0!	
Melling-Block RD-SH2_D-C	Turn	875936 69			0	#DIV/0!	
Melling-Block RD-SH2_G-H	Turn	875936 71			0	#DIV/0!	
Melling-Block RD-SH2_G-E	Turn	875936 74			0	#DIV/0!	
Melling-Block RD-SH2_H-F	Turn	875936 76			0	#DIV/0!	
Melling-Block RD-SH2_H-E	Turn	875936 78			0	#DIV/0!	
Melling-Block RD-SH2_F-G	Turn	875936 79			0	#DIV/0!	
Melling-Block RD-SH2_F-H	Turn	875936 80			0	#DIV/0!	
Melling-Block RD-SH2_F-E	Turn	875936 81			0	#DIV/0!	
Melling-Block RD-SH2_E-G	Turn	875936 82			0	#DIV/0!	
Melling-Block RD-SH2_E-H	Turn	875936 84			0	#DIV/0!	
Melling-Block RD-SH2_E-F	Turn	875936 85			0	#DIV/0!	
Melling-Block RD-SH2_B-D	Turn	875936 91			0	#DIV/0!	
Melling-Block RD-SH2_B-C	Turn	875936 92			0	#DIV/0!	
Melling-Block RD-SH2_D-B	Turn	875936 93			0	#DIV/0!	
Melling-Block RD-SH2_D-A	Turn	875936 94			0	#DIV/0!	
Melling-Block RD-SH2_C-D	Turn	875936 95			0	#DIV/0!	
Melling-Block RD-SH2_C-A	Turn	875936 96			0	#DIV/0!	
Melling-Block RD-SH2_A-B	Turn	875936 97			0	#DIV/0!	
Melling-Block RD-SH2_A-D	Turn	875936 98			0	#DIV/0!	
Melling-Block RD-SH2_A-C	Turn	875936 99			0	#DIV/0!	
Melling-Block RD-SH2_C-B	Turn	875960 00			0	#DIV/0!	
Melling-Block RD-SH2_G-F	Turn	875960 01			0	#DIV/0!	
Melling-Block RD-SH2_B-A	Turn	931103 37			0	#DIV/0!	
Melling-Block RD-SH2_H-G	Turn	875962 27			0	#DIV/0!	
C3 - Cube St (South) - Left into Jackson St (West)	Turn	875875 11	53	13	-40	-75%	6.96
C3 - Cube St (South) - Thru to Cube St (North)	Turn	875875 13	149	116	-33	-22%	2.97
C3 - Cube St (South) - Right into Jackson St (East)	Turn	875875 14	3	2	-1	-33%	0.63
C3 - Jackson St (West) - Right into Cube St (South)	Turn	875875 15	22	3	-19	-86%	5.17
C3 - Jackson St (West) - Left into Cube St (North)	Turn	875875 16	107	11	-96	-90%	11.71
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	875875 17	89	14	-75	-84%	10.06
C3 - Cube St (North) - Thru to Cube St (South)	Turn	875875 18	133	133	0	0%	0.00
C3 - Cube St (North) - Right into Jackson St (West)	Turn	875875 19	140	72	-68	-49%	6.60
C3 - Cube St (North) - Left into Jackson St (East)	Turn	875875 20	63	33	-30	-48%	4.19
C3 - Jackson St (East) - Left into Cube St (South)	Turn	875875 21	8	1	-7	-88%	3.00
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875 22	70	54	-16	-23%	2.03
C3 - Jackson St (East) - Right into Cube St (North)	Turn	875875 23	69	21	-28	-57%	4.73
C4 - Wroxone St - Left into Randwick Rd	Turn	875895 74	215	133	-82	-38%	6.72
C2 - Hutt Rd (West) - Right into Jackson St	Turn	875899 94	138	24	-114	-83%	12.67
C2 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875899 96	252	252	-60	-24%	3.63
C2 - Jackson St - Left into Hutt Rd (West)	Turn	875899 98	182	44	-138	-76%	12.07
C2 - Jackson St - Right into Hutt Rd (East)	Turn	875899 99	107	20	-87	-81%	10.72
C2 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900 00	320	110	-210	-66%	14.11
C2 - Hutt Rd (East) - Left into Jackson St	Turn	875900 01	131	78	-53	-40%	5.14
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	875914 91	165	155	-10	-6%	0.79
C7 - Whites Line E (West) - Thru to Whites Line E (Ea	Turn	875914 84	291	260	-31	-11%	1.87
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	875914 96	38	34	-4	-11%	0.67
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	875914 97	19	10	-9	-47%	2.36
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914 98	30	26	-4	-13%	0.76
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	875914 99	168	217	49	29%	3.53
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	875915 00	15	10	-5	-33%	1.41
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	875915 01	3	7	4	133%	1.78
C7 - Whites Line E (East) - Thru to Whites Line E (We	Turn	875915 02	642	587	-145	-33%	6.39
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915 03	36	56	20	56%	2.92
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	875915 04	5	19	14	280%	4.64
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	875915 05	78	36	-42	-54%	5.54
C4 - Diowie Interchange - Left into Hutt Rd (West)	Turn	875916 81	567	543	-24	-4%	1.02
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922 06	150	213	63	42%	4.68
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922 09	23	20	-3	-13%	0.65
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922 11	218	364	146	67%	8.56
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922 13	485	633	148	31%	6.24
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922 14	41	10	-31	-76%	6.14
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922 15	379	291	-88	-23%	4.85
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	875916 54	56	17	-39	-70%	6.48
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	875916 56	65	65	0	0%	0.00
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	875915 72	60	55	-5	-8%	0.77
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875915 59	42	31	-11	-26%	1.82
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	875915 60	102	84	-18	-18%	1.98
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875915 61	33	41	8	24%	1.32
C8 - Queens Dr (S/W) - Left into Lungs Rd (N/W)	Turn	875916 21	21	55	34	162%	5.52
C8 - Lungs Rd (N/W) - Thru to Lungs Rd (S/E)	Turn	875918 00	35	33	-2	-6%	0.34
C8 - Lungs Rd (N/W) - Right into Queens Dr (S/W)	Turn	875918 02	1	9	8	800%	3.18
C8 - Lungs Rd (N/W) - Left into Queens Dr (N/E)	Turn	875918 03	25	7	-18	-72%	4.50
C8 - Lungs Rd (S/E) - Left into Queens Dr (S/W)	Turn	875918 04	276	287	11	4%	0.66
C8 - Lungs Rd (S/E) - Thru to Lungs Rd (N/W)	Turn	875918 05	36	21	-15	-42%	2.83
C8 - Lungs Rd (S/E) - Right into Queens Dr (N/E)	Turn	875918 06	19	11	-8	-42%	2.07
C8 - Queens Dr (S/W) - Right into Lungs Rd (S/E)	Turn	875918 07	173	216	43	25%	3.08
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875918 09	318	134	-184	-58%	11.71
C8 - Queens Dr (N/E) - Left into Lungs Rd (S/E)	Turn	875918 10	34	8	-26	-76%	5.47
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875918 11	200	56	-144	-72%	12.00
C8 - Queens Dr (N/E) - Right into Lungs Rd (N/W)	Turn	875918 12	14	8	-6	-57%	1.73
C12 - Cornwall St (North) - Right into Waterloo Rd (W	Turn	875914 29	42	18	-24	-57%	4.18
C12 - Cornwall St (North) - Thru to Cornwall St (Sout	Turn	875914 01	149	92	-57	-38%	5.14
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	875914 03	110	54	-56	-51%	6.14
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	875914 05	30	5	-25	-83%	5.06
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	875914 07	171	8	-163	-95%	17.32
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (East	Turn	875914 08	133	106	-27	-20%	2.47
C12 - Cornwall St (South) - Thru to Cornwall St (Nort	Turn	875914 09	180	116	-64	-36%	5.26
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	875914 10	19	12	-7	-37%	1.70
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	875914 11	21	16	-5	-24%	1.16
C12 - Waterloo Rd (East) - Right into Cornwall St (No	Turn	875914 12	179	100	-79	-44%	6.49
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (West	Turn	875914 13	196	175	-21	-11%	1.54
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	875914 14	20	12	-8	-40%	2.02
C11 - Knights Rd (West) - Left into Cornwall St	Turn	875946 44	102	88	-14	-14%	1.44
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	875946 46	170	144	-26	-15%	2.04
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946 47	197	74	-123	-62%	10.77
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946 48	140	28	-112	-80%	12.11
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946 49	276	353	77	28%	4.16
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946 50	108	47	-61	-56%	6.91
C15 - High St (West) - Thru to High St (East)	Turn	875958 53	387	220	-167	-43%	9.19
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875898 08	304	312	8	3%	0.46
C25 - SH2 (North) - Thru to SH2 (South)	Turn	875969 75	815	723	-92	-11%	3.32
C25 - SH2 (North) - Left into Ferguson Dr	Turn	875969 77	535	201	-334	-62%	5.09
C25 - SH2 (South) - Thru to SH2 (North)	Turn	875969 91	665	505	-160	-24%	6.62
C25 - Ferguson Dr - Right into SH2 (North)	Turn	875969 81	121	119	-2	-2%	0.18
C25 - SH2 (South) - Right into Ferguson Dr	Turn	875969 82	452	479	77	19%	3.67
C25 - Ferguson Dr - Left into SH2 (South)	Turn	875969 85	490	503	13	3%	0.58
C19 - SH2 Southbound Off Ramp - Left into Manor Pl/Turn	Turn	905038 32	14	8	-6	-43%	1.83
C19 - Manor Park Rd - Left into SH2 Southbound On-Turn	Turn	905038 34	16	21	5	31%	1.16
C19 - SH2 Northbound Off Ramp - Left into Heyward/Turn	Turn	905038 39	222	235	13	6%	0.86
C24 - Heywards Hill (SH58) - Left into SH 2 North/Wour/Turn	Turn	905038 41	279	278	-1	0%	0.06
10 Hutt Road - Esplanade LT	Subpath	147636 85	25	10	-15	-60%	3.87
10 Hutt Road - Onikanga Thru	Subpath	147636 84	360	104	-256	-71%	16.81
10 Off Ramp - Hutt Road Thru	Subpath	147636 82	325	253	-72	-22%	4.24
10 Off Ramp - Esplanade RT	Subpath	147636 83	600	602	2	0%	0.08
10 Esplanade - Hutt Road RT	Subpath	147636 87	44	0	-44	-100%	9.00
10 Esplanade - Onikanga Thru	Subpath	147636 86	531	267	-264	-50%	11.92
2 High Street East LT	Subpath	147636 95	96	59	-37	-39%	4.20
2 High Street East RT	Subpath	147636 97	75	53	-22	-29%	2.76
2 High Street East Thru	Subpath	147636 96	337	229	-108	-32%	6.42
2 High Street West LT	Subpath	147636 01	60	23	-37	-63%	3.02
2 High Street West RT	Subpath	147636 03	14	17	43	307%	7.22
2 High Street West Thru	Subpath	147636 02	303	182	-121	-40%	7.77
2 Melling North LT	Subpath	147636 91	54	59	5	9%	0.67
2 Melling North RT	Subpath	147636 94	142	132	-10	-7%	0.86
2 Melling North Thru	Subpath	147636 93	193	200	7	4%	0.50
2 Pretoria South LT	Subpath	147636 98	43	58	15	35%	2.11
2 Pretoria South RT	Subpath	147636 00	110	82	-28	-25%	2.86
2 Pretoria South Thru	Subpath	147636 99	193	196	3	2%	0.22
1 Melling North LT	Subpath	147636 79	243	264	21	9%	1.32
1 Melling North RT	Subpath	147636 81	236	330	94	40%	5.59
1 Melling North Thru	Subpath	147636 80	122	122	-1	0%	0.06
1 Melling South LT	Subpath	147636 85	25	13	-12	-48%	2.75
1 Melling South RT	Subpath	147636 87	41	22	-19	-46%	3.38
1 Melling South Thru	Subpath	147636 86	240	239	-1	0%	0.06
1 Rutherford East LT	Subpath	147636 92	53	58	5	9%	0.67
1 Rutherford East RT	Subpath	147636 94	259	202	-57	-22%	3.79
1 Rutherford East Thru	Subpath	147636 93	216	232	16	7%	1.07
1 Rutherford West LT	Subpath	147636 98	226	203	-23	-10%	1.57
1 Rutherford West RT	Subpath	147636 00	10	9	-1	-10%	0.32
1 Rutherford West Thru	Subpath	147636 99	214	230	16	7%	1.07
3 High Street East LT	Subpath	147636 07	260	269	9	4%	0.56
3 High Street East Thru	Subpath	147636 08	375	241	-134	-36%	7.58
3 High Street West Thru	Subpath	147636 09	387	221	-166	-43%	9.53
3 High Street West RT	Subpath	147636 10	62	19	-43	-69%	6.36
3 Kings Cres LT	Subpath	147636 05	211	202	21	10%	1.45
3 Kings Cres RT	Subpath	147636 06	43	102	59	137%	6.99
4 Doyle St South LT	Subpath	147636 17	52	0	-52	-100%	10.20
4 Doyle St South RT	Subpath	147636 19	73	82	9	12%	1.00
4 Doyle St South Thru	Subpath	147636 18	267	317	50	24%	3.05
4 Fairway North LT	Subpath	147636 11	86	73	-13	-15%	1.46
4 Fairway North Thru	Subpath	147636 12	214	369	155	72%	9.05
4 Fairway North RT	Subpath	147636 13	265	159	-106	-40%	7.28
4 High Street East LT	Subpath	147636 14	68	43	-25	-37%	3.26
4 High Street East RT	Subpath	147636 16	119	89	-30	-25%	2.99
4 High Street East Thru	Subpath	147636 15	266	213	-53	-20%	3.41
4 High Street West LT	Subpath	147636 20	125	186	61	49%	4.99
4 High Street West RT	Subpath	147636 22	103	30	-73	-71%	8.93
4 High Street West Thru	Subpath	147636 21	248	164	-84	-34%	5.89
S Hutt Road West Thru	Subpath	147636 29					
S Hutt Road West RT	Subpath	147636 30					
S Eastern Hutt Road South LT	Subpath	147636 31	13	8	-5	-38%	1.58
S Eastern Hutt Road South RT	Subpath	147636 32	212	169	-43	-20%	3.13
S Eastern Hutt Road East LT	Subpath	147636 33					
S Eastern Hutt Road East Thru	Subpath	147636 34					
12 SH58 LT	Subpath	147636 39	279	278	-1	0%	0.06
12 SH58 RT	Subpath	147636 41	326	339	13	4%	0.73
12 SH58 Thru	Subpath	147636 40	8	8	0	0%	0.00
12 Manor Park LT	Subpath	147636 42	16	21	5	31%	1.16
12 Manor Park RT	Subpath	147636 44	11	9	-2	-18%	0.63
12 Manor Park Thru	Subpath	147636 43	6	6	2	50%	0.89
12 SH2 West LT	Subpath	147636 36	222	236	14	6%	0.96
12 SH2 West RT	Subpath	147636 38	16	27	11	69%	2.37
12 SH2 West Thru	Subpath	147636 37	6	12	6	100%	2.02
12 SH2 East LT	Subpath	147636 45	14	8	-6	-43%	1.83
12 SH2 RT	Subpath	147636 47	248	316	68	27%	4.01
12 SH2 Thru	Subpath	147636 46	10	0	-10	-100%	4.47
7 Wolverhu East RT	Subpath	147636 56	195	272	77	39%	5.04
7 Wolverhu East Thru	Subpath	147636 55	248	241	-27	-10%	1.77
7 Wolverhu West LT	Subpath	147636 53	212	88	-124	-58%	10.21
7 Wolverhu West Thru	Subpath	147636 54	294	160	-134	-46%	8.93
7 Waterloo LT	Subpath	147636 47	190	154	-36	-19%	2.79
7 Waterloo RT	Subpath	147636 48	149	36	-113	-76%	12.07
11 Diowie Int LT	Subpath	147636 59	567	546	-21	-4%	0.89
11 Diowie Int RT	Subpath	147636 64	394	352	-42	-11%	2.19
11 Hutt Road East LT	Subpath	147636 61	353	435	82	23%	4.03
11 Hutt Road East Thru	Subpath	147636 62	342	214	-128	-37%	7.48
11 Hutt Road West RT	Subpath	147636 60	175	202	27	15%	1.90
11 Hutt Road West Thru	Subpath	147636 69	262	192	-70	-27%	4.66
9 Ludlam LT	Subpath	147636 77	310	287	-23	-7%	1.33
9 Ludlam Thru	Subpath	147636 78	347	303	-44	-13%	2.46
9 Randwick RT	Subpath	147636 74	181	160	-21	-12%	1.65
9 Randwick Thru	Subpath	147636 75	331	315	-16	-5%	0.90
9 White Lines E LT	Subpath	147636 79	238	217	-21	-9%	1.46
9 White Lines E RT	Subpath	147636 80	446	627	181	41%	7.80
8 Hutt Park - Seaview LT	Subpath	147636 91	10	5	-5	-50%	1.83
8 Hutt Park - Randwick RT	Subpath	147636 93	4	11	7	175%	2.06
8 Hutt Park - Port Road Thru	Subpath	147636 92	3	0	-3	-100%	0.00
8 Hutt Park - Waione Thru	Subpath	147636 97	9	11	2	22%	0.63
8 Hutt Park - Hutt Park U-Turn	Subpath	147636 99	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	147636 01	83	36	-47	-57%	5.72
8 Port Road - Seaview RT	Subpath	147636 08	9	5	-4	-44%	1.51
8 Port Road - Hutt Park RT	Subpath	147636 07	1	0	-1	-100%	0.00
8 Port Road - Randwick Thru	Subpath	147636 06	55	33	-22	-40%	3.52
8 Port Road - Port Road U-Turn	Subpath	147636 08	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	147636 50	18	18	0	0%	0.00
8 Randwick - Waione RT	Subpath	147636 53	250	137	-113	-45%	8.12
8 Randwick - Port Road Thru	Subpath	147636 52	74	79	5	7%	0.57
8 Randwick - Seaview Thru	Subpath	147636 51	211	247	36	17%	2.38
8 Randwick - Randwick U-Turn	Subpath	147636 54	3	0	-3	-100%	0.00
8 Seaview - Port LT	Subpath	147636 60	58	8	-50	-86%	8.78
8 Seaview - Hutt Park RT	Subpath	147636 62	6	10	4	67%	1.41
8 Seaview - Randwick RT	Subpath	147636 62	201	254	53	26%	3.55
8 Seaview - Waione Thru	Subpath	147636 61	526	433	-102	-19%	4.64
8 Seaview - Seaview U-Turn	Subpath	147636 64	4	0	-4	-100%	0.00
8 Waione Street - Randwick LT	Subpath	147636 69	215	120	-95	-44%	7.34
8 Waione Street - Port Road RT	Subpath	147636 72	30	51	21	70%	3.35
8 Waione Street - Hutt Park Thru	Subpath	147636 70	19	10	-9	-47%	2.46
8 Waione Street - Seaview Thru	Subpath	147636 71	483	407	-76	-16%	3.60
8 Waione Street - Waione U-Turn	Subpath	147636 73	5	1	-4	-80%	2.12
6 Queens LT	Subpath	147636 40	184	51	-133	-72%	13.87
6 Queens Thru	Subpath	147636 41	687	519	-168	-24%	6.84
6 Railway RT	Subpath	147636 39	402	357	-45	-11%	2.32
6 Railway Thru	Subpath	147636 38	785	715	-70	-9%	2.56
6 Woburn LT	Subpath	147636 36	389	546	157	40%	7.26
6 Woburn RT	Subpath	147636 37	177	75	-102	-58%	9.09
Diowie Drive LT (A-D)	Subpath	160097844					
Diowie Drive Thru (A-C)	Subpath	160097845					
Diowie Drive RT (A-A)	Subpath	160097846					
SH2 (South) LT (B-A)	Subpath	160097842					
SH2 (South) RT (B-C)	Subpath	160097841					
Connection to Hutt Road LT (C-B)	Subpath	160097850					
Connection to Hutt Road Thru (C-A)	Subpath	160097851					
Connection to Hutt Road RT (C-D)	Subpath	160097852					
SH2 (North) LT (D-C)	Subpath	160097847					
SH2 (North) RT (D-A)	Subpath	160097848					



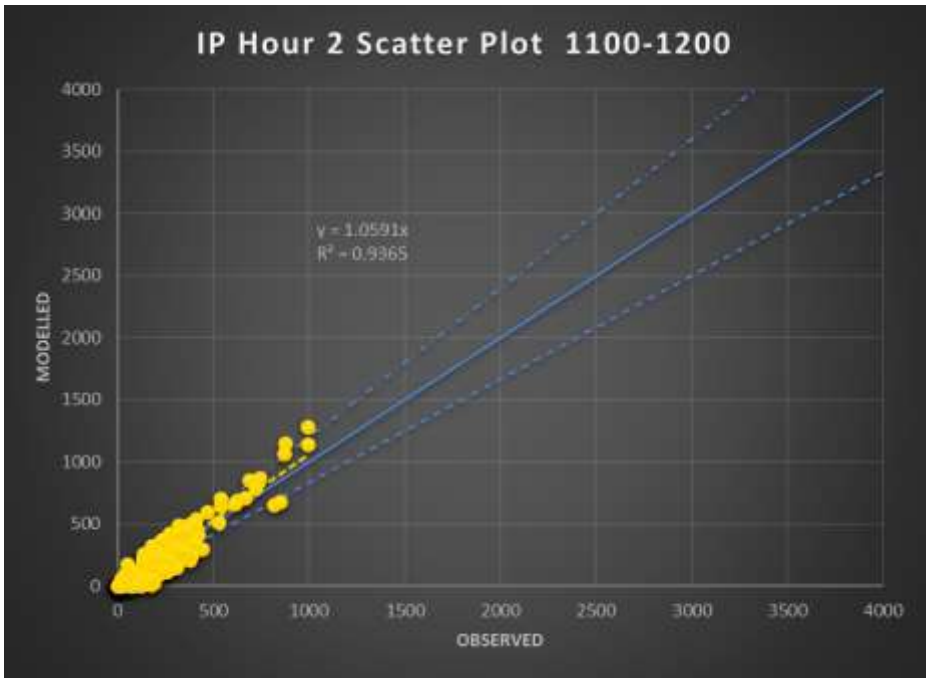
Individual turn counts GEH & XY scatter plot – light vehicles – hybrid layer– AM Hour 4

Location	Turn/Subpath	Aimsun Id	IP Hour 1100-1200 Obs	Mod	Diff	% diff	GEH
KGB-MAJOR-SH2_C-A	Turn	87597132					
KGB-MAJOR-SH2_C-B	Turn	87597114					
KGB-MAJOR-SH2_B-C	Turn	102518825					
KGB-MAJOR-SH2_A-B	Turn	87597119					
KGB-MAJOR-SH2_B-C	Turn	102518826					
KGB-MAJOR-SH2_F-D	Turn	87597131					
KGB-MAJOR-SH2_E-F	Turn	87597153					
KGB-MAJOR-SH2_D-F	Turn	87597136					
KGB-MAJOR-SH2_D-E	Turn	87597127					
KGB-MAJOR-SH2_E-D	Turn	87597139					
KGB-MAJOR-SH2_F-E	Turn	87597268					
KGB-MAJOR-SH2_B-A	Turn	87597225					
Melling-Block Rd-SH2_D-C	Turn	87569969					
Melling-Block Rd-SH2_G-H	Turn	87569971					
Melling-Block Rd-SH2_G-E	Turn	87569974					
Melling-Block Rd-SH2_H-F	Turn	87569976					
Melling-Block Rd-SH2_H-E	Turn	87569978					
Melling-Block Rd-SH2_F-G	Turn	87569979					
Melling-Block Rd-SH2_F-H	Turn	87569980					
Melling-Block Rd-SH2_F-E	Turn	87569981					
Melling-Block Rd-SH2_E-G	Turn	87569982					
Melling-Block Rd-SH2_E-H	Turn	87569984					
Melling-Block Rd-SH2_E-F	Turn	87569985					
Melling-Block Rd-SH2_B-D	Turn	87569991					
Melling-Block Rd-SH2_B-C	Turn	87569992					
Melling-Block Rd-SH2_D-B	Turn	87569993					
Melling-Block Rd-SH2_D-A	Turn	87569994					
Melling-Block Rd-SH2_C-D	Turn	87569995					
Melling-Block Rd-SH2_C-B	Turn	87569996					
Melling-Block Rd-SH2_A-B	Turn	87569997					
Melling-Block Rd-SH2_A-D	Turn	87569998					
Melling-Block Rd-SH2_A-C	Turn	87569999					
Melling-Block Rd-SH2_G-B	Turn	87596000					
Melling-Block Rd-SH2_G-F	Turn	87596001					
Melling-Block Rd-SH2_B-A	Turn	92519327					
Melling-Block Rd-SH2_H-E	Turn	87596222					
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	87587111	43	9	-34	-79%	4.47
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	87587113	150	65	-85	-57%	8.20
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	87587114	4	0	-4	-100%	0.00
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	87587115	36	6	-30	-83%	4.55
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	87587116	136	9	-127	-93%	10.13
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	87587117	80	32	-48	-60%	6.41
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	87587118	127	121	-6	-5%	0.54
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	87587119	157	54	-103	-66%	10.03
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	87587120	47	21	-26	-55%	4.46
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	87587121	8	0	-8	-100%	0.00
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	87587122	69	23	-46	-67%	6.78
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	87587123	35	10	-25	-71%	5.27
C4 - Weaone St - Left into Kandwick Rd	Turn	87589174	206	146	-60	-29%	4.52
C - Hutt Rd (West) - Right into Jackson St	Turn	87589994	174	33	-141	-81%	14.81
C2 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	87589996	278	353	75	27%	4.22
C2 - Jackson St - Left into Hutt Rd (West)	Turn	87589998	209	113	-96	-46%	7.97
C2 - Jackson St - Right into Hutt Rd (East)	Turn	87589999	169	26	-143	-85%	14.69
C - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	87590000	288	189	-99	-34%	6.41
C2 - Hutt Rd (East) - Left into Jackson St	Turn	87590001	180	100	-80	-44%	6.76
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	87591491	187	203	16	9%	1.15
C7 - Whites Line E (West) - Thru to Whites Line E (Ea	Turn	87591494	284	362	78	27%	4.34
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	87591496	31	88	57	184%	7.39
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	87591487	21	9	-12	-57%	3.10
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	87591488	30	11	-19	-63%	4.20
C7 - Cambridge Tce - Right into Whites Line E (West	Turn	87591489	161	140	-21	-13%	1.71
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	87591500	19	8	-11	-58%	2.99
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	87591501	8	6	-2	-25%	0.76
C7 - Whites Line E (East) - Thru to Whites Line E (Wes	Turn	87591502	382	364	-18	-5%	0.93
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	87591503	22	24	2	9%	0.42
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	87591504	12	4	-8	-67%	2.83
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	87591505	63	89	26	107%	3.44
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	87591881	429	413	-16	-4%	0.78
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	87592206	149	326	182	126%	12.07
C10 - Bellevue Rd - Right into Woburn Rd	Turn	87592208	32	17	-15	-47%	3.03
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	87592211	241	295	54	22%	3.33
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	87592213	371	405	30	8%	1.53
C10 - Woburn Rd - Left into Bellevue Rd	Turn	87592214	34	15	-19	-56%	3.84
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	87592215	400	400	0	0%	0.00
C18 - Bridge St (US) - Thru to Bridge St (N/W)	Turn	87593154	36	17	-19	-53%	3.69
C18 - Bridge St (US) - Right into Normandale Rd	Turn	87593156	37	42	5	14%	0.80
C18 - Bridge St (N/W) - Thru to Bridge St (US)	Turn	87593157	38	11	-27	-71%	5.45
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	87593158	39	30	-9	-23%	1.53
C18 - Normandale Rd - Left into Bridge St (US)	Turn	87593160	53	66	13	25%	1.68
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	87593161	27	25	-2	-7%	0.39
C8 - Queens Dr (US) - Left into Lorigo Rd (N/W)	Turn	87593631	22	52	30	136%	4.61
C8 - Lorigo Rd (N/W) - Thru to Lorigo Rd (US)	Turn	87593800	47	39	-8	-17%	1.22
C8 - Lorigo Rd (N/W) - Right into Queens Dr (S/W)	Turn	87593802	8	8	0	0%	0.00
C8 - Lorigo Rd (N/W) - Left into Queens Dr (N/E)	Turn	87593803	35	5	-30	-86%	6.19
C8 - Lorigo Rd (US) - Left into Queens Dr (S/W)	Turn	87593804	264	264	0	0%	0.00
C8 - Lorigo Rd (US) - Thru to Lorigo Rd (N/W)	Turn	87593805	33	24	-9	-27%	1.68
C8 - Lorigo Rd (US) - Right into Queens Dr (N/E)	Turn	87593806	25	8	-17	-68%	4.16
C8 - Queens Dr (S/W) - Right into Lorigo Rd (US)	Turn	87593807	204	155	-49	-24%	3.66
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	87593809	278	164	-114	-41%	7.67
C8 - Queens Dr (N/E) - Left into Lorigo Rd (US)	Turn	87593810	48	24	-30	-45%	4.45
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	87593811	242	130	-112	-46%	8.23
C8 - Queens Dr (N/E) - Right into Lorigo Rd (N/W)	Turn	87593812	21	11	-10	-48%	2.50
C12 - Cornwall St (North) - Right into Waterloo Rd (W	Turn	87594297	45	13	-32	-71%	6.94
C12 - Cornwall St (North) - Thru to Cornwall St (South	Turn	87594301	167	162	-5	-3%	0.35
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	87594303	102	94	-8	-8%	0.81
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	87594305	39	12	-27	-69%	5.15
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	87594307	135	10	-125	-93%	15.73
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Eas	Turn	87594308	120	187	67	56%	5.41
C12 - Cornwall St (South) - Thru to Cornwall St (Nort	Turn	87594309	153	134	-19	-12%	1.59
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	87594310	14	6	-8	-57%	2.53
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	87594311	16	21	5	31%	1.16
C12 - Waterloo Rd (East) - Right into Cornwall St (No	Turn	87594312	130	87	-43	-33%	4.13
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (We	Turn	87594313	172	168	-4	-2%	0.31
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	87594314	20	16	-4	-20%	0.94
C11 - Knights Rd (West) - Left into Cornwall St	Turn	87594644	105	77	-28	-27%	2.84
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	87594646	198	197	-1	-1%	0.07
C11 - Cornwall St - Right into Knights Rd (West)	Turn	87594647	177	87	-90	-51%	7.81
C11 - Cornwall St - Left into Knights Rd (East)	Turn	87594648	121	106	-15	-12%	1.41
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	87594649	220	236	16	7%	1.06
C11 - Knights Rd (East) - Right into Cornwall St	Turn	87594650	75	76	1	1%	0.12
C15 - High St (West) - Thru to High St (East)	Turn	87595813	391	251	-140	-36%	7.81
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	87598918	268	316	52	20%	3.05
C21 - SH2 (North) - Thru to SH2 (South)	Turn	87599275	701	729	28	4%	1.05
C21 - SH2 (North) - Left into Ferguson Dr	Turn	87599277	115	272	157	137%	12.29
C21 - SH2 (South) - Thru to SH2 (North)	Turn	87599291	620	631	11	2%	0.44
C21 - Ferguson Dr - Right into SH2 (North)	Turn	87599381	106	211	105	99%	8.24
C21 - SH2 (South) - Right into Ferguson Dr	Turn	87599382	331	510	179	54%	8.73
C21 - Ferguson Dr - Left into SH2 (South)	Turn	87599385	419	568	149	36%	6.75
C19 - SH2 Southbound Off Ramp - Left into Manor Pl	Turn	90508102	16	17	1	6%	0.25
C19 - Manor Park Rd - Left into SH2 Southbound On I	Turn	90508104	19	23	4	21%	0.87
C19 - SH2 Northbound Off Ramp - Left into Heywood	Turn	90508109	227	149	-78	-34%	5.49
C19 - Heywards Hill (EAST) - Left into Dr Z Northbour	Turn	90508141	222	261	39	18%	2.53
10 Hutt Road - Esplanade LT	Subpath	1658458	26	6	-20	-77%	5.00
10 Hutt Road - Onslamp Thru	Subpath	1658458	288	282	-6	-2%	0.36
10 Off Ramp - Hutt Road Thru	Subpath	1658458	253	368	115	45%	6.13
10 Off Ramp - Esplanade RT	Subpath	1658458	373	622	249	67%	12.06
10 Esplanade - Hutt Road RT	Subpath	1658458	45	0	-45	-100%	9.00
10 Esplanade - Onslamp Thru	Subpath	1658458	368	647	279	76%	10.56
2 High Street East LT	Subpath	1658459	61	124	63	103%	6.70
2 High Street East RT	Subpath	1658459	47	84	37	79%	4.57
2 High Street East Thru	Subpath	1658459	280	242	-38	-14%	2.35
2 High Street West LT	Subpath	1658460	39	56	17	44%	2.47
2 High Street West RT	Subpath	1658460	20	80	60	300%	8.49
2 High Street West Thru	Subpath	1658460	269	234	-35	-13%	2.21
2 Melling North LT	Subpath	1658460	51	75	24	47%	3.02
2 Melling North RT	Subpath	1658460	104	158	54	52%	4.72
2 Melling North Thru	Subpath	1658460	121	195	74	61%	5.89
2 Pretoria South LT	Subpath	1658460	28	52	24	86%	3.79
2 Pretoria South RT	Subpath	1658460	68	87	19	28%	2.16
2 Pretoria South Thru	Subpath	1658460	97	207	110	113%	9.93
1 Melling North LT	Subpath	1658427	159	202	43	27%	3.20
1 Melling North RT	Subpath	1658428	160	381	221	138%	12.91
1 Melling North Thru	Subpath	1658428	217	320	103	47%	6.29
1 Melling South LT	Subpath	1658428	31	12	-19	-61%	4.10
1 Melling South RT	Subpath	1658428	14	33	19	136%	3.32
1 Melling South Thru	Subpath	1658428	138	301	163	118%	12.03
1 Rutherford East LT	Subpath	1658428	35	99	64	183%	7.83
1 Rutherford East RT	Subpath	1658428	171	164	-7	-4%	0.54
1 Rutherford East Thru	Subpath	1658428	159	227	68	43%	4.84
1 Rutherford West LT	Subpath	1658428	186	394	208	112%	12.23
1 Rutherford West RT	Subpath	1658428	19	81	62	326%	7.30
1 Rutherford West Thru	Subpath	1658428	172	303	131	76%	8.93
3 High Street East LT	Subpath	1658430	165	229	64	39%	4.56
3 High Street East Thru	Subpath	1658430	272	205	-67	-25%	4.34
3 High Street West Thru	Subpath	1658430	282	152	-130	-46%	8.84
3 High Street West RT	Subpath	1658431	39	12	-27	-69%	5.15
3 Kings Cres LT	Subpath	1658430	177	338	161	91%	10.47
3 Kings Cres RT	Subpath	1658430	36	174	138	383%	15.07
4 Dayth St South LT	Subpath	1658431	54	0	-54	-100%	10.39
4 Dayth St South RT	Subpath	1658431	46	55	9	20%	1.29
4 Dayth St South Thru	Subpath	1658431	182	279	97	53%	6.39
4 Fairway North LT	Subpath	1658431	56	76	20	36%	2.49
4 Fairway North Thru	Subpath	1658431	140	290	150	107%	11.26
4 Fairway North RT	Subpath	1658431	178	104	-74	-42%	6.23
4 High Street East LT	Subpath	1658431	34	45	11	32%	1.76
4 High Street East RT	Subpath	1658431	64	114	50	78%	5.09
4 High Street East Thru	Subpath	1658431	184	238	54	29%	3.73
4 High Street West LT	Subpath	1658432	96	108	12	13%	1.18
4 High Street West RT	Subpath	1658432	104	0	-104	-100%	0.00
4 High Street West Thru	Subpath	1658431	168	208	40	24%	2.92
5 Hutt Road West Thru	Subpath	1658429					
5 Hutt Road West RT	Subpath	1658430					
5 Eastern Hutt Road South LT	Subpath	1658431	10	11	1	10%	0.31
5 Eastern Hutt Road South RT	Subpath	1658432	159	176	17	11%	1.31
5 Eastern Hutt Road East LT	Subpath	1658433					
5 Eastern Hutt Road East Thru	Subpath	1658434					
12 SH2A LT	Subpath	1658439	153	261	108	71%	7.51
12 SH2A RT	Subpath	1658440	175	222	47	27%	3.34
12 SH2A Thru	Subpath	1658440	1	5	4	400%	2.21
12 Manor Park LT	Subpath	1658442	16	23	7	44%	1.59
12 Manor Park RT	Subpath	1658404	9	16	7	78%	1.98
12 Manor Park Thru	Subpath	1658403	0	5	5	#DIV/0!	0.00
12 SH2 West LT	Subpath	1658396	178	149	-29	-16%	2.27
12 SH2 West RT	Subpath	1658398	11	25	14	127%	3.30
12 SH2 West Thru	Subpath	1658397	7	8	1	14%	0.37
12 SH2 East LT	Subpath	1658405	12	17	5	42%	1.31
12 SH2 RT	Subpath	1658407	171	265	94	55%	6.37
12 SH2 Thru	Subpath	1658406	6	0	-6	-100%	0.00
7 Waiwhetu East RT	Subpath	1658346	143	159	16	11%	1.30
7 Waiwhetu East Thru	Subpath	1658345	185	204	19	10%	1.36
7 Waiwhetu West LT	Subpath	1658343	120	93	-27	-23%	2.62
7 Waiwhetu West Thru	Subpath	1658344	199	97	-102	-51%	8.38
7 Waterloo LT	Subpath	1658347	131	219	88	67%	6.45
7 Waterloo RT	Subpath	1658348	91	86	-5	-5%	0.53
11 Dowse Int LT	Subpath	1658393	335	414	79	24%	4.08
11 Dowse Int RT	Subpath	1658394	219	318	99	39%	5.30
11 Hutt Road East LT	Subpath	1658391	220	416	196	89%	12.04
11 Hutt Road East Thru	Subpath	1658392	239	236	-3	-1%	0.19
11 Hutt Road West RT	Subpath	1658390	180	356	176	98%	10.55
11 Hutt Road West Thru	Subpath	1658389	247	350	103	42%	5.96
9 Ludlam LT	Subpath	1658377	226	477	251	111%	12.74
9 Ludlam Thru	Subpath	1658378	227	304	77	34%	4.72
9 Randwick RT	Subpath	1658376	135	174	39	29%	3.14
9 Randwick Thru	Subpath	1658375	226	295	69	31%	4.28
9 White Lines E LT	Subpath	1658379	148	149	1	1%	0.08
9 White Lines E RT	Subpath	1658380	280	444	164	59%	8.62
8 Hutt Park - Seaview LT	Subpath	1658355	5	11	6	120%	2.12
8 Hutt Park - Randwick RT	Subpath	1658358	8	24	16	200%	4.00
8 Hutt Park - Port Road Thru	Subpath	1658356	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	1658357	13	27	14	108%	3.13
8 Hutt Park - Hutt Park U-Turn	Subpath	1658359	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1658365	71	40	-31	-44%	4.16
8 Port Road - Seaview RT	Subpath	1658408	8	3	-5	-63%	2.13
8 Port Road - Hutt Park RT	Subpath	1658367	1	0	-1	-100%	0.00
8 Port Road - Randwick Thru	Subpath	1658366	46	41	-5	-11%	0.76
8 Port Road - Port Road U-Turn	Subpath	1658368	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	1658350	14	24	10	71%	2.29
8 Randwick - Waione RT	Subpath	1658353	118	114	-4	-3%	0.37
8 Randwick - Port Road Thru	Subpath	1658352	51	44	-7	-14%	1.02
8 Randwick - Seaview Thru	Subpath	1658351	169	236	67	40%	4.71
8 Randwick - Randwick U-Turn	Subpath	1658354	3	0	-3	-100%	0.00
8 Seaview - Port LT	Subpath	1658360	40	6	-34	-85%	7.09
8 Seaview - Hutt Park RT	Subpath	1658363	5	9	4	80%	1.55
8 Seaview - Randwick RT	Subpath	1658362	146	230	84	58%	6.13
8 Seaview - Waione Thru	Subpath	1658361	352	549	197	56%	9.28
8 Seaview - Seaview U-Turn	Subpath	1658364	2	0	-2	-100%	0.00
8 Waione Street - Randwick LT	Subpath	1658369	154	132	-22	-14%	1.84
8 Waione Street - Port Road RT	Subpath	1658372	19	61	22	116%	4.02
8 Waione Street - Hutt Park Thru	Subpath	1658370	7	16	9	129%	2.65
8 Waione Street - Seaview Thru	Subpath	1658371	352	477	125	36%	6.14
8 Waione Street - Waione U-Turn	Subpath	1658373	2	1	-1	-50%	0.82
9 Queens LT	Subpath	1658340	155	61	-90	-58%	8.54
9 Queens Thru	Subpath	1658341	543	601	58	11%	2.43
9 Railway RT	Subpath	1658338	275	470	195	71%	10.47
9 Railway Thru	Subpath	1658339	611	674	63	10%	2.49
9 Woburn LT	Subpath	1658336	233	391	158	68%	8.94
9 Woburn RT	Subpath	1658337	102	73	-29	-28%	3.40
Dowse Drive CT (A-D)	Subpath	168097844					
Dowse Drive Thru (A-C)	Subpath	168097845					
Dowse Drive RT (A-B)	Subpath	168097846					
SH2 (South) LT (B-A)	Subpath	168097842					
SH2 (South) RT (B-C)	Subpath	168097841					
Connection to Hutt Road LT (C-A)	Subpath	168097850					
Connection to Hutt Road Thru (C-A)	Subpath	168097851					
Connection to Hutt Road RT (C-D)	Subpath	168097852					
SH2 (North) LT (D-C)	Subpath	168097847					
SH2 (North) RT (D-A)	Subpath	168097848					



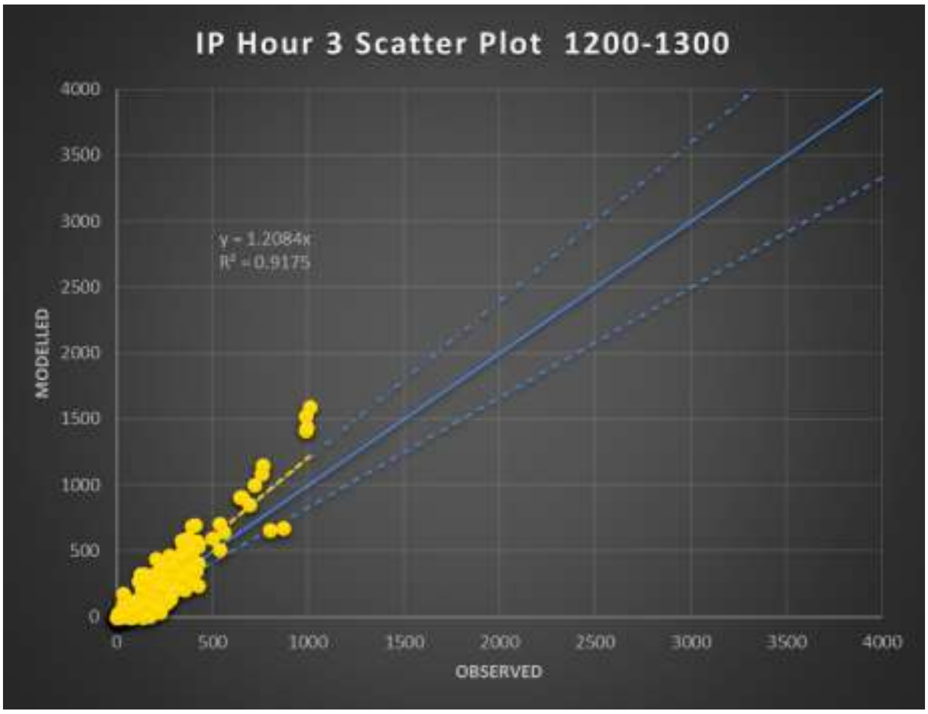
Individual turn counts GEH & XY scatter plot – light vehicles – hybrid layer– IP Hour 1

Location	Turn/Subpath	Aimsun Id	IP Hour 1100-1200				
			Obs	Mod	Diff	% diff	GEH
KGB-MAU04-SH2_C-A	Turn	87597132	63.33333	70	6.666667	11%	0.82
KGB-MAU04-SH2_C-B	Turn	87597114	993	1281	288	29%	8.54
KGB-MAU04-SH2_B-C	Turn	102518825	57.33333	64	6.666667	12%	0.86
KGB-MAU04-SH2_A-B	Turn	87597133	84.33333	98	6.666667	8%	0.66
KGB-MAU04-SH2_B-C	Turn	102518826	872.6667	1132	260.3333	32%	8.55
KGB-MAU04-SH2_F-D	Turn	87597131	793.6667	868	126.3333	17%	4.45
KGB-MAU04-SH2_E-F	Turn	87597130	289	239	-50	-17%	3.08
KGB-MAU04-SH2_D-F	Turn	87597136	684.3333	853	168.6667	25%	6.08
KGB-MAU04-SH2_D-E	Turn	87597137	745.6667	864	118.3333	16%	4.78
KGB-MAU04-SH2_A-D	Turn	87597138	314.6667	684	369.3333	54%	8.47
KGB-MAU04-SH2_F-E	Turn	87597298	296	336	40	12%	2.25
KGB-MAU04-SH2_B-A	Turn	87597225	63	74	11	17%	1.23
Melling-Block Rd-SH2_D-C	Turn	87595949	332.6667	406	73.3333	22%	3.82
Melling-Block Rd-SH2_G-H	Turn	87595971	141.3333	165	23.66667	17%	1.91
Melling-Block Rd-SH2_G-E	Turn	87595974	11.33333	6	-5.33333	-47%	1.81
Melling-Block Rd-SH2_H-E	Turn	87595976	992	1139	147	15%	4.52
Melling-Block Rd-SH2_H-E	Turn	87595978	9.333333	17	7.666667	82%	2.11
Melling-Block Rd-SH2_F-G	Turn	87595979	8.333333	7	-1.33333	-16%	0.48
Melling-Block Rd-SH2_F-H	Turn	87595980	869	1069	200	23%	6.42
Melling-Block Rd-SH2_F-E	Turn	87595981	20.33333	35	14.66667	72%	2.79
Melling-Block Rd-SH2_E-G	Turn	87595982	8	9	1	13%	0.34
Melling-Block Rd-SH2_E-H	Turn	87595984	7.333333	3	-4.33333	-59%	1.91
Melling-Block Rd-SH2_E-F	Turn	87595985	25.33333	49	23.66667	93%	3.88
Melling-Block Rd-SH2_B-D	Turn	87595995	620.6667	683	62.33333	10%	2.44
Melling-Block Rd-SH2_B-C	Turn	87595997	346.3333	476	129.6667	37%	6.39
Melling-Block Rd-SH2_D-B	Turn	87595993	717	787	70	10%	2.51
Melling-Block Rd-SH2_D-A	Turn	87595994	10	13	3	30%	0.84
Melling-Block Rd-SH2_C-D	Turn	87595995	275	419	148	55%	7.83
Melling-Block Rd-SH2_C-A	Turn	87595996	25	18	-7	-28%	1.51
Melling-Block Rd-SH2_A-B	Turn	87595997	13.33333	11	-2.33333	-18%	0.67
Melling-Block Rd-SH2_A-D	Turn	87595998	6	12	6	100%	2.00
Melling-Block Rd-SH2_A-C	Turn	87595999	33	20	-13	-39%	2.51
Melling-Block Rd-SH2_G-F	Turn	87596000	351.3333	454	102.6667	29%	5.12
Melling-Block Rd-SH2_G-F	Turn	87596001	42.33333	18	-24.3333	-57%	4.43
Melling-Block Rd-SH2_B-A	Turn	90119227	10	14	4	40%	1.15
Melling-Block Rd-SH2_H-E	Turn	87596227	133.3333	260	126.6667	95%	9.01
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	87587111	70	10	-60	-86%	6.39
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	87587113	148	70	-78	-53%	7.47
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	87587114	7	3	-4	-57%	1.79
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	87587115	37	7	-30	-81%	6.45
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	87587116	152	16	-136	-89%	12.12
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	87587117	100	38	-62	-62%	7.46
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	87587118	134	136	12	10%	1.05
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	87587119	169	52	-117	-69%	12.13
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	87587120	58	27	-31	-53%	4.76
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	87587121	20	1	-19	-95%	5.86
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	87587122	84	27	-57	-68%	7.83
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	87587123	28	12	-16	-57%	3.58
CA - Wasine St - Left into Randwick Rd	Turn	87589174	250	151	-99	-40%	6.39
C - Hutt Rd (West) - Right into Jackson St	Turn	87589994	157	41	-116	-74%	12.55
C - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	87589996	297	359	62	21%	3.42
C2 - Jackson St - Left into Hutt Rd (West)	Turn	87589998	246	125	-121	-49%	8.99
C2 - Jackson St - Right into Hutt Rd (East)	Turn	87589999	187	29	-158	-84%	13.23
C - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	87590000	317	194	-123	-39%	7.70
C - Hutt Rd (East) - Left into Jackson St	Turn	87590001	202	98	-104	-51%	8.49
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	87591491	164	217	53	32%	3.84
C7 - Whites Line E (West) - Thru to Whites Line E (Ea	Turn	87591494	345	377	32	9%	1.68
C7 - Whites Line E (West) - Right into Cambridge Tce	Turn	87591496	38	97	59	155%	7.18
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	87591487	20	8	-12	-60%	3.23
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	87591488	21	17	-4	-19%	0.92
C7 - Cambridge Tce - Right into Whites Line E (West	Turn	87591489	153	145	-8	-5%	0.66
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	87591500	9	6	-3	-33%	1.10
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	87591501	10	5	-5	-50%	1.83
C7 - Whites Line E (East) - Thru to Whites Line E (We	Turn	87591502	380	417	37	10%	1.85
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	87591503	22	23	1	5%	0.21
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	87591504	6	3	-3	-50%	1.41
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	87591505	50	93	43	86%	5.04
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	87591881	420	412	-8	-2%	0.39
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	87592206	178	323	145	81%	9.26
C10 - Bellevue Rd - Right into Woburn Rd	Turn	87592208	29	15	-14	-48%	2.98
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	87592211	226	296	70	31%	4.33
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	87592213	453	638	25	6%	1.21
C10 - Woburn Rd - Left into Bellevue Rd	Turn	87592214	61	16	-25	-61%	4.68
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	87592215	305	424	119	39%	6.23
C18 - Bridge St (US) - Thru to Bridge St (N/W)	Turn	87593154	70	19	-51	-73%	7.65
C18 - Bridge St (US) - Right into Normandale Rd	Turn	87593156	54	50	-4	-7%	0.55
C18 - Bridge St (N/W) - Thru to Bridge St (US)	Turn	87593157	60	10	-50	-75%	8.05
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	87593158	32	30	-2	-6%	0.36
C18 - Normandale Rd - Left into Bridge St (US)	Turn	87593160	55	71	16	29%	2.02
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	87593161	31	19	-12	-39%	2.40
C8 - Queens Dr (S/W) - Left into Laings Rd (N/W)	Turn	87593631	19	57	38	200%	6.56
C8 - Laings Rd (N/W) - Thru to Laings Rd (US)	Turn	87593880	38	43	5	13%	0.79
C8 - Laings Rd (N/W) - Right into Queens Dr (S/W)	Turn	87593882	8	7	-1	-13%	0.37
C8 - Laings Rd (N/W) - Left into Queens Dr (N/S)	Turn	87593883	19	5	-14	-74%	4.08
C8 - Laings Rd (US) - Left into Queens Dr (S/W)	Turn	87593804	268	286	18	7%	1.08
C8 - Laings Rd (US) - Thru to Laings Rd (N/W)	Turn	87593805	29	24	-5	-17%	0.97
C8 - Laings Rd (US) - Right into Queens Dr (N/S)	Turn	87593806	24	12	-12	-50%	2.83
C8 - Queens Dr (S/W) - Right into Laings Rd (US)	Turn	87593807	228	163	-65	-29%	4.66
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/S)	Turn	87593809	304	153	-151	-50%	9.99
C8 - Queens Dr (N/S) - Left into Laings Rd (US)	Turn	87593810	40	24	-16	-40%	2.83
C8 - Queens Dr (N/S) - Thru to Queens Dr (S/W)	Turn	87593811	273	162	-111	-48%	8.09
C8 - Queens Dr (N/S) - Right into Laings Rd (N/W)	Turn	87593812	18	8	-10	-56%	2.77
C12 - Cornwall St (North) - Right into Waterloo Rd (W	Turn	87594297	52	15	-37	-71%	6.28
C12 - Cornwall St (North) - Thru to Cornwall St (Sout	Turn	87594301	172	157	-15	-9%	1.17
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	87594303	114	97	-17	-15%	1.66
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	87594305	61	14	-47	-77%	7.05
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	87594307	174	5	-169	-97%	17.57
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Ea	Turn	87594308	104	165	61	7%	0.97
C12 - Cornwall St (South) - Thru to Cornwall St (Nort	Turn	87594309	169	142	-27	-16%	2.17
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	87594310	11	7	-4	-36%	1.32
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	87594311	27	20	-7	-26%	1.44
C12 - Waterloo Rd (East) - Right into Cornwall St (So	Turn	87594312	114	97	-17	-15%	1.66
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (We	Turn	87594313	176	180	4	2%	0.30
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	87594314	13	18	5	38%	1.27
C11 - Knights Rd (West) - Left into Cornwall St	Turn	87594644	101	77	-24	-24%	2.54
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	87594646	217	197	-20	-9%	1.39
C11 - Cornwall St - Right into Knights Rd (West)	Turn	87594647	199	83	-116	-58%	9.77
C11 - Cornwall St - Left into Knights Rd (East)	Turn	87594648	153	96	-57	-37%	5.13
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	87594649	180	239	59	33%	4.08
C11 - Knights Rd (East) - Right into Cornwall St	Turn	87594650	98	80	-18	-18%	1.91
C15 - High St (West) - Thru to High St (East)	Turn	87595813	380	259	-121	-32%	6.77
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	87598918	294	324	30	10%	1.71
C21 - SH2 (North) - Thru to SH2 (South)	Turn	87599275	647	710	63	6%	1.44
C21 - SH2 (North) - Left into Ferguson Dr	Turn	87599277	133	259	126	95%	9.00
C21 - SH2 (South) - Thru to SH2 (North)	Turn	87599291	611	658	47	8%	1.87
C21 - Ferguson Dr - Right into SH2 (North)	Turn	87599381	138	206	72	54%	5.52
C21 - SH2 (South) - Right into Ferguson Dr	Turn	87599382	387	508	121	31%	5.72
C21 - Ferguson Dr - Left into SH2 (South)	Turn	87599385	407	536	129	32%	5.94
C19 - SH2 Southbound Off Ramp - Left into Manor Pk	Turn	90508332	17	17	0	0%	0.00
C19 - Manor Park Rd - Left into SH2 Southbound On	Turn	90508334	23	21	-2	-9%	0.43
C19 - SH2 Northbound Off Ramp - Left into Heywood	Turn	90508339	217	153	-64	-29%	4.71
C19 - Heywards Hill (Exit) - Left into Dr J Northbour	Turn	90508341	186	249	63	34%	4.27
10 Hutt Road - Esplanade LT	Subpath	1459684	25	8	-17	-77%	5.42
10 Hutt Road - Onslamp Thru	Subpath	1459684	439	297	-142	-32%	7.48
10 Off Ramp - Hutt Road Thru	Subpath	1459684	372	374	2	1%	0.10
10 Off Ramp - Esplanade RT	Subpath	1459684	538	642	104	19%	4.26
10 Esplanade - Hutt Road RT	Subpath	1459684	63	1	-62	-98%	10.98
10 Esplanade - Onslamp Thru	Subpath	1459684	536	705	169	32%	6.78
2 High Street East LT	Subpath	1459684	114	125	11	10%	1.01
2 High Street East RT	Subpath	1459684	69	83	14	20%	1.61
2 High Street East Thru	Subpath	1459684	388	252	-136	-35%	7.60
2 High Street West LT	Subpath	1459684	60	68	8	13%	1.00
2 High Street West RT	Subpath	1459684	31	81	50	161%	6.68
2 High Street West Thru	Subpath	1459684	369	238	-131	-36%	7.52
2 Melling North LT	Subpath	1459684	55	73	18	33%	2.21
2 Melling North RT	Subpath	1459684	159	166	7	4%	0.55
2 Melling North Thru	Subpath	1459684	164	188	24	15%	1.81
2 Pretoria South LT	Subpath	1459684	54	52	-2	-4%	0.27
2 Pretoria South RT	Subpath	1459684	98	96	-2	-2%	0.20
2 Pretoria South Thru	Subpath	1459684	190	306	76	58%	5.86
1 Melling North LT	Subpath	1459684	212	204	-8	-4%	0.55
1 Melling North RT	Subpath	1459684	223	367	144	65%	8.38
1 Melling North Thru	Subpath	1459684	316	314	-2	-1%	0.11
1 Melling South LT	Subpath	1459684	18	15	-3	-17%	0.79
1 Melling South RT	Subpath	1459684	61	58	-3	-7%	0.38
1 Melling South Thru	Subpath	1459684	213	305	92	43%	5.72
1 Rutherford East LT	Subpath	1459684	46	98	52	113%	6.13
1 Rutherford East RT	Subpath	1459684	235	183	-52	-22%	3.60
1 Rutherford East Thru	Subpath	1459684	213	237	24	11%	1.60
1 Rutherford West LT	Subpath	1459684	319	428	109	34%	5.64
1 Rutherford West RT	Subpath	1459684	21	14	-7	-33%	1.57
1 Rutherford West Thru	Subpath	1459684	235	296	61	26%	3.74
3 High Street East LT	Subpath	1459684	227	231	0	0%	0.00
3 High Street East Thru	Subpath	1459684	374	211	-163	-44%	9.53
3 High Street West Thru	Subpath	1459684	380	258	-123	-32%	6.84
3 High Street West RT	Subpath	1459684	44	12	-32	-73%	6.05
3 Kings Cres LT	Subpath	1459684	282	319	36	13%	2.10
3 Kings Cres RT	Subpath	1459684	51	177	126	247%	12.68
4 Dayoh St South LT	Subpath	1459684	73	0	-73	-100%	0.00
4 Dayoh St South RT	Subpath	1459684	62	57	-5	-8%	0.45
4 Dayoh St South Thru	Subpath	1459684	262	303	21	7%	1.23
4 Fairway North LT	Subpath	1459684	77	80	3	4%	0.34
4 Fairway North Thru	Subpath	1459684	182	285	103	57%	6.74
4 Fairway North RT	Subpath	1459684	413	201	-220	-54%	9.96
4 High Street East LT	Subpath	1459684	54	58	3	6%	0.26
4 High Street East RT	Subpath	1459684	80	121	41	51%	4.08
4 High Street East Thru	Subpath	1459684	262	242	-20	-8%	1.26
4 High Street West LT	Subpath	1459684	143	97	-44	-31%	4.08
4 High Street West RT	Subpath	1459684	120	1	-119	-99%	15.39
4 High Street West Thru	Subpath	1459684	372	215	-57	-23%	4.01
5 Hutt Road West Thru	Subpath	1459684					
5 Hutt Road West RT	Subpath	1459684					
5 Eastern Hutt Road South LT	Subpath	1459684	20	12	-8	-40%	2.03
5 Eastern Hutt Road South RT	Subpath	1459684	238	190	-48	-20%	3.26
5 Eastern Hutt Road East LT	Subpath	1459684					
5 Eastern Hutt Road East Thru	Subpath	1459684					
12 SH2A LT	Subpath	1459684	186	249	63	34%	4.27
12 SH2A RT	Subpath	1459684	209	184	-25	-12%	1.78
12 SH2A Thru	Subpath	1459684	15	3	-12	-80%	4.00
12 Manor Park LT	Subpath	1459684	23	21	-2	-9%	0.43
12 Manor Park RT	Subpath	1459684	12	16	4	33%	1.07
12 Manor Park Thru	Subpath	1459684	4	5	1	25%	0.47
12 SH2 West LT	Subpath	1459684	217	153	-64	-29%	4.71
12 SH2 West RT	Subpath	1459684	25	24	-1	-4%	0.20
12 SH2 West Thru	Subpath	1459684	6	5	-1	-17%	0.43
12 SH2 East LT	Subpath	1459684	17	17	0	0%	0.00
12 SH2 RT	Subpath	1459684	214	255	41	19%	2.68
12 SH2 Thru	Subpath	1459684	10	0	-10	-100%	0.00
7 Waiwhetu East RT	Subpath	1459684	169	165	-4	-2%	0.31
7 Waiwhetu East Thru	Subpath	1459684	262	211	-51	-19%	3.32
7 Waiwhetu West LT	Subpath	1459684	161	93	-68	-42%	6.22
7 Waiwhetu West Thru	Subpath	1459684	256	115	-141	-55%	11.79
7 Waterloo LT	Subpath	1459684	186	230	44	24%	3.01
7 Waterloo RT	Subpath	1459684	166	76	-90	-54%	8.18
11 Dowse Int LT	Subpath	1459684	420	410	-10	-2%	0.49
11 Dowse Int RT	Subpath	1459684	317	319	2	1%	0.11
11 Hutt Road East LT	Subpath	1459684	362	468	106	29%	5.20
11 Hutt Road East Thru	Subpath	1459684	381	261	-120	-23%	6.61
11 Hutt Road West RT	Subpath	1459684	231	376	145	63%	8.32
11 Hutt Road West Thru	Subpath	1459684	405	344	-61	-15%	3.15
9 Ludlam LT	Subpath	1459684	377	381	498	117	31%	5.58
9 Ludlam Thru	Subpath	1459684	378	310	295	-15	-5%	0.86
9 Randwick RT	Subpath	1459684	376	223	195	-28	-13%	1.94
9 Randwick Thru	Subpath	1459684	375	350	290	-60	-17%	3.35
9 White Lines E LT	Subpath	1459684	379	213	164	-49	-23%	3.57
9 White Lines E RT	Subpath	1459684	380	376	493	117	31%	5.61
8 Hutt Park - Seaview LT	Subpath	1459684	355	3	9	6	200%	2.45
8 Hutt Park - Randwick RT	Subpath	1459684	358	16	26	10	63%	2.18
8 Hutt Park - Port Road Thru	Subpath	1459684	356	1	0	-1	-100%	0.00
8 Hutt Park - Waiome Thru	Subpath	1459684	357	9	26	17	189%	4.06
8 Hutt Park - Hutt Park U-Turn	Subpath	1459684	359	0	0	0	#DIV/0!	0.00
8 Port Road - Waiome LT	Subpath	1459684	365	104	49	-55	-53%	6.29
8 Port Road - Seaview RT	Subpath	1459684	408	9	6	-3	-33%	1.10
8 Port Road - Hutt Park RT	Subpath	1459684	367	1	0	-1	-100%	0.00
8 Port Road - Randwick Thru	Subpath	1459684	366	61	44	-17	-28%	2.35
8 Port Road - Port Road U-Turn	Subpath	1459684	368	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	1459684	350	12	25	13	108%	3.02
8 Randwick - Waiome RT	Subpath	1459684	353	243	118	-125	-51%	9.20
8 Randwick - Port Road Thru	Subpath	1459684	352	52	47	-5	-10%	0.71
8 Randwick - Seaview Thru	Subpath	1459684	351	196	263	67	34%	4.37
8 Randwick - Randwick U-Turn	Subpath	1459684	354	4	0	-4	-100%	0.00
8 Seaview - Port LT	Subpath	1459684	360	82	7	-75	-91%	10.12
8 Seaview - Hutt Park RT	Subpath	1459684	363	6	11	5	83%	1.71
8 Seaview - Randwick RT	Subpath	1459684	362	224	220	-4	-2%	0.27
8 Seaview - Waiome Thru	Subpath	1459684	361	469	593	124	26%	5.38
8 Seaview - Seaview U-Turn	Subpath	1459684	364	3	0	-3	-100%	0.00
8 Waiome Street - Randwick LT	Subpath	1459684	369	250	136	-114	-46%	8.21
8 Waiome Street - Port Road RT	Subpath	1459684	372	35	42	7	20%	1.10
8 Waiome Street - Hutt Park Thru	Subpath	1459684	370	8	20	12	150%	3.21
8 Waiome Street - Seaview Thru	Subpath	1459684	371	524	314	-14	-3%	0.61
8 Waiome Street - Waiome U-Turn	Subpath	1459684	373	2	1	-1	-50%	0.82
9 Queens LT	Subpath	1459684	377	59	118	59	100%	6.88
9 Queens Thru	Subpath	1459684	341	814	655	-159	-20%	5.87
9 Railway RT	Subpath	1459684	338	402	499	97	24%	4.57
9 Railway Thru	Subpath	1459684	338	847	678	-169	-20%	6.12
9 Woburn LT	Subpath	1459684	336	362	448	86	24%	4.27
9 Woburn RT	Subpath	1459684	337	172	77	-95	-55%	9.51
Dowse Drive LT (A-D)	Turn	1869078	344	17	73	56	329%	5.98
Dowse Drive Thru (A-C)	Turn	1869078	345	114	72	-42	-37%	4.96
Dowse Drive RT (A-B)	Turn	1869078	346	26	55	29	112%	4.56
SH2 (South) LT (B-C)	Turn	1869078	342	33	45	12	36%	1.92
SH2 (South) RT (B-C)	Turn	1869078	343	309	271	-38	-12%	2.24
Connection to Hutt Road LT (C-A)	Turn	1869078	350	237	408	171	72%	9.52
Connection to Hutt Road Thru (C-A)	Turn	1869078	351	103	87	-16	-16%	1.64
Connection to Hutt Road RT (C-D)	Turn	1869078	352	177	349	172	97%	10.93
SH2 (North) LT (D-C)	Turn	1869078	347	354	510	156	44%	7.55
SH2 (North) RT (D-A)	Turn	1869078	348	51	62	11	22%	1.46



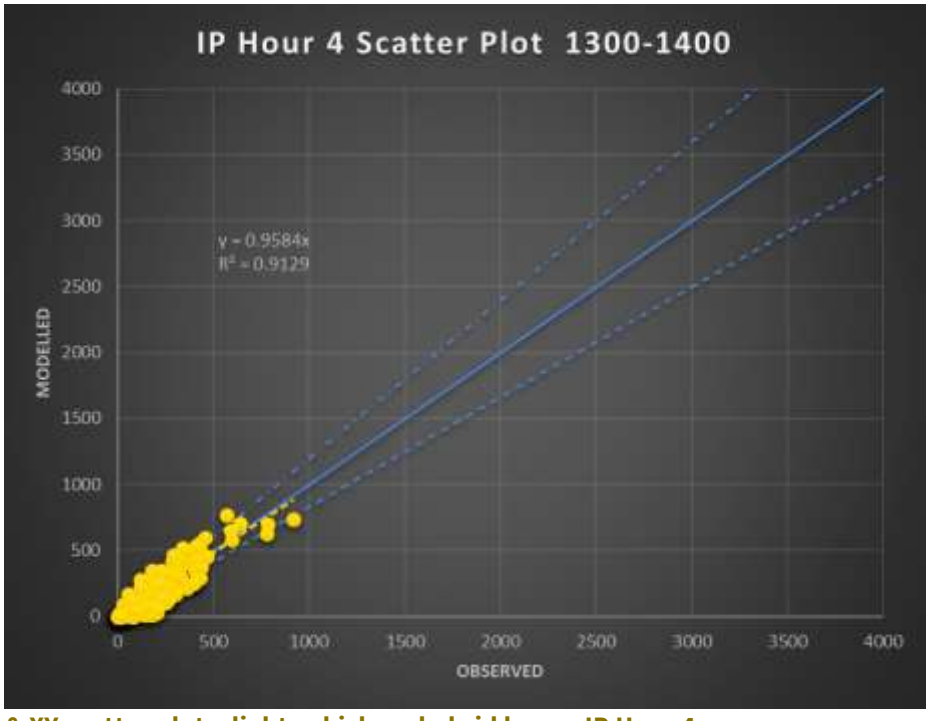
Individual turn counts GEH & XY scatter plot – light vehicles – hybrid layer– IP Hour 2

Location	Turn/Subpath	Aimsun id	IP 2Hour 1100-1300				
			Obs	Mod	Diff	% diff	GEH
KGB-MAJOR-SH2_C-A	Turn	87597110	83.33333	81	-2.33333	-3%	0.26
KGB-MAJOR-SH2_C-B	Turn	87597114	1007.667	1591	583.3333	58%	16.18
KGB-MAJOR-SH2_A-C	Turn	102553825	51.66667	80	28.33333	55%	3.49
KGB-MAJOR-SH2_A-B	Turn	87597119	81.66667	111	29.33333	36%	2.99
KGB-MAJOR-SH2_B-C	Turn	102553826	985.3333	1523	537.6667	55%	15.18
KGB-MAJOR-SH2_F-D	Turn	87597131	754.6667	1089	334.3333	44%	11.01
KGB-MAJOR-SH2_E-F	Turn	87597133	303.6667	311	7.333333	2%	0.42
KGB-MAJOR-SH2_D-F	Turn	87597136	762.6667	1146	383.3333	50%	12.41
KGB-MAJOR-SH2_D-E	Turn	87597137	274.3333	466	191.6667	70%	9.96
KGB-MAJOR-SH2_E-D	Turn	87597139	336.3333	584	247.6667	74%	11.55
KGB-MAJOR-SH2_F-E	Turn	87597298	294.6667	444	149.3333	51%	7.77
KGB-MAJOR-SH2_B-A	Turn	87597325	73	107	34	47%	3.58
Melling-Block Rd-SH2_D-C	Turn	87595949	346	508	162	47%	7.84
Melling-Block Rd-SH2_G-H	Turn	87595971	170.3333	240	69.66667	41%	4.86
Melling-Block Rd-SH2_G-E	Turn	87595974	14.66667	9	-5.66667	-39%	1.65
Melling-Block Rd-SH2_H-F	Turn	87595976	994.6667	1435	440.3333	44%	12.63
Melling-Block Rd-SH2_H-E	Turn	87595978	8	20	12	150%	3.21
Melling-Block Rd-SH2_F-G	Turn	87595979	5.333333	8	2.666667	50%	1.03
Melling-Block Rd-SH2_F-H	Turn	87595980	986.3333	1410	423.6667	43%	12.24
Melling-Block Rd-SH2_F-E	Turn	87595981	25	53	28	112%	4.48
Melling-Block Rd-SH2_E-G	Turn	87595982	6.333333	12	5.666667	89%	1.87
Melling-Block Rd-SH2_E-H	Turn	87595984	8.333333	4	-4.33333	-52%	1.75
Melling-Block Rd-SH2_E-F	Turn	87595985	34.66667	68	33.33333	96%	4.65
Melling-Block Rd-SH2_B-D	Turn	87595991	652.6667	904	251.3333	39%	9.01
Melling-Block Rd-SH2_B-C	Turn	87595992	369.6667	599	229.3333	62%	10.42
Melling-Block Rd-SH2_D-B	Turn	87595993	718.6667	1003	284.3333	40%	9.69
Melling-Block Rd-SH2_D-A	Turn	87595994	10	15	5	50%	1.41
Melling-Block Rd-SH2_C-D	Turn	87595995	357.3333	553	195.6667	55%	9.17
Melling-Block Rd-SH2_C-A	Turn	87595996	29.66667	22	-7.66667	-26%	1.51
Melling-Block Rd-SH2_A-B	Turn	87595997	19.66667	13	-6.66667	-34%	1.65
Melling-Block Rd-SH2_A-D	Turn	87595998	6.666667	16	9.333333	140%	2.77
Melling-Block Rd-SH2_A-C	Turn	87595999	31.33333	25	-6.33333	-20%	1.19
Melling-Block Rd-SH2_C-B	Turn	87596000	384.3333	582	197.6667	51%	8.99
Melling-Block Rd-SH2_G-F	Turn	87596001	45.33333	23	-22.3333	-49%	3.82
Melling-Block Rd-SH2_B-A	Turn	95519237	11	21	10	91%	2.50
Melling-Block Rd-SH2_H-G	Turn	87596327	147.3333	324	176.6667	120%	11.51
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	87587511	56	11	-45	-80%	7.77
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	87587513	177	92	-85	-48%	7.33
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	87587514	6	3	-3	-50%	1.41
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	87587515	40	13	-27	-68%	5.24
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	87587516	154	22	-132	-86%	14.07
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	87587517	117	51	-66	-56%	7.20
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	87587518	141	185	44	31%	3.45
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	87587519	157	74	-83	-53%	7.72
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	87587520	63	37	-26	-41%	3.68
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	87587521	11	0	-11	-100%	0.00
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	87587522	89	32	-57	-64%	7.33
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	87587523	39	15	-24	-62%	4.62
C6 - Waione St - Left into Randwick Rd	Turn	87589574	280	191	-89	-32%	5.80
C2 - Hutt Rd (West) - Right into Jackson St	Turn	87589994	195	47	-148	-76%	13.45
C2 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	87589996	303	450	147	49%	7.58
C2 - Jackson St - Left into Hutt Rd (West)	Turn	87589998	263	139	-124	-47%	8.75
C2 - Jackson St - Right into Hutt Rd (East)	Turn	87589999	228	38	-190	-83%	16.48
C2 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	87590000	272	270	-2	-1%	0.12
C2 - Hutt Rd (East) - Left into Jackson St	Turn	87590001	194	132	-62	-32%	4.86
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	87591491	235	282	47	20%	2.92
C7 - Whites Line E (West) - Thru to Whites Line E (Eas	Turn	87591494	349	497	148	42%	7.20
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	87591496	55	120	65	118%	6.95
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	87591497	19	7	-12	-63%	3.33
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	87591498	39	21	-18	-46%	3.29
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	87591499	152	193	41	27%	3.12
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	87591500	18	14	-4	-22%	1.00
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	87591501	11	8	-3	-27%	0.97
C7 - Whites Line E (East) - Thru to Whites Line E (Wes	Turn	87591502	385	543	158	41%	7.33
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	87591503	35	25	-10	-29%	1.83
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	87591504	8	6	-2	-25%	0.76
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	87591505	57	112	55	96%	5.98
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	87591841	424	534	110	26%	5.03
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	87592206	203	440	237	117%	13.22
C10 - Bellevue Rd - Right into Woburn Rd	Turn	87592209	35	19	-16	-46%	3.08
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	87592211	225	392	167	74%	9.51
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	87592213	421	565	144	34%	6.49
C10 - Woburn Rd - Left into Bellevue Rd	Turn	87592214	43	22	-21	-49%	3.68
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	87592215	421	571	150	36%	6.74
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	87593154	60	27	-33	-55%	5.00
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	87593156	63	71	8	13%	0.98
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	87593157	42	13	-29	-69%	5.53
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	87593159	38	37	-1	-3%	0.16
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	87593160	59	88	29	49%	3.38
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	87593161	23	29	6	26%	1.18
C8 - Queens Dr (S/W) - Left into Laings Rd (N/W)	Turn	87593631	36	71	35	97%	4.79
C8 - Laings Rd (N/W) - Thru to Laings Rd (S/E)	Turn	87593800	39	59	20	51%	2.86
C8 - Laings Rd (N/W) - Right into Queens Dr (S/W)	Turn	87593802	4	9	5	125%	1.96
C8 - Laings Rd (N/W) - Left into Queens Dr (N/E)	Turn	87593803	26	5	-21	-81%	5.33
C8 - Laings Rd (S/E) - Left into Queens Dr (S/W)	Turn	87593804	290	360	70	24%	3.88
C8 - Laings Rd (S/E) - Thru to Laings Rd (N/W)	Turn	87593805	28	29	1	4%	0.19
C8 - Laings Rd (S/E) - Right into Queens Dr (N/E)	Turn	87593806	13	13	0	0%	0.00
C8 - Queens Dr (S/W) - Right into Laings Rd (S/E)	Turn	87593807	217	223	6	3%	0.40
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	87593809	304	207	-97	-32%	6.07
C8 - Queens Dr (N/E) - Left into Laings Rd (S/E)	Turn	87593810	43	28	-15	-35%	2.52
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	87593811	282	174	-108	-38%	7.15
C8 - Queens Dr (N/E) - Right into Laings Rd (N/W)	Turn	87593812	31	11	-20	-65%	4.36
C12 - Cornwall St (North) - Right into Waterloo Rd (W	Turn	87594297	59	24	-35	-59%	5.43
C12 - Cornwall St (North) - Thru to Cornwall St (South	Turn	87594301	158	206	48	30%	3.56
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	87594303	127	120	-7	-6%	0.63
C12 - Waterloo Rd (West) - Left into Cornwall St (No	Turn	87594305	47	17	-30	-64%	5.30
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	87594307	171	7	-164	-96%	17.38
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Eas	Turn	87594308	165	221	56	34%	4.03
C12 - Cornwall St (South) - Thru to Cornwall St (North	Turn	87594309	164	173	9	5%	0.69
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	87594310	14	8	-6	-43%	1.81
C12 - Cornwall St (South) - Right into Waterloo Rd (Ea	Turn	87594311	21	25	4	19%	0.83
C12 - Waterloo Rd (East) - Right into Cornwall St (No	Turn	87594312	121	114	-7	-6%	0.65
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (Wes	Turn	87594313	168	217	49	29%	3.53
C12 - Waterloo Rd (East) - Left into Cornwall St (Sout	Turn	87594314	20	23	3	15%	0.65
C11 - Knights Rd (West) - Left into Cornwall St	Turn	87594644	120	91	-29	-24%	2.82
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	87594646	239	258	19	8%	1.21
C11 - Cornwall St - Right into Knights Rd (West)	Turn	87594647	202	111	-91	-45%	7.27
C11 - Cornwall St - Left into Knights Rd (East)	Turn	87594648	144	123	-21	-15%	1.82
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	87594649	210	308	98	47%	6.09
C11 - Knights Rd (East) - Right into Cornwall St	Turn	87594650	72	99	27	38%	2.92
C15 - High St (West) - Thru to High St (East)	Turn	87595813	384	312	-72	-19%	3.86
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	87598938	350	427	77	22%	3.91
C21 - SH2 (North) - Thru to SH2 (South)	Turn	87599275	646	905	259	40%	9.30
C21 - SH2 (North) - Left into Fergusson Dr	Turn	87599277	126	324	198	157%	13.20
C21 - SH2 (South) - Thru to SH2 (North)	Turn	87599291	692	856	164	24%	5.89
C21 - Fergusson Dr - Right into SH2 (North)	Turn	87599381	111	273	162	146%	11.69
C21 - SH2 (South) - Right into Fergusson Dr	Turn	87599382	389	690	301	77%	12.96
C21 - Fergusson Dr - Left into SH2 (South)	Turn	87599385	407	697	290	71%	12.34
C19 - SH2 Southbound Off Ramp - Left Into Manor Pa	Turn	90508332	21	17	-4	-19%	0.92
C19 - Manor Park Rd - Left into SH2 Southbound On F	Turn	90508334	11	28	17	155%	3.85
C19 - SH2 Northbound Off Ramp - Left into Haywards	Turn	90508339	243	204	-39	-16%	2.61
C19 - Haywards Hill (SH58) - Left into SH 2 Northbour	Turn	90508341	195	322	127	65%	7.90
10 Hutt Road - Esplanade LT	Subpath	147684385	23	8	-15	-65%	3.81
10 Hutt Road - OnRamp Thru	Subpath	147684384	393	297	-96	-24%	5.17
10 Off Ramp - Hutt Road Thru	Subpath	147684382	367	374	7	2%	0.36
10 Off Ramp - Esplanade RT	Subpath	147684383	558	642	84	15%	3.43
10 Esplanade - Hutt Road RT	Subpath	147684387	62	1	-61	-98%	10.87
10 Esplanade - OnRamp Thru	Subpath	147684386	537	705	168	31%	6.74
2 High Street East LT	Subpath	147684295	102	125	23	23%	2.16
2 High Street East RT	Subpath	147684297	84	83	-1	-1%	0.11
2 High Street East Thru	Subpath	147684296	365	252	-113	-31%	6.43
2 High Street West LT	Subpath	147684301	49	68	19	39%	2.48
2 High Street West RT	Subpath	147684303	31	81	50	161%	6.68
2 High Street West Thru	Subpath	147684302	423	238	-185	-44%	10.18
2 Melling North LT	Subpath	147684291	65	73	8	12%	0.96
2 Melling North RT	Subpath	147684294	143	166	23	16%	1.85
2 Melling North Thru	Subpath	147684293	179	188	9	5%	0.66
2 Pretoria South LT	Subpath	147684298	46	52	6	13%	0.86
2 Pretoria South RT	Subpath	147684300	80	96	16	20%	1.71
2 Pretoria South Thru	Subpath	147684299	127	206	79	62%	6.12
1 Melling North LT	Subpath	147684279	214	204	-10	-5%	0.69
1 Melling North RT	Subpath	147684281	223	367	144	65%	8.38
1 Melling North Thru	Subpath	147684280	334	314	-20	-6%	1.11
1 Melling South LT	Subpath	147684285	32	15	-17	-53%	3.51
1 Melling South RT	Subpath	147684287	41	38	-3	-7%	0.48
1 Melling South Thru	Subpath	147684286	220	305	85	39%	5.25
1 Rutherford East LT	Subpath	147684282	30	98	68	227%	8.50
1 Rutherford East RT	Subpath	147684284	224	183	-41	-18%	2.87
1 Rutherford East Thru	Subpath	147684283	225	237	12	5%	0.79
1 Rutherford West LT	Subpath	147684288	329	428	99	30%	5.09
1 Rutherford West RT	Subpath	147684290	23	14	-9	-39%	2.09
1 Rutherford West Thru	Subpath	147684289	260	296	36	14%	2.16
3 High Street East LT	Subpath	147684307	238	231	-7	-3%	0.46
3 High Street East Thru	Subpath	147684308	354	211	-143	-40%	8.51
3 High Street West Thru	Subpath	147684309	384	258	-126	-33%	7.03
3 High Street West RT	Subpath	147684310	34	12	-22	-65%	4.59
3 Kings Cres LT	Subpath	147684305	282	319	37	13%	2.13
3 Kings Cres RT	Subpath	147684306	33	177	144	436%	14.05
4 Daysh St South LT	Subpath	147684317	82	0	-82	-100%	0.00
4 Daysh St South RT	Subpath	147684319	60	57	-3	-5%	0.39
4 Daysh St South Thru	Subpath	147684318	246	303	57	23%	3.44
4 Fairway North LT	Subpath	147684311	50	80	30	60%	3.72
4 Fairway North Thru	Subpath	147684312	148	285	137	93%	9.31
4 Fairway North RT	Subpath	147684313	245	101	-144	-59%	10.95
4 High Street East LT	Subpath	147684314	31	58	27	87%	4.05
4 High Street East RT	Subpath	147684316	92	121	29	32%	2.81
4 High Street East Thru	Subpath	147684315	268	242	-26	-10%	1.63
4 High Street West LT	Subpath	147684320	141	97	-44	-31%	4.03
4 High Street West RT	Subpath	147684322	135	1	-134	-99%	16.25
4 High Street West Thru	Subpath	147684321	309	215	-94	-30%	5.81
5 Hutt Road West Thru	Subpath	147684329					
5 Hutt Road West RT	Subpath	147684330					
5 Eastern Hutt Road South LT	Subpath	147684331	12	12	0	0%	0.00
5 Eastern Hutt Road South RT	Subpath	147684332	246	190	-56	-23%	3.79
5 Eastern Hutt Road East LT	Subpath	147684333					
5 Eastern Hutt Road East Thru	Subpath	147684334					
12 SH58 LT	Subpath	147684399	195	249	54	28%	3.62
12 SH58 RT	Subpath	147684401	178	184	6	3%	0.45
12 SH58 Thru	Subpath	147684400	11	3	-8	-73%	3.02
12 Manor Park LT	Subpath	147684402	11	21	10	91%	2.50
12 Manor Park RT	Subpath	147684404	14	16	2	14%	0.52
12 Manor Park Thru	Subpath	147684403	12	5	-7	-58%	2.40
12 SH2 West LT	Subpath	147684396	243	153	-90	-37%	6.40
12 SH2 West RT	Subpath	147684398	14	24	10	71%	2.29
12 SH2 West Thru	Subpath	147684397	4	5	1	25%	0.47
12 SH2 East LT	Subpath	147684405	21	17	-4	-19%	0.92
12 SH2 RT	Subpath	147684407	214	255	41	19%	2.68
12 SH2 Thru	Subpath	147684406	10	0	-10	-100%	0.00
7 Waiwhetu East RT	Subpath	147684346	178	165	-13	-7%	0.99
7 Waiwhetu East Thru	Subpath	147684345	255	211	-44	-17%	2.88
7 Waiwhetu West LT	Subpath	147684343	160	93	-67	-42%	5.96
7 Waiwhetu West Thru	Subpath	147684344	264	115	-149	-56%	10.82
7 Waterloo LT	Subpath	147684347	191	230	39	20%	2.69
7 Waterloo RT	Subpath	147684348	198	76	-122	-62%	10.42
11 Dowse Int LT	Subpath	147684393	424	410	-14	-3%	0.69
11 Dowse Int RT	Subpath	147684394	284	319	35	12%	2.02
11 Hutt Road East LT	Subpath	147684391	349	468	119	34%	5.89
11 Hutt Road East Thru	Subpath	147684392	380	261	-119	-31%	6.65
11 Hutt Road West RT	Subpath	147684390	285	376	91	32%	5.01
11 Hutt Road West Thru	Subpath	147684389	412	344	-68	-17%	3.50
9 Ludlam LT	Subpath	147684377	358	498	140	39%	6.77
9 Ludlam Thru	Subpath	147684378	353	295	-58	-16%	3.22
9 Randwick RT	Subpath	147684376	274	195	-79	-29%	5.16
9 Randwick Thru	Subpath	147684375	338	290	-48	-14%	2.71
9 White Lines E LT	Subpath	147684379	222	164	-58	-26%	4.17
9 White Lines E RT	Subpath	147684380	369	493	124	34%	5.97
8 Hutt Park - Seaview LT	Subpath	147684355	6	9	3	50%	1.10
8 Hutt Park - Randwick RT	Subpath	147684358	15	26	11	73%	2.43
8 Hutt Park - Port Road Thru	Subpath	147684356	1	0	-1	-100%	0.00
8 Hutt Park - Waione Thru	Subpath	147684357	7	26	19	271%	4.68
8 Hutt Park - Hutt Park U-Turn	Subpath	147684359	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	147684365	100	49	-51	-51%	5.91
8 Port Road - Seaview RT	Subpath	147684408	13	6	-7	-54%	2.27
8 Port Road - Hutt Park RT	Subpath	147684367	2	0	-2	-100%	0.00
8 Port Road - Randwick Thru	Subpath	147684366	63	44	-19	-30%	2.60
8 Port Road - Port Road U-Turn	Subpath	147684368	4	0	-4	-100%	0.00
8 Randwick - Hutt Park LT	Subpath	147684350	18	25	7	39%	1.51
8 Randwick - Waione RT	Subpath	147684353	249	118	-131	-53%	9.67
8 Randwick - Port Road Thru	Subpath	147684352	74	47	-27	-36%	3.47
8 Randwick - Seaview Thru	Subpath	147684351	220	243	23	10%	1.51
8 Randwick - Randwick U-Turn	Subpath	147684354	0	0	0	#DIV/0!	0.00
8 Seaview - Port LT	Subpath	147684360	32	7	-25	-78%	5.66
8 Seaview - Hutt Park RT	Subpath	147684363	9	11	2	22%	0.63
8 Seaview - Randwick RT	Subpath	147684362	230	220	-10	-4%	0.67
8 Seaview - Waione Thru	Subpath	147684361	497	593	96	19%	4.11
8 Seaview - Seaview U-Turn	Subpath	147684364	7	0	-7	-100%	0.00
8 Waione Street - Randwick LT	Subpath	147684369	280	136	-144	-51%	9.98
8 Waione Street - Port Road RT	Subpath	147684372	72	42	-30	-42%	3.97
8 Waione Street - Hutt Park Thru	Subpath	147684370	10	20	10	100%	2.58
8 Waione Street - Seaview Thru	Subpath	147684371	538	514	-24	-4%	1.05
8 Waione Street - Waione U-Turn	Subpath	147684373	10	1	-9	-90%	3.84
6 Queens LT	Subpath	147684340	215	59	-156	-73%	13.33
6 Queens Thru	Subpath	147684341	799	655	-144	-18%	5.34
6 Railway RT	Subpath	147684339	391	499	108	28%	5.12
6 Railway Thru	Subpath	147684338	869	678	-191	-22%	6.87
6 Woburn LT	Subpath	147684336	342	448	106	31%	5.33
6 Woburn RT	Subpath	147684337	168	77	-91	-54%	8.22
Dowse Drive LT (A-D)	Subpath	169097844	43	73	30	70%	3.94
Dowse Drive Thru (A-C)	Subpath	169097845	117	72	-45	-38%	4.63
Dowse Drive RT (A-B)	Subpath	169097846	55	55	0	0%	0.00
SH2 (South) LT (B-A)	Subpath	169097842	48	45	-3	-6%	0.44
SH2 (South) RT (B-C)	Subpath	169097841	311	271	-40	-13%	2.34
Connection to Hutt Road LT (C-B)	Subpath	169097850	260	408	148	57%	8.10
Connection to Hutt Road Thru (C-A)	Subpath	169097851	135	87	-48	-36%	4.56
Connection to Hutt Road RT (C-D)	Subpath	169097852	219	349	130	59%	7.71
SH2 (North) LT (D-C)	Subpath	169097847	323	510	187	58%	9.16
SH2 (North) RT (D-A)	Subpath	169097848	36	62	26	72%	3.71

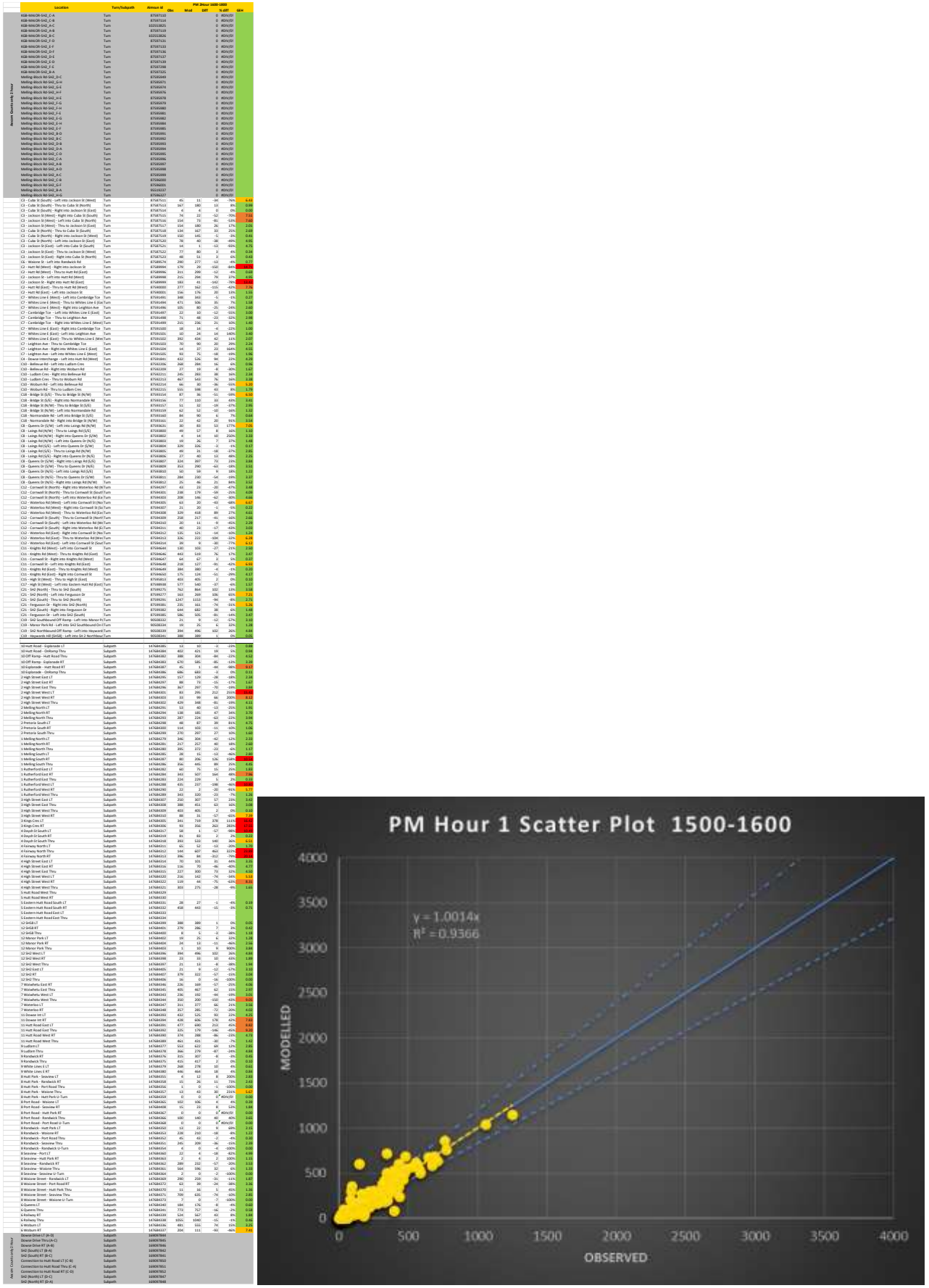


Individual turn counts GEH & XY scatter plot – light vehicles – hybrid layer– IP Hour 3

Location	Turn/Subpath	Aimsun Id	IP Hour 1100-1200 Obs	Mod	Diff	% diff	GEH
KGB-MAUI9-SH2_C-A	Turn	87597132					
KGB-MAUI9-SH2_C-B	Turn	87597114					
KGB-MAUI9-SH2_B-C	Turn	102513825					
KGB-MAUI9-SH2_A-B	Turn	87597119					
KGB-MAUI9-SH2_B-C	Turn	102513826					
KGB-MAUI9-SH2_F-D	Turn	87597131					
KGB-MAUI9-SH2_E-F	Turn	87597153					
KGB-MAUI9-SH2_D-F	Turn	87597136					
KGB-MAUI9-SH2_D-E	Turn	87597127					
KGB-MAUI9-SH2_E-D	Turn	87597139					
KGB-MAUI9-SH2_F-E	Turn	87597268					
KGB-MAUI9-SH2_B-A	Turn	87597225					
Melling-Block Rd-SH2_D-C	Turn	87569969					
Melling-Block Rd-SH2_G-H	Turn	87569971					
Melling-Block Rd-SH2_G-E	Turn	87569974					
Melling-Block Rd-SH2_H-F	Turn	87569976					
Melling-Block Rd-SH2_H-E	Turn	87569978					
Melling-Block Rd-SH2_F-G	Turn	87569979					
Melling-Block Rd-SH2_F-H	Turn	87569980					
Melling-Block Rd-SH2_F-E	Turn	87569981					
Melling-Block Rd-SH2_E-G	Turn	87569982					
Melling-Block Rd-SH2_E-H	Turn	87569984					
Melling-Block Rd-SH2_E-F	Turn	87569985					
Melling-Block Rd-SH2_B-D	Turn	87569991					
Melling-Block Rd-SH2_B-C	Turn	87569992					
Melling-Block Rd-SH2_D-B	Turn	87569993					
Melling-Block Rd-SH2_D-A	Turn	87569994					
Melling-Block Rd-SH2_C-D	Turn	87569995					
Melling-Block Rd-SH2_C-A	Turn	87569996					
Melling-Block Rd-SH2_A-B	Turn	87569997					
Melling-Block Rd-SH2_A-D	Turn	87569998					
Melling-Block Rd-SH2_A-C	Turn	87569999					
Melling-Block Rd-SH2_C-B	Turn	87596000					
Melling-Block Rd-SH2_G-F	Turn	87596001					
Melling-Block Rd-SH2_B-A	Turn	92131027					
Melling-Block Rd-SH2_H-G	Turn	87596222					
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	87587111	45	7	-38	-84%	7.45
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	87587113	166	73	-93	-56%	8.51
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	87587114	2	3	1	50%	0.43
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	87587115	54	7	-47	-87%	8.11
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	87587116	168	31	-163	-91%	15.14
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	87587117	110	40	-70	-64%	8.08
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	87587118	135	145	10	7%	0.85
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	87587119	149	56	-93	-62%	9.19
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	87587120	81	26	-55	-68%	7.12
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	87587121	9	1	-8	-89%	3.16
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	87587122	81	24	-57	-70%	7.23
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	87587123	45	11	-34	-76%	6.45
C4 - Weaone St - Left into Rondwick Rd	Turn	87589174	216	158	-76	-32%	5.41
C7 - Hutt Rd (West) - Right into Jackson St	Turn	87589994	149	34	-115	-77%	10.55
C7 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	87589996	317	360	46	15%	2.49
C7 - Jackson St - Left into Hutt Rd (West)	Turn	87589998	240	110	-130	-54%	9.81
C2 - Jackson St - Right into Hutt Rd (East)	Turn	87589999	205	32	-173	-84%	15.69
C7 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	87590000	308	209	-99	-32%	6.16
C7 - Hutt Rd (East) - Left into Jackson St	Turn	87590001	195	108	-87	-45%	7.07
C7 - Whites Line 6 (West) - Left into Cambridge Tce	Turn	87591491	204	231	27	13%	1.83
C7 - Whites Line 6 (West) - Thru to Whites Line 6 (Ea	Turn	87591494	397	397	0	0%	0.00
C7 - Whites Line 6 (West) - Right into Leighton Ave	Turn	87591496	49	92	43	88%	5.13
C7 - Cambridge Tce - Left into Whites Line 6 (East)	Turn	87591497	17	5	-12	-71%	3.12
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	87591498	24	13	-11	-46%	2.56
C7 - Cambridge Tce - Right into Whites Line 6 (West	Turn	87591499	147	150	3	2%	0.25
C7 - Whites Line 6 (East) - Right into Cambridge Tce	Turn	87591500	7	9	2	29%	0.71
C7 - Whites Line 6 (East) - Left into Leighton Ave	Turn	87591501	7	7	0	0%	0.00
C7 - Whites Line 6 (East) - Thru to Whites Line 6 (Wes	Turn	87591502	379	444	65	17%	3.20
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	87591503	26	23	-3	-12%	0.61
C7 - Leighton Ave - Right into Whites Line 6 (East)	Turn	87591504	6	5	-1	-17%	0.43
C7 - Leighton Ave - Left into Whites Line 6 (West)	Turn	87591505	63	93	30	136%	4.04
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	87591881	403	432	29	7%	1.42
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	87592206	178	347	169	95%	10.55
C10 - Bellevue Rd - Right into Woburn Rd	Turn	87592209	21	17	-4	-19%	0.92
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	87592211	188	325	141	77%	9.44
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	87592213	387	461	74	19%	3.59
C10 - Woburn Rd - Left into Bellevue Rd	Turn	87592214	32	16	-16	-50%	2.77
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	87592215	467	454	-13	-3%	0.61
C18 - Bridge St (US) - Thru to Bridge St (N/W)	Turn	87593154	62	24	-38	-61%	5.74
C18 - Bridge St (US) - Right into Normandale Rd	Turn	87593156	53	56	3	6%	0.41
C18 - Bridge St (N/W) - Thru to Bridge St (US)	Turn	87593157	46	91	45	97%	5.61
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	87593158	39	28	-11	-28%	1.90
C18 - Normandale Rd - Left into Bridge St (US)	Turn	87593160	40	64	24	60%	3.16
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	87593161	19	21	2	11%	0.45
C8 - Queens St (S/W) - Left into Laings Rd (N/W)	Turn	87593615	35	53	18	51%	2.71
C8 - Laings Rd (N/W) - Thru to Laings Rd (US)	Turn	87593800	44	39	-5	-11%	0.78
C8 - Laings Rd (N/W) - Right into Queens Dr (S/W)	Turn	87593802	2	7	5	250%	2.56
C8 - Laings Rd (N/W) - Left into Queens Dr (N/E)	Turn	87593803	25	5	-20	-80%	4.58
C8 - Laings Rd (US) - Left into Queens Dr (S/W)	Turn	87593804	262	271	29	12%	1.81
C8 - Laings Rd (US) - Thru to Laings Rd (N/W)	Turn	87593805	37	24	-13	-35%	2.36
C8 - Laings Rd (US) - Right into Queens Dr (N/E)	Turn	87593806	19	12	-7	-37%	1.78
C8 - Queens Dr (S/W) - Right into Laings Rd (US)	Turn	87593807	220	190	-30	-14%	2.10
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	87593809	303	171	-132	-44%	8.17
C8 - Queens Dr (N/E) - Left into Laings Rd (US)	Turn	87593810	40	22	-18	-45%	3.25
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	87593811	268	141	-127	-47%	8.88
C8 - Queens Dr (N/E) - Right into Laings Rd (N/W)	Turn	87593812	47	9	-38	-81%	7.18
C12 - Cornwall St (North) - Right into Waterloo Rd (W	Turn	87594297	52	19	-33	-63%	5.54
C12 - Cornwall St (North) - Thru to Cornwall St (Sout	Turn	87594301	155	160	5	3%	0.40
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	87594303	129	99	-30	-23%	2.81
C12 - Waterloo Rd (West) - Left into Cornwall St (Sou	Turn	87594305	46	13	-33	-72%	6.16
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	87594307	180	10	-170	-94%	17.31
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Eas	Turn	87594308	165	188	23	14%	1.73
C12 - Cornwall St (South) - Thru to Cornwall St (Nort	Turn	87594309	192	138	-54	-28%	4.20
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	87594310	2	7	5	250%	2.36
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	87594311	26	22	-4	-15%	0.82
C12 - Waterloo Rd (East) - Right into Cornwall St (So	Turn	87594312	118	87	-31	-26%	3.06
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (West	Turn	87594313	127	177	50	39%	3.99
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	87594314	28	19	-9	-32%	1.86
C11 - Knights Rd (West) - Left into Cornwall St	Turn	87594644	144	82	-62	-43%	5.81
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	87594646	215	215	0	0%	0.00
C11 - Cornwall St - Right into Knights Rd (West)	Turn	87594647	181	85	-96	-53%	8.32
C11 - Cornwall St - Left into Knights Rd (East)	Turn	87594648	170	99	-71	-42%	6.12
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	87594649	181	233	52	29%	3.61
C11 - Knights Rd (East) - Right into Cornwall St	Turn	87594650	74	75	1	1%	0.12
C15 - High St (West) - Thru to High St (East)	Turn	87595813	399	256	-143	-36%	7.80
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	87598918	405	347	-58	-14%	2.99
C21 - SH2 (North) - Thru to SH2 (South)	Turn	87599275	636	704	68	11%	2.61
C21 - SH2 (North) - Left into Ferguson Dr	Turn	87599277	117	278	161	138%	12.26
C21 - SH2 (South) - Thru to SH2 (North)	Turn	87599291	783	697	-86	-11%	3.16
C21 - Ferguson Dr - Right into SH2 (North)	Turn	87599381	118	220	102	86%	7.81
C21 - SH2 (South) - Right into Ferguson Dr	Turn	87599382	431	556	125	29%	5.43
C21 - Ferguson Dr - Left into SH2 (South)	Turn	87599385	430	540	110	26%	4.99
C19 - SH2 Southbound Off Ramp - Left into Manor Pl	Turn	90508102	15	11	-4	-27%	1.11
C19 - Manor Park Rd - Left into SH2 Southbound On	Turn	90508104	28	25	-3	-11%	0.58
C19 - SH2 Northbound Off Ramp - Left into Heywood	Turn	90508109	259	156	-103	-40%	7.15
C19 - Heywards Hill (Exit@) - Left into Dr 2 Northbour	Turn	90508341	246	255	9	4%	0.57
10 Hutt Road - Esplanade LT	Subpath	1476846385	21	10	-11	-48%	2.68
10 Hutt Road - Onslamp Thru	Subpath	1476846384	431	293	-138	-32%	7.25
10 Off Ramp - Hutt Road Thru	Subpath	1476846382	333	394	61	18%	3.20
10 Off Ramp - Esplanade RT	Subpath	1476846383	592	653	61	10%	2.44
10 Esplanade - Hutt Road RT	Subpath	1476846387	82	0	-82	-100%	0.00
10 Esplanade - Onslamp Thru	Subpath	1476846386	567	769	202	36%	7.82
2 High Street East LT	Subpath	1476846295	97	124	27	28%	2.57
2 High Street East RT	Subpath	1476846297	88	88	0	0%	0.00
2 High Street East Thru	Subpath	1476846296	340	251	-89	-26%	5.18
2 High Street West LT	Subpath	1476846301	46	75	29	63%	3.73
2 High Street West RT	Subpath	1476846303	29	92	63	217%	8.10
2 High Street West Thru	Subpath	1476846302	385	246	-139	-36%	7.83
2 Melling North LT	Subpath	1476846291	74	74	0	0%	0.00
2 Melling North RT	Subpath	1476846294	149	147	-2	-1%	0.16
2 Melling North Thru	Subpath	1476846293	167	195	28	17%	2.08
2 Pretoria South LT	Subpath	1476846298	40	60	20	50%	2.83
2 Pretoria South RT	Subpath	1476846300	80	86	6	8%	0.66
2 Pretoria South Thru	Subpath	1476846299	168	212	44	26%	3.19
1 Melling North LT	Subpath	1476842579	232	204	-28	-12%	1.90
1 Melling North RT	Subpath	1476842581	227	346	119	52%	7.03
1 Melling North Thru	Subpath	1476842580	321	307	-14	-4%	0.81
1 Melling South LT	Subpath	1476842585	38	13	-25	-66%	4.95
1 Melling South RT	Subpath	1476842587	51	44	-7	-14%	1.02
1 Melling South Thru	Subpath	1476842586	254	319	65	26%	3.88
1 Rutherford East LT	Subpath	1476842832	51	96	45	88%	5.24
1 Rutherford East RT	Subpath	1476842834	240	187	-53	-22%	3.63
1 Rutherford East Thru	Subpath	1476842833	230	212	-18	-8%	1.21
1 Rutherford West LT	Subpath	1476842838	349	441	92	26%	4.63
1 Rutherford West RT	Subpath	1476842840	11	13	2	18%	0.58
1 Rutherford West Thru	Subpath	1476842839	303	296	-7	-2%	0.40
3 High Street East LT	Subpath	1476840837	225	243	8	3%	0.52
3 High Street East Thru	Subpath	1476840838	361	212	-149	-41%	8.80
3 High Street West Thru	Subpath	1476840839	389	256	-133	-34%	7.30
3 High Street West RT	Subpath	1476842610	54	14	-40	-74%	6.86
3 Kings Cres LT	Subpath	1476840835	284	286	2	1%	0.12
3 Kings Cres RT	Subpath	1476840836	53	168	115	217%	12.08
4 Dayoh St South LT	Subpath	1476846317	76	0	-76	-100%	0.00
4 Dayoh St South RT	Subpath	1476846318	50	57	7	14%	0.96
4 Dayoh St South Thru	Subpath	1476846318	290	310	20	7%	1.15
4 Fairway North LT	Subpath	1476846311	55	79	24	44%	2.92
4 Fairway North Thru	Subpath	1476846312	170	280	110	65%	7.39
4 Fairway North RT	Subpath	1476846313	253	108	-145	-57%	10.55
4 High Street East LT	Subpath	1476846314	56	56	0	0%	0.00
4 High Street East RT	Subpath	1476846316	74	118	44	59%	4.49
4 High Street East Thru	Subpath	1476846315	278	236	-42	-15%	2.61
4 High Street West LT	Subpath	1476846320	153	114	-39	-25%	3.88
4 High Street West RT	Subpath	1476846322	135	14	-121	-90%	12.08
4 High Street West Thru	Subpath	1476846321	265	204	-61	-23%	4.08
5 Hutt Road West Thru	Subpath	1476846329					
5 Hutt Road West RT	Subpath	1476846330					
5 Eastern Hutt Road South LT	Subpath	1476846331	16	8	-8	-50%	2.21
5 Eastern Hutt Road South RT	Subpath	1476846332	236	185	-51	-23%	3.61
5 Eastern Hutt Road East LT	Subpath	1476846333					
5 Eastern Hutt Road East Thru	Subpath	1476846334					
12 SH2A LT	Subpath	1476846399	246	255	9	4%	0.57
12 SH2A RT	Subpath	1476846401	227	191	-36	-16%	2.49
12 SH2A Thru	Subpath	1476846400	5	5	0	0%	0.00
12 Manor Park LT	Subpath	1476846402	28	25	-3	-11%	0.58
12 Manor Park RT	Subpath	1476846404	21	14	-7	-33%	1.67
12 Manor Park Thru	Subpath	1476846403	8	6	-2	-25%	0.76
12 SH2 West LT	Subpath	1476846396	259	156	-103	-40%	7.15
12 SH2 West RT	Subpath	1476846398	9	39	30	333%	4.59
12 SH2 West Thru	Subpath	1476846397	9	5	-4	-44%	1.51
12 SH2 East LT	Subpath	1476846405	15	11	-4	-27%	1.11
12 SH2 RT	Subpath	1476846407	194	245	51	26%	3.44
12 SH2 Thru	Subpath	1476846406	15	0	-15	-100%	0.00
7 Waiwhetu East RT	Subpath	1476846346	189	162	-27	-14%	2.04
7 Waiwhetu East Thru	Subpath	1476846345	255	222	-33	-13%	2.14
7 Waiwhetu West LT	Subpath	1476846343	150	82	-68	-45%	6.21
7 Waiwhetu West Thru	Subpath	1476846344	255	122	-133	-52%	9.69
7 Waterloo LT	Subpath	1476846347	216	236	20	9%	1.33
7 Waterloo RT	Subpath	1476846348	182	84	-98	-54%	8.50
11 Dowse Int LT	Subpath	1476845993	403	432	29	7%	1.42
11 Dowse Int RT	Subpath	1476845994	278	334	56	20%	3.20
11 Hutt Road East LT	Subpath	1476845991	366	494	128	35%	6.17
11 Hutt Road East Thru	Subpath	1476845992	320	281	-39	-12%	2.26
11 Hutt Road West RT	Subpath	1476845990	284	419	135	48%	7.20
11 Hutt Road West Thru	Subpath	1476845989	432	367	-65	-15%	3.25
9 Ludlam LT	Subpath	1476845977	422	527	105	25%	4.82
9 Ludlam Thru	Subpath	1476845978	322	318	-4	-1%	0.22
9 Rondwick RT	Subpath	1476845976	231	196	-35	-15%	1.73
9 Rondwick Thru	Subpath	1476845975	322	297	-25	-8%	1.42
9 White Lines E LT	Subpath	1476845979	238	166	-62	-27%	4.42
9 White Lines E RT	Subpath	1476845980	338	521	183	54%	8.53
8 Hutt Park - Seaview LT	Subpath	1476846355	15	11	-4	-27%	1.11
8 Hutt Park - Rondwick RT	Subpath	1476846358	5	24	19	380%	4.99
8 Hutt Park - Port Road Thru	Subpath	1476845356	1	0	-1	-100%	0.00
8 Hutt Park - Waione Thru	Subpath	1476845357	14	25	11	79%	2.49
8 Hutt Park - Hutt Park U-Turn	Subpath	1476845359	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1476845845	105	46	-59	-56%	6.79
8 Port Road - Seaview RT	Subpath	1476846808	5	7	2	40%	0.82
8 Port Road - Hutt Park RT	Subpath	1476845847	1	1	0	0%	0.00
8 Port Road - Rondwick Thru	Subpath	1476846366	70	53	-17	-24%	2.17
8 Port Road - Port Road U-Turn	Subpath	1476845848	0	0	0	#DIV/0!	0.00
8 Rondwick - Hutt Park LT	Subpath	1476845350	11	17	6	55%	1.60
8 Rondwick - Waione RT	Subpath	1476845353	214	114	-100	-47%	7.81
8 Rondwick - Port Road Thru	Subpath	1476845352	74	52	-22	-30%	2.77
8 Rondwick - Seaview Thru	Subpath	1476845351	233	261	28	12%	1.81
8 Rondwick - Rondwick U-Turn	Subpath	1476845354	2	0	-2	-100%	0.00
8 Seaview - Port LT	Subpath	1476845860	26	8	-18	-70%	5.37
8 Seaview - Hutt Park RT	Subpath	1476845863	3	12	9	300%	3.29
8 Seaview - Rondwick RT	Subpath	1476845862	207	238	31	15%	2.18
8 Seaview - Waione Thru	Subpath	1476845861	454	598	144	32%	6.28
8 Seaview - Seaview U-Turn	Subpath	1476845864	5	0	-5	-100%	0.00
8 Waione Street - Randwick LT	Subpath	1476845369	235	145	-90	-38%	6.53
8 Waione Street - Port Road RT	Subpath	1476845372	69	50	-19	-28%	2.46
8 Waione Street - Hutt Park Thru	Subpath	1476845370	17	22	5	29%	1.13
8 Waione Street - Seaview Thru	Subpath	1476845371	593	580	-13	-2%	0.54
8 Waione Street - Waione U-Turn	Subpath	1476845373	15	1	-14	-93%	4.95
9 Queens LT	Subpath	1476845840	210	63	-147	-70%	13.55
9 Queens Thru	Subpath	1476845841	760	630	-150	-19%	5.65
9 Railway RT	Subpath	1476845838	406	535	129	32%	5.91
9 Railway Thru	Subpath	1476845838	917	735	-182	-20%	6.33
9 Woburn LT	Subpath	1476845836	288	466	178	62%	9.17
9 Woburn RT	Subpath	1476845837	173	76	-97	-56%	9.69
Dowse Drive CT (A-D)	Subpath	1680978844					
Dowse Drive Thru (A-C)	Subpath	1680978845					
Dowse Drive RT (A-B)	Subpath	1680978846					
SH2 (South) LT (B-A)	Subpath	1680978842					
SH2 (South) RT (B-C)	Subpath	1680978841					
Connection to Hutt Road LT (C-A)	Subpath	1680978850					
Connection to Hutt Road Thru (C-A)	Subpath	1680978851					
Connection to Hutt Road RT (C-D)	Subpath	1680978852					
SH2 (North) LT (D-C)	Subpath	1680978847					
SH2 (North) RT (D-A)	Subpath	1680978848					

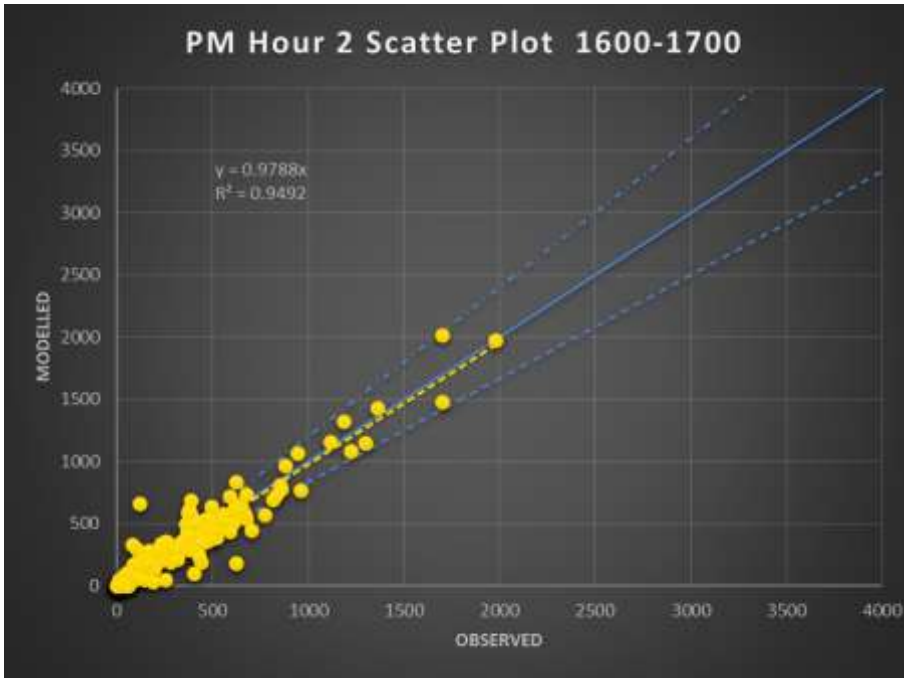


Individual turn counts GEH & XY scatter plot – light vehicles – hybrid layer– IP Hour 4



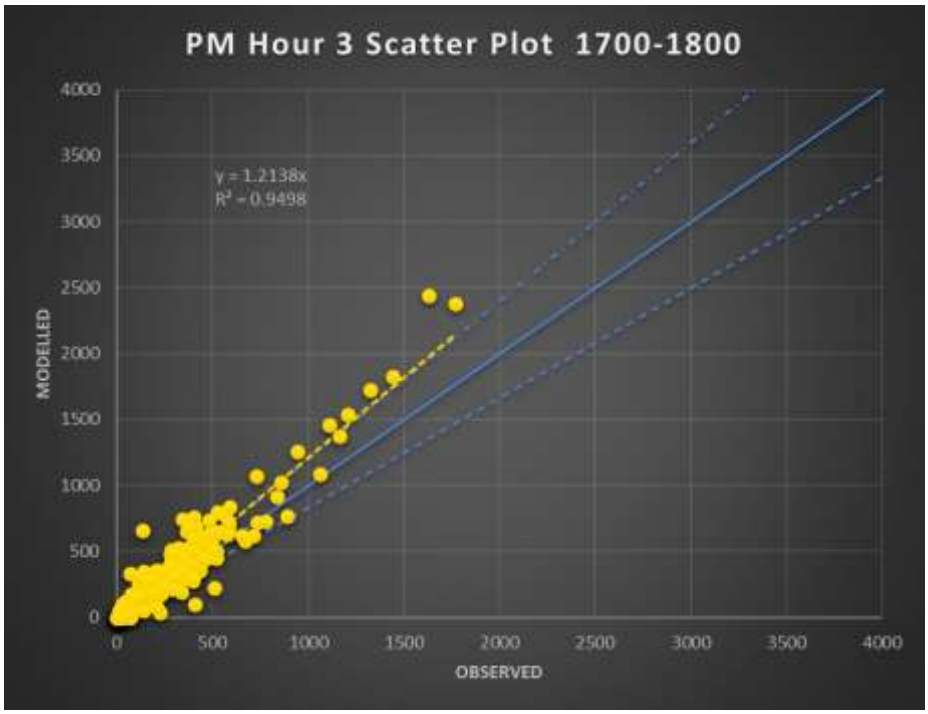
Individual turn counts GEH & XY scatter plot – light vehicles – hybrid layer– PM Hour 1

Location	Turn/Subpath	Aimsun Id	PM 1Hour 1600-1700				
			Obs	Mod	Diff	% diff	GEH
KGB-MAUSK-SAD_C-A	Turn	875971102	177	191	-14	-7%	1.00
KGB-MAUSK-SAD_C-B	Turn	875971114	1183.333	1224	140.6667	12%	1.17
KGB-MAUSK-SAD_A-C	Turn	1021118251	85.66667	91	5.333333	6%	0.57
KGB-MAUSK-SAD_A-B	Turn	875971729	88.33333	105	16.66667	19%	1.73
KGB-MAUSK-SAD_B-C	Turn	1021118284	1974.667	1970	4.666667	0%	0.10
KGB-MAUSK-SAD_B-D	Turn	875971131	943.6667	1064	120.3333	13%	3.80
KGB-MAUSK-SAD_E-F	Turn	875971719	675.3333	536	-139.333	-21%	5.66
KGB-MAUSK-SAD_D-F	Turn	875971136	1698	1479	-219	-13%	5.20
KGB-MAUSK-SAD_D-E	Turn	875971727	367.3333	586	218.6667	60%	10.52
KGB-MAUSK-SAD_E-D	Turn	875971139	416.6667	441	24.33333	6%	1.18
KGB-MAUSK-SAD_F-E	Turn	875972984	498.3333	1068	69.66667	14%	2.02
KGB-MAUSK-SAD_B-A	Turn	875971725	178.6667	163	-15.6667	-9%	1.20
Melling-Block Rd-SAD_D-C	Turn	875959490	372	488	116	31%	5.59
Melling-Block Rd-SAD_G-H	Turn	875959571	619	179	-440	-71%	25.08
Melling-Block Rd-SAD_G-E	Turn	875959574	67	7	-60	-85%	7.70
Melling-Block Rd-SAD_H-F	Turn	875959576	1116.667	1155	38.33333	3%	1.14
Melling-Block Rd-SAD_H-E	Turn	875959578	16.33333	24	7.666667	47%	1.73
Melling-Block Rd-SAD_F-G	Turn	875959579	15.66667	15	-0.66667	-4%	0.17
Melling-Block Rd-SAD_F-H	Turn	875959580	5897	2015	318	19%	7.38
Melling-Block Rd-SAD_F-E	Turn	875959581	35	38	3	9%	0.50
Melling-Block Rd-SAD_E-G	Turn	875959582	10	13	3	30%	0.86
Melling-Block Rd-SAD_E-H	Turn	875959584	8.333333	4	-4.33333	-52%	0.75
Melling-Block Rd-SAD_E-F	Turn	875959585	44.66667	92	48.33333	108%	6.84
Melling-Block Rd-SAD_B-D	Turn	875959591	1360.667	1430	69.33333	5%	1.86
Melling-Block Rd-SAD_B-C	Turn	875959592	538.6667	498	-40.6667	-8%	1.78
Melling-Block Rd-SAD_D-B	Turn	875959593	851.3333	812	-39.3333	-5%	1.36
Melling-Block Rd-SAD_D-A	Turn	875959596	27.33333	25	-2.3333	-10%	0.71
Melling-Block Rd-SAD_C-D	Turn	875959595	374.3333	609	234.6667	63%	10.79
Melling-Block Rd-SAD_C-A	Turn	875959596	23.66667	14	-9.66667	-58%	4.02
Melling-Block Rd-SAD_A-B	Turn	875959597	18.66667	20	1.333333	7%	0.30
Melling-Block Rd-SAD_A-D	Turn	875959598	12.66667	28	16.33333	129%	3.58
Melling-Block Rd-SAD_A-C	Turn	875959599	16.33333	27	-7.33333	-21%	1.32
Melling-Block Rd-SAD_C-B	Turn	875960595	627.3333	650	22.66667	4%	0.90
Melling-Block Rd-SAD_G-F	Turn	875960591	99.33333	78	-21.3333	-21%	2.27
Melling-Block Rd-SAD_B-A	Turn	95219237	22.33333	44	21.66667	97%	3.76
Melling-Block Rd-SAD_H-G	Turn	875962237	209.3333	181	-28.3333	-14%	2.03
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	875875511	51	10	-41	-80%	7.42
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875513	197	225	28	14%	1.93
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	875875514	6	3	-3	-50%	1.41
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	875875515	60	27	-33	-55%	5.00
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	875875516	168	88	-80	-48%	7.07
C3 - Jackson St (West)- Thru to Jackson St (East)	Turn	875875517	202	202	0	0%	0.00
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875518	117	216	99	85%	7.87
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	875875519	157	137	-20	-13%	1.65
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	875875520	81	44	-37	-46%	4.68
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	875875521	14	3	-11	-79%	3.77
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875522	88	100	12	14%	1.24
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	875875523	52	55	3	6%	0.41
C4 - Waiatoe St - Left into Randwick Rd	Turn	875895674	333	335	2	1%	0.11
C2 - Hutt Rd (West) - Right into Jackson St	Turn	875899994	186	31	-155	-83%	16.08
C2 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875899996	293	312	19	6%	1.09
C2 - Jackson St - Left into Hutt Rd (West)	Turn	875899998	279	331	52	19%	2.96
C2 - Jackson St - Right into Hutt Rd (East)	Turn	875899999	250	46	-204	-82%	17.13
C2 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	280	187	-93	-33%	6.09
C2 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	167	188	21	13%	1.58
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	875914991	451	383	-68	-15%	3.33
C7 - Whites Line E (West) - Thru to Whites Line E (Eas Turn		875914948	488	536	68	14%	2.98
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	875914996	96	121	25	26%	2.40
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	875914997	36	21	-15	-42%	2.83
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914998	13	70	17	32%	2.17
C7 - Cambridge Tce - Right into Whites Line E (West) Turn		875914999	222	307	85	38%	5.23
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	875915000	39	15	-24	-62%	4.62
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	875915001	7	20	13	186%	3.14
C7 - Whites Line E (East) - Thru to Whites Line E (Wes Turn		875915002	453	468	15	3%	0.70
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915003	138	110	-28	-20%	2.53
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	875915004	8	48	40	500%	7.56
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	875915005	117	85	-32	-27%	3.18
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	875918981	380	597	217	57%	9.82
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922206	256	355	99	39%	5.46
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922209	26	33	5	18%	0.91
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	292	292	0	0%	0.00
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922213	628	609	-19	-3%	0.76
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	47	27	-20	-21%	3.14
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922215	636	636	20	3%	0.80
C18 - Bridge St (US) - Thru to Bridge St (N/W)	Turn	875919114	72	54	-18	-25%	2.27
C18 - Bridge St (US) - Right into Normandale Rd	Turn	875919116	89	126	37	42%	3.57
C18 - Bridge St (N/W) - Thru to Bridge St (US)	Turn	875919117	68	31	-37	-55%	5.70
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875919159	106	85	-21	-20%	2.15
C18 - Normandale Rd - Left into Bridge St (US)	Turn	875919160	70	80	10	14%	1.15
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875919161	31	34	3	10%	0.53
C8 - Queens Dr (S/W) - Left into Laings Rd (N/W)	Turn	875918631	37	79	42	114%	5.52
C8 - Laings Rd (N/W) - Thru to Laings Rd (E/S)	Turn	875918800	63	94	31	49%	3.50
C8 - Laings Rd (N/W) - Right into Queens Dr (S/W)	Turn	875918802	5	21	16	320%	4.44
C8 - Laings Rd (N/W) - Left into Queens Dr (N/E)	Turn	875918803	21	36	15	71%	2.83
C8 - Laings Rd (E/S) - Left into Queens Dr (S/W)	Turn	875918804	356	324	-32	-9%	1.74
C8 - Laings Rd (E/S) - Thru to Laings Rd (N/W)	Turn	875918805	45	34	-11	-24%	1.75
C8 - Laings Rd (E/S) - Right into Queens Dr (N/E)	Turn	875918806	20	43	23	115%	4.10
C8 - Queens Dr (S/W) - Right into Laings Rd (E/S)	Turn	875918807	386	406	20	5%	1.00
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875918808	378	286	-92	-24%	4.95
C8 - Queens Dr (N/E) - Left into Laings Rd (E/S)	Turn	875918810	64	59	-5	-8%	0.64
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875918811	289	226	-63	-22%	3.91
C8 - Queens Dr (N/E) - Right into Laings Rd (N/W)	Turn	875918812	20	42	22	110%	4.40
C12 - Cornwall St (North) - Right into Waterloo Rd (W Turn		875919297	55	21	-34	-62%	6.12
C12 - Cornwall St (North) - Thru to Cornwall St (South Turn		875919301	177	194	17	10%	1.25
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea Turn		875919303	191	154	-37	-19%	2.82
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor Turn		875919305	59	37	-22	-37%	3.48
C12 - Waterloo Rd (West) - Right into Cornwall St (Sc Turn		875919307	12	24	12	100%	2.83
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Eas Turn		875919308	439	422	-17	-4%	0.82
C12 - Cornwall St (South) - Thru to Cornwall St (North Turn		875919309	230	240	10	4%	0.65
C12 - Cornwall St (South) - Left into Waterloo Rd (W Turn		875919310	21	16	-5	-24%	1.18
C12 - Cornwall St (South) - Right into Waterloo Rd (E Turn		875919311	24	25	1	4%	0.20
C12 - Waterloo Rd (East) - Right into Cornwall St (Nor Turn		875919312	149	148	-1	-1%	0.08
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (Wes Turn		875919313	295	238	-57	-19%	3.49
C12 - Waterloo Rd (East) - Left into Cornwall St (Sout Turn		875919314	21	15	-6	-29%	1.41
C11 - Knights Rd (West) - Left into Cornwall St	Turn	875946448	130	129	-1	-1%	0.09
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	875946646	464	539	75	16%	3.35
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946647	73	76	3	4%	0.35
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946648	148	138	-10	-7%	0.84
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946649	362	433	71	20%	3.56
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946650	133	131	-2	-2%	0.17
C15 - High St (West) - Thru to High St (East)	Turn	875958313	417	447	30	7%	1.44
C7 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875959938	772	568	-204	-26%	7.88
C21 - SH2 (North) - Thru to SH2 (South)	Turn	875992775	878	971	93	11%	3.06
C21 - SH2 (North) - Left into Ferguson Dr	Turn	875992777	165	284	119	72%	7.98
C21 - SH2 (South) - Thru to SH2 (North)	Turn	875992291	1299	1168	-131	-12%	4.12
C21 - Ferguson Dr - Right into SH2 (North)	Turn	875992681	198	165	-33	-17%	2.41
C21 - SH2 (South) - Right into Ferguson Dr	Turn	875992682	812	698	-114	-14%	4.15
C21 - Ferguson Dr - Left into SH2 (South)	Turn	875992685	668	569	-99	-15%	3.98
C19 - SH2 Southbound Off Ramp - Left into Manor Pl	Turn	905060322	15	11	-4	-27%	1.11
C19 - Manor Pl N-W - Left into SH2 Southbound On-I	Turn	905060334	21	35	14	67%	2.61
C19 - SH2 Northbound Off Ramp - Left into Hayward	Turn	905060339	606	501	-105	-17%	4.46
C20 - Haywards Hill (B458) - Left into SH 2 Northbour Turn		905060341	505	427	-78	-15%	3.51
10 Hutt Road - Esplanade LT	Subpath	1476863891	18	13	-5	-28%	0.77
10 Hutt Road - Onkamp Thru	Subpath	1476863894	523	479	-44	-8%	1.97
10 Off Ramp - Hutt Road Thru	Subpath	1476863832	357	311	-46	-13%	2.52
10 Off Ramp - Esplanade RT	Subpath	1476863833	653	618	-35	-5%	1.39
10 Esplanade - Hutt Road RT	Subpath	1476863837	47	0	-47	-100%	10.00
10 Esplanade - Onkamp Thru	Subpath	1476863896	858	778	-80	-9%	2.80
2 High Street East LT	Subpath	1476863795	153	145	-7	-5%	0.57
2 High Street East RT	Subpath	1476863797	117	87	-30	-26%	2.97
2 High Street East Thru	Subpath	1476863796	357	332	-25	-7%	1.35
2 High Street West LT	Subpath	1476863831	99	299	200	202%	14.14
2 High Street West RT	Subpath	1476863833	57	95	38	67%	4.36
2 High Street West Thru	Subpath	1476863832	467	355	-112	-24%	5.52
2 Melling North LT	Subpath	1476863841	62	35	-27	-44%	3.98
2 Melling North RT	Subpath	1476863844	161	201	40	25%	2.97
2 Melling North Thru	Subpath	1476863843	344	229	-51	-18%	0.98
2 Pretoria South LT	Subpath	1476863898	47	94	47	100%	5.40
2 Pretoria South RT	Subpath	1476863900	116	114	-2	-2%	0.19
2 Pretoria South Thru	Subpath	1476863899	254	334	80	31%	4.67
1 Melling North LT	Subpath	1476863879	380	328	-52	-14%	2.76
1 Melling North RT	Subpath	1476863881	209	273	64	31%	4.12
1 Melling North Thru	Subpath	1476863880	389	393	4	1%	0.20
1 Melling South LT	Subpath	1476863835	29	18	-11	-38%	2.27
1 Melling South RT	Subpath	1476863837	85	177	92	108%	8.04
1 Melling South Thru	Subpath	1476863836	385	519	134	35%	6.30
1 Rutherford East LT	Subpath	1476863842	63	76	13	21%	1.56
1 Rutherford East RT	Subpath	1476863844	408	529	121	30%	5.59
1 Rutherford East Thru	Subpath	1476863843	243	236	-7	-3%	0.45
1 Rutherford West LT	Subpath	1476863888	421	277	-144	-34%	7.71
1 Rutherford West RT	Subpath	1476863890	12	2	-10	-83%	3.78
1 Rutherford West Thru	Subpath	1476863889	293	292	-1	0%	0.06
3 High Street East LT	Subpath	1476863827	252	354	102	40%	5.89
3 High Street East Thru	Subpath	1476863828	482	459	-23	-5%	1.06
3 High Street West Thru	Subpath	1476863830	417	447	30	7%	1.48
3 High Street West RT	Subpath	1476863833	74	45	-29	-39%	3.76
3 Kings Cres LT	Subpath	1476863835	386	688	302	78%	12.03
3 Kings Cres RT	Subpath	1476863836	78	333	255	327%	17.75
4 Dwyer St South LT	Subpath	1476863827	59	1	-58	-98%	10.63
4 Dwyer St South RT	Subpath	1476863829	87	75	-12	-14%	1.33
4 Dwyer St South Thru	Subpath	1476863828	360	498	138	38%	6.68
4 Fairway North LT	Subpath	1476863831	52	41	-11	-21%	1.61
4 Fairway North Thru	Subpath	1476863832	120	662	542	452%	29.03
4 Fairway North RT	Subpath	1476863833	404	98	-306	-76%	19.05
4 High Street East LT	Subpath	1476863834	55	111	56	102%	6.15
4 High Street East RT	Subpath	1476863836	100	59	-41	-41%	4.60
4 High Street East Thru	Subpath	1476863835	262	325	63	24%	3.68
4 High Street West LT	Subpath	1476863820	161	139	-22	-14%	1.80
4 High Street West RT	Subpath	1476863822	146	51	-96	-66%	10.29
4 High Street West Thru	Subpath	1476863821	332	285	-47	-14%	2.68
5 Hutt Road West Thru	Subpath	1476863839					
5 Hutt Road West RT	Subpath	1476863840					
5 Eastern Hutt Road South LT	Subpath	1476863831	25	33	8	32%	1.49
5 Eastern Hutt Road South RT	Subpath	1476863832	704	449	-256	-36%	10.03
5 Eastern Hutt Road East LT	Subpath	1476863833					
5 Eastern Hutt Road East Thru	Subpath	1476863834					
12 SH2A LT	Subpath	1476863898	505	427	-78	-15%	3.63
12 SH2A RT	Subpath	1476864841	414	400	-14	-3%	0.69
12 SH2A Thru	Subpath	1476864900	0	0	0	0%	0.00
12 Manor Park LT	Subpath	1476864902	21	35	14	67%	2.83
12 Manor Park RT	Subpath	1476864904	17	16	-1	-6%	0.25
12 Manor Park Thru	Subpath	1476864903	4	8	4	100%	1.63
12 SH2 West LT	Subpath	1476863896	606	501	-105	-17%	4.46
12 SH2 West RT	Subpath	1476863898	25	37	12	48%	2.16
12 SH2 West Thru	Subpath	1476863897	32	12	-20	-63%	4.26
12 SH2 East LT	Subpath	1476864895	15	11	-4	-27%	1.12
12 SH2 RT	Subpath	1476864907	496	379	-117	-24%	5.59
12 SH2 Thru	Subpath	1476864896	7	0	-7	-100%	3.80
7 Waiwhetu East RT	Subpath	1476863846	202	174	-28	-14%	2.04
7 Waiwhetu East Thru	Subpath	1476863845	407	497	90	22%	4.19
7 Waiwhetu West LT	Subpath	1476863843	202	198	-4	-2%	0.28
7 Waiwhetu West Thru	Subpath	1476863844	637	202	-435	-68%	22.59
7 Waterloo LT	Subpath	1476863847	369	403	34	9%	1.72
7 Waterloo RT	Subpath	1476863848	396	297	-99	-25%	5.32
11 Dowse Int LT	Subpath	1476863892	380	597	217	57%	9.82
11 Dowse Int RT	Subpath	1476863894	558	577	19	3%	0.80
11 Hutt Road East LT	Subpath	1476863891	622	839	217	35%	8.03
11 Hutt Road East Thru	Subpath	1476863892	317	217	-100	-32%	6.12
11 Hutt Road West RT	Subpath	1476863890	517	388	-129	-25%	6.06
11 Hutt Road West Thru	Subpath	1476863889	522	451	-81	-15%	3.65
9 Ludlam LT	Subpath	1476863777	592	716	124	21%	4.85
9 Ludlam Thru	Subpath	1476863778	380	357	-27	-5%	0.92
9 Randwick RT	Subpath	1476863776	436	344	-92	-21%	4.64
9 Randwick Thru	Subpath	1476863775	589	442	-147	-25%	6.47
9 White Lines E LT	Subpath	1476863779	231	338	107	46%	6.34
9 White Lines E RT	Subpath	1476863780	514	539	25	4%	1.12
8 Hutt Park - Seaview LT	Subpath	1476863855	8	14	6	75%	1.83
8 Hutt Park - Randwick RT	Subpath	1476863858	20	29	9	45%	1.82
8 Hutt Park - Port Road Thru	Subpath	1476863856	1	0	-1	-100%	0.00
8 Hutt Park - Waiwae Thru	Subpath	1476863857	14	61	47	336%	8.49
8 Hutt Park - Hutt Park U-Turn	Subpath	1476863859	0	0	0	#DIV/0!	0.00
8 Port Road - Waiwae LT	Subpath	1476863861	193	126	-68	-35%	4.61
8 Port Road - Seaview RT	Subpath	1476863858	12	28	16	133%	3.58
8 Port Road - Hutt Park RT	Subpath	1476863867	2	2	0	0%	0.00
8 Port Road - Randwick Thru	Subpath	1476863866	149	144	-5	-3%	0.41
8 Port Road - Port Road U-Turn	Subpath	1476863868	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	1476863850	20	24	4	20%	0.85
8 Randwick - Waiwae RT	Subpath	1476863853	220	264	44	20%	2.83
8 Randwick - Port Road Thru	Subpath	1476863852	32	51	19	59%	2.90
8 Randwick - Seaview Thru	Subpath	1476863851	223	282	59	26%	3.71
8 Randwick - Randwick U-Turn	Subpath	1476863854	8	0	-8	-100%	0.00
8 Seaview - Port LT	Subpath	1476863860	13	2	-11	-85%	4.02
8 Seaview - Hutt Park RT	Subpath	1476863863	1	5	4	400%	2.24
8 Seaview - Randwick RT	Subpath	1476863862	427	233	-194	-45%	10.36
8 Seaview - Waiwae Thru	Subpath	1476863861	673	734	61	9%	2.30
8 Seaview - Seaview U-Turn	Subpath	1476863864	7	0	-7	-100%	0.00
8 Waiwae Street - Randwick LT	Subpath	1476863869	333	310	-23	-7%	1.28
8 Waiwae Street - Port Road RT	Subpath	1476863872	36	37	1	3%	0.17
8 Waiwae Street - Hutt Park Thru	Subpath	1476863870	20	24	4	20%	0.85
8 Waiwae Street - Seaview Thru	Subpath	1476863871	830	727	-103	-12%	3.69
8 Waiwae Street - Waiwae U-Turn	Subpath	1476863873	7	1	-6	-86%	2.00
6 Queens LT	Subpath	1476863840	162	176	14	9%	1.06
6 Queens Thru	Subpath	1476863841	961	771	-190	-20%	6.46
6 Railway RT	Subpath	1476863839	639	618	-21	-3%	0.84
6 Railway Thru	Subpath	1476863838	1221	1083	-138	-11%	4.07
6 Woburn LT	Subpath	1476863835	491	638	147	30%	6.19
6 Woburn RT	Subpath	1476863837	192	93	-99	-52%	8.29
Dowse Drive LT (A-D)	Subpath	1609078943	58	51	-7	-12%	0.95
Dowse Drive Thru (A-C)	Subpath	1609078945	162	217	55	34%	4.00
Dowse Drive RT (A-B)	Subpath	1609078946	61	74	13	21%	1.58
SH2 (South) LT (B-A)	Subpath	1609078942	128	155	31	25%	2.62
SH2 (South) RT (B-C)	Subpath	1609078941	128	417	-111	-23%	6.33
Connection to Hutt Road LT (C-B)	Subpath	1609078950	176	664	88	15%	3.53
Connection to Hutt Road Thru (C-A)	Subpath	1609078951	265	162	-103	-39%	7.05
Connection to Hutt Road RT (C-D)	Subpath	1609078952	329	395	66	20%	3.47
SH2 (North) LT (D-C)	Subpath	1609078947	306	525	221	73%	10.83
SH2 (North) RT (D-A)	Subpath	1609078948	92	91	-1	-1%	0.10



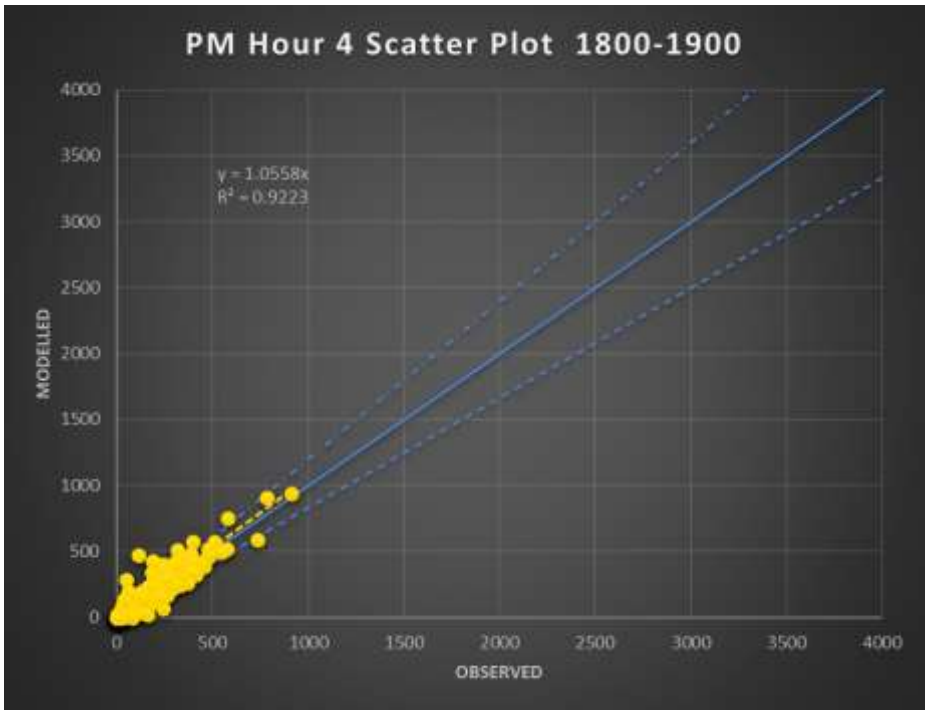
Individual turn counts GEH & XY scatter plot – light vehicles – hybrid layer– PM Hour 2

Location	Turn/Subpath	Almost Id	PM 2Hour 1600-1800				
			Obs	Mod	Diff	% diff	GEH
KGB-MAUSK-SAQ_C-A	Turn	875971167	205	206	1	0%	0.07
KGB-MAUSK-SAQ_C-B	Turn	875971141	1204.3333	1541	336.6667	28%	8.58
KGB-MAUSK-SAQ_A-C	Turn	1021518825	85	132	47	55%	4.43
KGB-MAUSK-SAQ_A-B	Turn	875971139	93.33333	141	47.66667	51%	4.42
KGB-MAUSK-SAQ_B-C	Turn	1021518826	1766.667	2177	410.3333	35%	10.09
KGB-MAUSK-SAQ_F-D	Turn	875971141	944.6667	1260	315.3333	33%	9.66
KGB-MAUSK-SAQ_E-F	Turn	875971139	588.3333	661	76.66667	13%	2.87
KGB-MAUSK-SAQ_D-F	Turn	875971136	1661	1826	165	27%	4.13
KGB-MAUSK-SAQ_D-E	Turn	875971137	410.6667	689	278.3333	68%	12.52
KGB-MAUSK-SAQ_E-D	Turn	875971139	464.6667	681	16.33333	4%	0.76
KGB-MAUSK-SAQ_F-E	Turn	875971298	491.3333	636	144.6667	32%	6.14
KGB-MAUSK-SAQ_B-A	Turn	875971291	190.3333	264	73.66667	39%	4.99
Melling-Block 86-SAQ_D-C	Turn	875959989	361.6667	653	287.3333	79%	13.77
Melling-Block 86-SAQ_G-H	Turn	875959971	506.3333	219	-287.333	-57%	-17.4
Melling-Block 86-SAQ_G-E	Turn	875959974	58	55	-48	-74%	-7.12
Melling-Block 86-SAQ_H-F	Turn	875959976	1038	1459	351	32%	9.85
Melling-Block 86-SAQ_H-E	Turn	875959978	23.66667	24	0.333333	1%	0.07
Melling-Block 86-SAQ_F-G	Turn	875959979	13.66667	21	7.333333	54%	1.76
Melling-Block 86-SAQ_F-H	Turn	875959980	1627.333	2441	813.6667	50%	19.79
Melling-Block 86-SAQ_F-E	Turn	875959981	35.33333	51	15.66667	44%	2.38
Melling-Block 86-SAQ_E-G	Turn	875959982	13	12	-1	-8%	-0.28
Melling-Block 86-SAQ_E-H	Turn	875959984	6	6	0	0%	0.00
Melling-Block 86-SAQ_E-F	Turn	875959985	44	121	77	175%	8.83
Melling-Block 86-SAQ_B-D	Turn	875959995	1321.667	1722	400.3333	30%	10.73
Melling-Block 86-SAQ_B-C	Turn	875959992	480.3333	329	-148.667	-31%	-8.35
Melling-Block 86-SAQ_D-B	Turn	875959993	857	1024	167	19%	5.45
Melling-Block 86-SAQ_D-A	Turn	875959996	35.66667	27	-8.66667	-24%	-1.52
Melling-Block 86-SAQ_C-D	Turn	875959995	344	748	404	117%	16.98
Melling-Block 86-SAQ_C-A	Turn	875959996	64.33333	21	-23.3333	-53%	-4.08
Melling-Block 86-SAQ_A-B	Turn	875959997	16.66667	24	7.333333	44%	1.63
Melling-Block 86-SAQ_A-D	Turn	875959998	10.66667	37	26.33333	247%	6.39
Melling-Block 86-SAQ_A-C	Turn	875959999	40.66667	36	-4.66667	-11%	-0.76
Melling-Block 86-SAQ_C-B	Turn	875960000	523.3333	795	271.6667	52%	10.97
Melling-Block 86-SAQ_G-F	Turn	875960001	106.3333	109	2.666667	3%	0.26
Melling-Block 86-SAQ_B-A	Turn	95219237	26.66667	54	27.33333	103%	4.30
Melling-Block 86-SAQ_H-G	Turn	875962227	213	207	-6	-3%	-0.41
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	875875511	74	12	-62	-84%	-8.45
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875513	153	265	112	73%	7.75
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	875875514	8	5	-3	-38%	-1.18
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	875875515	54	43	-11	-20%	-1.58
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	875875516	147	96	-51	-35%	-4.63
C3 - Jackson St (West)- Thru to Jackson St (East)	Turn	875875517	146	253	107	73%	7.58
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875518	113	254	141	125%	10.63
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	875875519	159	168	9	6%	0.70
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	875875520	86	60	-26	-30%	-3.04
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	875875521	10	4	-6	-60%	-2.27
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875522	68	125	57	84%	5.80
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	875875523	49	66	17	35%	2.24
C4 - Weaver St - Left into Randwick Rd	Turn	875895674	303	666	363	54%	8.23
C2 - Hutt Rd (West) - Right into Jackson St	Turn	875899994	227	37	-190	-84%	16.59
C2 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875899996	277	483	206	74%	10.73
C2 - Jackson St - Left into Hutt Rd (West)	Turn	875899998	214	324	110	51%	6.71
C2 - Jackson St - Right into Hutt Rd (East)	Turn	875899999	207	75	-132	-64%	13.11
C2 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	243	201	-42	-17%	2.82
C2 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	155	245	90	58%	6.36
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	875914981	286	514	228	80%	10.98
C7 - Whites Line E (West) - Thru to Whites Line E (Eas Turn		875914984	174	320	56	10%	2.28
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	875914986	108	159	51	47%	4.41
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	875914987	23	46	23	100%	3.93
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914988	72	96	24	33%	2.62
C7 - Cambridge Tce - Right into Whites Line E (West) Turn		875914989	206	353	147	71%	9.79
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	875915500	28	22	-6	-21%	1.20
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	875915501	11	21	10	91%	2.10
C7 - Whites Line E (East) - Thru to Whites Line E (Wes Turn		875915502	437	492	55	13%	2.55
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915503	67	127	60	90%	6.09
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	875915504	8	49	41	513%	7.68
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	875915505	94	91	-3	-3%	-0.32
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	875918491	401	763	362	90%	12.55
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922286	277	406	129	47%	6.48
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922289	31	48	17	55%	2.78
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	272	381	109	40%	6.03
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922213	531	651	120	23%	4.94
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	49	54	5	10%	0.70
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922215	547	770	203	36%	7.85
C18 - Bridge St (US) - Thru to Bridge St (N/W)	Turn	875919154	106	69	-37	-35%	-3.96
C18 - Bridge St (US) - Right into Normansbie Rd	Turn	875919156	157	168	11	7%	0.86
C18 - Bridge St (N/W) - Thru to Bridge St (US)	Turn	875919157	72	45	-27	-38%	-3.53
C18 - Bridge St (N/W) - Left into Normansbie Rd	Turn	875919159	99	114	15	15%	1.45
C18 - Normansbie Rd - Left into Bridge St (US)	Turn	875919160	129	87	-42	-33%	-4.08
C18 - Normansbie Rd - Right into Bridge St (N/W)	Turn	875919161	41	44	3	7%	0.46
C8 - Queens Dr (S/W) - Left into Lainga Rd (N/W)	Turn	875936311	61	102	41	66%	7.21
C8 - Lainga Rd (N/W) - Thru to Lainga Rd (E/S)	Turn	875938800	59	111	52	88%	6.47
C8 - Lainga Rd (N/W) - Right into Queens Dr (S/W)	Turn	875938802	13	31	18	138%	3.64
C8 - Lainga Rd (N/W) - Left into Queens Dr (N/E)	Turn	875938803	35	46	11	31%	1.73
C8 - Lainga Rd (E/S) - Left into Queens Dr (S/W)	Turn	875938804	100	100	10	0%	0.10
C8 - Lainga Rd (E/S) - Thru to Lainga Rd (N/W)	Turn	875938805	49	39	-10	-20%	-1.53
C8 - Lainga Rd (E/S) - Right into Queens Dr (N/E)	Turn	875938806	28	17	-11	-39%	-2.45
C8 - Queens Dr (S/W) - Right into Lainga Rd (E/S)	Turn	875938807	152	455	303	29%	5.13
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875938808	391	374	-17	-4%	-0.87
C8 - Queens Dr (N/E) - Left into Lainga Rd (E/S)	Turn	875938810	55	63	8	15%	1.04
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875938811	304	275	-29	-10%	-1.70
C8 - Queens Dr (N/E) - Right into Lainga Rd (N/W)	Turn	875938812	22	52	30	136%	4.93
C12 - Cornwall St (North) - Right into Waterloo Rd (W Turn		875942297	63	31	-32	-28%	1.67
C12 - Cornwall St (North) - Thru to Cornwall St (South Turn		875942301	185	236	51	28%	3.42
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea Turn		875942303	215	188	-27	-13%	1.95
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor Turn		875942305	57	62	5	9%	0.63
C12 - Waterloo Rd (West) - Right into Cornwall St (Sc Turn		875942307	13	39	26	200%	5.33
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Eas Turn		875942308	447	496	49	11%	2.26
C12 - Cornwall St (South) - Thru to Cornwall St (North Turn		875942309	228	268	40	18%	2.54
C12 - Cornwall St (South) - Left into Waterloo Rd (We Turn		875942310	16	19	3	19%	0.72
C12 - Cornwall St (South) - Right into Waterloo Rd (E Turn		875942311	34	19	-15	-44%	2.91
C12 - Waterloo Rd (East) - Right into Cornwall St (Nor Turn		875942312	122	158	36	30%	3.08
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (Wes Turn		875942313	215	264	-51	-16%	3.03
C12 - Waterloo Rd (East) - Left into Cornwall St (Sout Turn		875942314	22	51	31	132%	4.75
C11 - Knights Rd (West) - Left into Cornwall St	Turn	875946448	130	149	19	15%	1.62
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	875946446	660	812	152	33%	6.17
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946447	49	97	48	98%	6.62
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946448	173	168	-5	-3%	-0.38
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946449	349	488	139	40%	6.79
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946450	108	142	4	3%	0.34
C15 - High St (West) - Thru to High St (East)	Turn	875958313	394	564	170	43%	7.23
C17 - High St (West) - Left into Eastern Hutt Rd (East) Turn		875989988	726	723	-12	-2%	-0.44
C21 - SH2 (North) - Thru to SH2 (South)	Turn	875992775	730	1074	344	47%	11.57
C21 - SH2 (North) - Left into Ferguson Dr	Turn	875992777	137	348	211	154%	14.04
C21 - SH2 (South) - Thru to SH2 (North)	Turn	875992781	1161	1371	210	18%	5.90
C21 - Ferguson Dr - Right into SH2 (North)	Turn	875992781	182	181	-1	-1%	-0.07
C21 - SH2 (South) - Right into Ferguson Dr	Turn	875992782	835	916	81	10%	2.74
C21 - Ferguson Dr - Left into SH2 (South)	Turn	875992785	497	590	93	19%	3.95
C19 - SH2 Southbound Off Ramp - Left into Manor Pl Turn		90508332	12	11	-1	-8%	0.29
C19 - Manor Pl/H Rd - Left into SH2 Southbound On-I Turn		90508334	26	35	9	35%	1.63
C19 - SH2 Northbound Off Ramp - Left into Hayward Turn		90508339	520	640	120	23%	4.98
C19 - Hayward's Hill (B458) - Left into SH 2 Northbour Turn		90508341	436	320	116	-26%	-5.71
10 Hutt Road - Esplanade LT	Subpath	1476863885	11	13	2	18%	0.58
10 Hutt Road - Onkamp Thru	Subpath	1476863884	409	479	70	17%	3.32
10 Off Ramp - Hutt Road Thru	Subpath	1476863882	402	311	-91	-23%	-4.82
10 Off Ramp - Esplanade RT	Subpath	1476863883	711	618	-93	-13%	-3.61
10 Esplanade - Hutt Road RT	Subpath	1476863887	16	0	-16	-100%	-5.66
10 Esplanade - Onkamp Thru	Subpath	1476863886	565	778	213	38%	8.22
2 High Street East LT	Subpath	1476862905	154	145	-9	-6%	-0.76
2 High Street East RT	Subpath	1476862907	115	87	-28	-24%	-2.79
2 High Street East Thru	Subpath	1476862906	334	332	-2	-1%	-0.11
2 High Street West LT	Subpath	1476863051	114	299	185	162%	14.84
2 High Street West RT	Subpath	1476863053	24	95	71	296%	9.20
2 High Street West Thru	Subpath	1476863002	434	355	-79	-18%	-3.98
2 Melling North LT	Subpath	1476862941	72	35	-37	-51%	-5.06
2 Melling North RT	Subpath	1476862944	176	201	25	14%	1.82
2 Melling North Thru	Subpath	1476862943	269	229	-40	-15%	-2.53
2 Pretoria South LT	Subpath	1476862988	27	94	67	248%	8.62
2 Pretoria South RT	Subpath	1476862990	127	114	-13	-10%	-1.18
2 Pretoria South Thru	Subpath	1476862989	220	334	114	52%	6.45
1 Melling North LT	Subpath	1476862979	389	328	-61	-16%	-3.27
1 Melling North RT	Subpath	1476862981	214	273	59	28%	3.78
1 Melling North Thru	Subpath	1476862980	436	393	-43	-10%	-2.13
1 Melling South LT	Subpath	1476862985	30	18	-12	-40%	-2.45
1 Melling South RT	Subpath	1476862987	77	177	100	130%	8.87
1 Melling South Thru	Subpath	1476862986	359	519	160	45%	7.64
1 Rutherford East LT	Subpath	1476862852	62	76	14	23%	1.69
1 Rutherford East Thru	Subpath	1476862854	123	529	206	64%	8.98
1 Rutherford East RT	Subpath	1476862853	209	236	27	13%	1.81
1 Rutherford West LT	Subpath	1476862888	399	277	-122	-31%	-6.44
1 Rutherford West RT	Subpath	1476862890	11	2	-13	-87%	-4.86
1 Rutherford West Thru	Subpath	1476862889	261	292	31	12%	1.86
3 High Street East LT	Subpath	1476863027	222	354	132	59%	7.78
3 High Street East Thru	Subpath	1476863008	356	459	103	29%	5.10
3 High Street West Thru	Subpath	1476863030	394	447	53	13%	2.58
3 High Street West RT	Subpath	1476863010	47	45	-2	-4%	-0.29
3 Kings Cres LT	Subpath	1476863035	373	688	315	84%	13.73
3 Kings Cres RT	Subpath	1476863036	71	333	262	369%	16.77
4 Dwyth St South LT	Subpath	1476863017	69	1	-68	-99%	13.13
4 Dwyth St South RT	Subpath	1476863019	85	75	-10	-12%	-1.12
4 Dwyth St South Thru	Subpath	1476863018	293	498	205	70%	10.73
4 Fairway North LT	Subpath	1476863011	59	41	-18	-31%	-2.51
4 Fairway North Thru	Subpath	1476863012	132	662	530	402%	20.03
4 Fairway North RT	Subpath	1476863013	408	98	-310	-76%	-20.09
4 High Street East LT	Subpath	1476863014	79	111	32	41%	3.28
4 High Street East RT	Subpath	1476863016	77	59	-18	-23%	-2.18
4 High Street East Thru	Subpath	1476863015	256	325	69	27%	4.01
4 High Street West LT	Subpath	1476863020	113	139	26	25%	2.32
4 High Street West RT	Subpath	1476863022	127	51	-76	-63%	-8.87
4 High Street West Thru	Subpath	1476863021	344	285	-59	-17%	-3.33
5 Hutt Road West Thru	Subpath	1476863039					
5 Hutt Road West RT	Subpath	1476863040					
5 Eastern Hutt Road South LT	Subpath	1476863031	17	33	16	94%	3.20
5 Eastern Hutt Road South RT	Subpath	1476863032	519	449	-70	-13%	-3.18
5 Eastern Hutt Road East LT	Subpath	1476863033					
5 Eastern Hutt Road East Thru	Subpath	1476863034					
12 SH18 LT	Subpath	1476863998	436	427	-9	-2%	-0.43
12 SH18 RT	Subpath	1476864001	392	400	8	2%	0.40
12 SH18 Thru	Subpath	1476864000	11	9	-2	-18%	-0.63
12 Manor Park LT	Subpath	1476864002	26	35	9	35%	1.63
12 Manor Park RT	Subpath	1476864004	17	16	-1	-6%	-0.25
12 Manor Park Thru	Subpath	1476864003	6	8	2	33%	0.76
12 SH2 West LT	Subpath	1476863996	520	501	-19	-4%	-0.84
12 SH2 West RT	Subpath	1476863998	22	87	65	295%	8.96
12 SH2 West Thru	Subpath	1476863997	69	12	-57	-83%	-8.94
12 SH2 East LT	Subpath	1476864005	12	11	-1	-8%	-0.29
12 SH2 RT	Subpath	1476864007	224	379	55	17%	2.66
12 SH2 Thru	Subpath	1476864006	12	0	-12	-100%	-5.00
7 Waiwhetu East RT	Subpath	1476863946	229	174	-55	-24%	-3.97
7 Waiwhetu East Thru	Subpath	1476863945	409	497	88	22%	4.13
7 Waiwhetu West LT	Subpath	1476863943	200	198	-2	-1%	-0.14
7 Waiwhetu West Thru	Subpath	1476863944	337	192	-145	-43%	-9.04
7 Waterloo LT	Subpath	1476863947	351	403	48	14%	2.47
7 Waterloo RT	Subpath	1476863948	383	297	-86	-22%	-4.66
11 Dowse Int LT	Subpath	1476863892	401	597	196	49%	8.77
11 Dowse Int RT	Subpath	1476863894	668	577	-91	-14%	-3.65
11 Hutt Road East LT	Subpath	1476863891	588	839	251	43%	8.87
11 Hutt Road East Thru	Subpath	1476863892	292	217	-75	-26%	-4.70
11 Hutt Road West RT	Subpath	1476863890	430	388	-42	-10%	-2.08
11 Hutt Road West Thru	Subpath	1476863889	473	451	-22	-5%	-1.02
9 Ludlam LT	Subpath	1476863777	584	716	132	23%	5.18
9 Ludlam Thru	Subpath	1476863778	164	257	13	4%	0.49
9 Randwick RT	Subpath	1476863776	340	344	4	1%	0.22
9 Randwick Thru	Subpath	1476863775	446	442	-4	-1%	-0.19
9 White Lines E LT	Subpath	1476863779	236	338	102	43%	6.02
9 White Lines E RT	Subpath	1476863780	501	519	18	4%	0.80
8 Hutt Park - Seaview LT	Subpath	1476863855	8	14	6	75%	1.83
8 Hutt Park - Randwick RT	Subpath	1476863858	27	29	2	7%	0.38
8 Hutt Park - Port Road Thru	Subpath	1476863856	1	0	-1	-100%	-1.41
8 Hutt Park - Waiwse Thru	Subpath	1476863857	20	61	31	155%	5.20
8 Hutt Park - Hutt Park U-Turn	Subpath	1476863859	0	0	0	#DIV/0!	0.00
8 Port Road - Waiwse LT	Subpath	1476863861	107	134	27	25%	2.46
8 Port Road - Seaview RT	Subpath	1476863858	11	28	17	155%	3.80
8 Port Road - Hutt Park RT	Subpath	1476863862	0	2	2	#DIV/0!	0.00
8 Port Road - Randwick Thru	Subpath	1476863866	115	144	29	25%	2.52
8 Port Road - Port Road U-Turn	Subpath	1476863868	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	1476863850	40	24	-16	-40%	-2.83
8 Randwick - Waiwse RT	Subpath	1476863853	213	264	51	24%	3.30
8 Randwick - Port Road Thru	Subpath	1476863852	21	51	30	143%	5.00
8 Randwick - Seaview Thru	Subpath	1476863851	179	282	103	58%	6.78
8 Randwick - Randwick U-Turn	Subpath	1476863854	6	0	-6	-100%	-3.46
8 Seaview - Port LT	Subpath	1476863860	7	2	-5	-71%	-2.06
8 Seaview - Hutt Park RT	Subpath	1476863863	17	5	-12	-71%	-3.62
8 Seaview - Randwick RT	Subpath	1476863862	252	233	-19	-8%	-1.22
8 Seaview - Waiwse Thru	Subpath	1476863861	481	734	253	53%	10.14
8 Seaview - Seaview U-Turn	Subpath	1476863864	1	0	-1	-100%	-1.00
8 Waiwse Street - Randwick LT	Subpath	1476863869	303	310	7	2%	0.40
8 Waiwse Street - Port Road RT	Subpath	1476863872	13	37	24	185%	4.80
8 Waiwse Street - Hutt Park Thru	Subpath	1476863870	52	24	-28	-54%	-4.64
8 Waiwse Street - Seaview Thru	Subpath	1476863871	727	727	-50	-6%	-1.82
8 Waiwse Street - Waiwse U-Turn	Subpath	1476863873	3	1	-2	-67%	-1.41
6 Queens LT	Subpath	1476863940	153	176	23	15%	1.79
6 Queens Thru	Subpath	1476863941	892	771	-121	-14%	-4.20
6 Railway RT	Subpath	1476863939	656	618	-38	-6%	-1.51
6 Railway Thru	Subpath	1476863938	1061	1083	22	2%	0.67
6 Woburn LT	Subpath	1476863935	698	638	160	31%	6.32
6 Woburn RT	Subpath	1476863937	160	93	-67	-42%	-5.96
Dowse Drive LT (A-D)	Turn	1690979841	46	51	5	11%	0.72
Dowse Drive Thru (A-C)	Turn	1690979845	173	217	44	25%	3.15
Dowse Drive RT (A-B)	Turn	1690979846	77	74	-3	-4%	-0.35
SH2 (South) LT (B-A)	Turn	1690979842	147	155	-12	-7%	0.91
SH2 (South) RT (B-C)	Turn	1690979841	474	417	-57	-12%	-2.70
Connection to Hutt Road LT (C-B)	Turn	1690979850	497	644	167	34%	6.93
Connection to Hutt Road Thru (C-A)	Turn	1690979851	308	162	-146	-47%	-9.52
Connection to Hutt Road RT (C-D)	Turn	1690979852	270	395	125	46%	6.96
SH2 (North) LT (D-C)	Turn	1690979847	260	525	265	102%	13.93
SH2 (North) RT (D-A)	Turn	1690979848	124	91	-33	-27%	-3.18



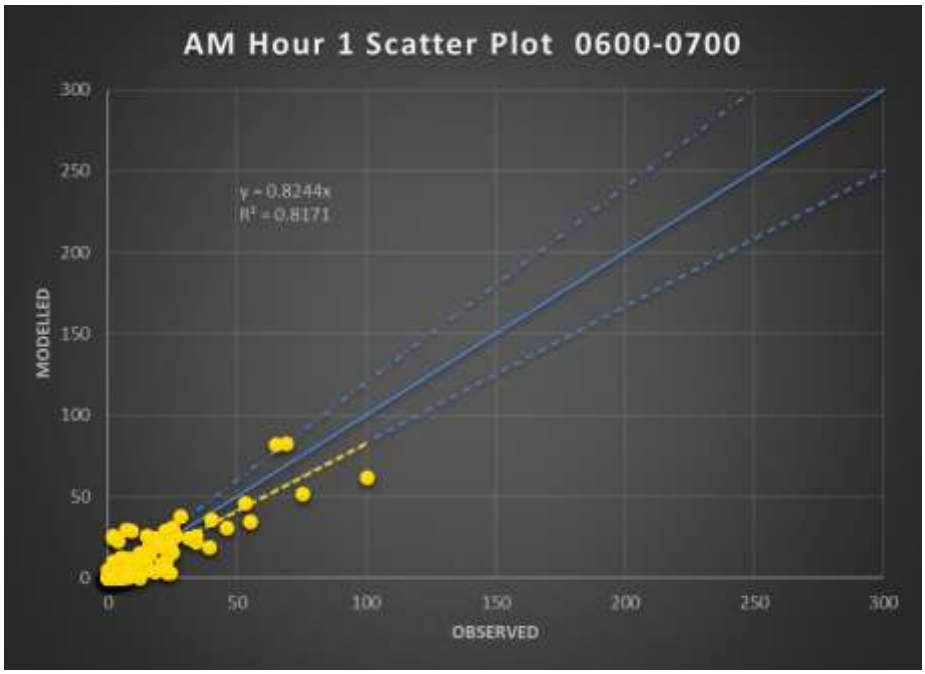
Individual turn counts GEH & XY scatter plot – light vehicles – hybrid layer– PM Hour 3

Location	Turn/Subpath	Aimsun Id	PM 1hour 1600-1800 Obs	Mod	Diff	% diff	GEH
RGB-MAIN OR-SH2_C-A	Turn	87597110			0	#DIV/0!	
RGB-MAIN OR-SH2_C-B	Turn	87597114			0	#DIV/0!	
RGB-MAIN OR-SH2_A-C	Turn	102553825			0	#DIV/0!	
RGB-MAIN OR-SH2_A-B	Turn	87597139			0	#DIV/0!	
RGB-MAIN OR-SH2_B-C	Turn	102553826			0	#DIV/0!	
RGB-MAIN OR-SH2_F-D	Turn	87597131			0	#DIV/0!	
RGB-MAIN OR-SH2_E-F	Turn	87597133			0	#DIV/0!	
RGB-MAIN OR-SH2_D-F	Turn	87597136			0	#DIV/0!	
RGB-MAIN OR-SH2_D-E	Turn	87597137			0	#DIV/0!	
RGB-MAIN OR-SH2_E-D	Turn	87597139			0	#DIV/0!	
RGB-MAIN OR-SH2_F-E	Turn	87597298			0	#DIV/0!	
RGB-MAIN OR-SH2_B-A	Turn	87597325			0	#DIV/0!	
Melling-Block Rd-SH2_D-C	Turn	87596969			0	#DIV/0!	
Melling-Block Rd-SH2_G-H	Turn	87596971			0	#DIV/0!	
Melling-Block Rd-SH2_G-E	Turn	87596974			0	#DIV/0!	
Melling-Block Rd-SH2_H-F	Turn	87596976			0	#DIV/0!	
Melling-Block Rd-SH2_H-E	Turn	87596978			0	#DIV/0!	
Melling-Block Rd-SH2_F-G	Turn	87596979			0	#DIV/0!	
Melling-Block Rd-SH2_F-H	Turn	87596980			0	#DIV/0!	
Melling-Block Rd-SH2_F-E	Turn	87596981			0	#DIV/0!	
Melling-Block Rd-SH2_E-G	Turn	87596982			0	#DIV/0!	
Melling-Block Rd-SH2_E-H	Turn	87596984			0	#DIV/0!	
Melling-Block Rd-SH2_E-F	Turn	87596985			0	#DIV/0!	
Melling-Block Rd-SH2_B-D	Turn	87596991			0	#DIV/0!	
Melling-Block Rd-SH2_B-C	Turn	87596992			0	#DIV/0!	
Melling-Block Rd-SH2_D-B	Turn	87596993			0	#DIV/0!	
Melling-Block Rd-SH2_D-A	Turn	87596994			0	#DIV/0!	
Melling-Block Rd-SH2_C-D	Turn	87596995			0	#DIV/0!	
Melling-Block Rd-SH2_C-A	Turn	87596996			0	#DIV/0!	
Melling-Block Rd-SH2_A-B	Turn	87596997			0	#DIV/0!	
Melling-Block Rd-SH2_A-D	Turn	87596998			0	#DIV/0!	
Melling-Block Rd-SH2_A-C	Turn	87596999			0	#DIV/0!	
Melling-Block Rd-SH2_C-B	Turn	87596000			0	#DIV/0!	
Melling-Block Rd-SH2_G-F	Turn	87596001			0	#DIV/0!	
Melling-Block Rd-SH2_B-A	Turn	93139237			0	#DIV/0!	
Melling-Block Rd-SH2_H-G	Turn	87596227			0	#DIV/0!	
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	87587511	48	5	-43	-90%	6.41
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	87587513	113	148	35	31%	3.06
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	87587514	7	6	-1	-14%	0.39
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	87587515	42	23	-19	-45%	3.22
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	87587516	145	58	-87	-60%	8.64
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	87587517	127	147	20	16%	1.71
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	87587518	79	170	91	115%	8.16
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	87587519	181	110	-71	-39%	5.89
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	87587520	50	34	-16	-32%	2.47
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	87587521	12	2	-10	-83%	3.78
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	87587522	65	88	23	35%	2.63
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	87587523	30	44	14	47%	2.30
C4 - Wooore St - Left into Randwick Rd	Turn	87589574	256	320	64	25%	3.77
C2 - Hutt Rd (West) - Right into Jackson St	Turn	87589994	160	24	-136	-85%	14.81
C2 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	87589996	191	299	108	57%	6.90
C2 - Jackson St - Left into Hutt Rd (West)	Turn	87589998	141	185	44	31%	3.45
C2 - Jackson St - Right into Hutt Rd (East)	Turn	87589999	126	41	-85	-67%	8.14
C2 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	87590000	184	110	-74	-40%	6.10
C2 - Hutt Rd (East) - Left into Jackson St	Turn	87590001	107	142	35	33%	3.14
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	87594691	182	340	158	87%	9.78
C7 - Whites Line E (West) - Thru to Whites Line E (Ea	Turn	87594684	457	389	-68	-15%	3.31
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	87594696	90	89	-1	-1%	0.11
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	87594697	23	15	-8	-35%	1.84
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	87594698	32	47	15	47%	2.39
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	87594699	154	202	48	31%	3.60
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	87591500	20	14	-6	-30%	1.46
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	87591501	9	12	3	33%	0.93
C7 - Whites Line E (East) - Thru to Whites Line E (We	Turn	87591502	387	314	-73	-19%	3.90
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	87591503	31	85	54	174%	7.09
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	87591504	9	35	26	289%	5.54
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	87591505	69	50	-19	-28%	2.46
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	87591681	331	455	124	37%	6.24
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	87592206	280	271	-9	-3%	0.54
C10 - Bellevue Rd - Right into Woburn Rd	Turn	87592209	19	23	4	21%	0.87
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	87592211	214	260	46	17%	2.96
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	87592213	376	386	10	3%	0.51
C10 - Woburn Rd - Left into Bellevue Rd	Turn	87592214	37	34	-3	-8%	0.50
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	87592215	886	476	-90	-23%	6.34
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	87594154	34	36	2	6%	0.33
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	87594156	85	107	22	26%	2.25
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	87591517	28	25	-3	-11%	0.58
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	87591519	61	50	-11	-18%	1.48
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	87591560	95	82	-13	-14%	1.38
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	87591561	33	32	-1	-3%	0.18
C8 - Queens Dr (S/W) - Left into Luings Rd (N/W)	Turn	87593621	51	58	7	14%	0.96
C8 - Luings Rd (N/W) - Thru to Luings Rd (S/E)	Turn	87593800	28	70	42	150%	6.07
C8 - Luings Rd (N/W) - Right into Queens Dr (S/W)	Turn	87593802	53	56	3	6%	0.39
C8 - Luings Rd (N/W) - Left into Queens Dr (N/E)	Turn	87593803	37	26	-11	-30%	1.96
C8 - Luings Rd (S/E) - Left into Queens Dr (S/W)	Turn	87593804	282	221	-71	-24%	4.42
C8 - Luings Rd (S/E) - Thru to Luings Rd (N/W)	Turn	87593805	61	17	-44	-72%	7.05
C8 - Luings Rd (S/E) - Right into Queens Dr (N/E)	Turn	87593806	22	35	13	59%	2.48
C8 - Queens Dr (S/W) - Right into Luings Rd (S/E)	Turn	87593807	195	322	127	65%	7.90
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	87593809	312	252	-60	-19%	3.57
C8 - Queens Dr (N/E) - Left into Luings Rd (S/E)	Turn	87593810	64	47	-17	-27%	2.18
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	87593811	256	188	-68	-27%	4.54
C8 - Queens Dr (N/E) - Right into Luings Rd (N/W)	Turn	87593812	31	38	7	23%	1.19
C12 - Cornwall St (North) - Right into Waterloo Rd (W/Tun	Turn	87594297	33	17	-16	-48%	3.10
C12 - Cornwall St (North) - Thru to Cornwall St (South)Tun	Turn	87594301	177	164	-13	-7%	1.00
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea Tun	Turn	87594303	150	138	-12	-8%	1.03
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor Tun	Turn	87594305	26	32	6	23%	1.13
C12 - Waterloo Rd (West) - Right into Cornwall St (So Tun	Turn	87594307	11	18	7	64%	1.84
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Ea Tun	Turn	87594308	201	328	27	9%	1.52
C12 - Cornwall St (South) - Thru to Cornwall St (North)Tun	Turn	87594309	136	200	64	47%	4.94
C12 - Cornwall St (South) - Left into Waterloo Rd (WeTun	Turn	87594310	6	12	6	100%	2.00
C12 - Cornwall St (South) - Right into Waterloo Rd (Ea Tun	Turn	87594311	25	16	-9	-36%	1.99
C12 - Waterloo Rd (East) - Right into Cornwall St (Nor Tun	Turn	87594312	120	93	-27	-23%	2.64
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (WesTun	Turn	87594313	262	169	-93	-35%	6.34
C12 - Waterloo Rd (East) - Left into Cornwall St (SouTun	Turn	87594314	17	7	-10	-59%	2.89
C11 - Knights Rd (West) - Left into Cornwall St	Turn	87594644	76	114	38	50%	3.90
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	87594646	304	428	124	41%	6.48
C11 - Cornwall St - Right into Knights Rd (West)	Turn	87594647	39	61	22	56%	3.11
C11 - Cornwall St - Left into Knights Rd (East)	Turn	87594648	147	113	-34	-23%	2.98
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	87594649	242	285	43	18%	2.65
C11 - Knights Rd (East) - Right into Cornwall St	Turn	87594650	85	94	9	11%	0.95
C15 - High St (West) - Thru to High St (East)	Turn	87595853	361	380	19	5%	0.99
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	87588008	479	460	-19	-4%	0.88
C25 - SH2 (North) - Thru to SH2 (South)	Turn	87594275	507	573	66	13%	2.84
C25 - SH2 (North) - Left into Ferguson Dr	Turn	87594277	111	176	65	59%	5.41
C25 - SH2 (South) - Thru to SH2 (North)	Turn	87594291	912	939	27	3%	0.89
C25 - Ferguson Dr - Right into SH2 (North)	Turn	87594381	131	82	-49	-37%	4.74
C25 - SH2 (South) - Right into Ferguson Dr	Turn	87594382	580	754	174	30%	6.74
C25 - Ferguson Dr - Left into SH2 (South)	Turn	87594385	347	335	-12	-3%	0.65
C39 - SH2 Southbound Off Ramp - Left into Manor Pl/Tun	Turn	90538322	11	8	-3	-27%	0.97
C39 - Manor Park Rd - Left into SH2 Southbound On-Tun	Turn	90538334	22	26	4	18%	0.82
C39 - SH2 Northbound Off Ramp - Left into Heywood Tun	Turn	90538339	185	425	240	130%	14.75
C39 - Heywards Hill (SH58) - Left into SH 2 NorthbouTun	Turn	90538341	233	378	145	62%	8.55
10 Hutt Road - Esplanade LT	Subpath	147684385	16	9	-7	-44%	1.98
10 Hutt Road - Onkhanp Thru	Subpath	147684384	276	263	-13	-5%	0.79
10 Off Ramp - Hutt Road Thru	Subpath	147684382	300	311	11	4%	0.64
10 Off Ramp - Esplanade RT	Subpath	147684383	573	522	-51	-9%	2.18
10 Esplanade - Hutt Road RT	Subpath	147684387	29	0	-29	-100%	0.00
10 Esplanade - Onkhanp Thru	Subpath	147684386	451	419	-32	-7%	1.52
2 High Street East LT	Subpath	147684295	113	116	3	3%	0.28
2 High Street East RT	Subpath	147684297	83	68	-15	-18%	1.72
2 High Street East Thru	Subpath	147684296	332	267	-65	-20%	3.70
2 High Street West LT	Subpath	147684301	61	199	138	226%	14.14
2 High Street West RT	Subpath	147684303	25	89	64	256%	8.46
2 High Street West Thru	Subpath	147684302	414	325	-89	-21%	4.62
2 Melling North LT	Subpath	147684291	52	31	-21	-40%	3.26
2 Melling North RT	Subpath	147684294	158	149	-9	-6%	0.72
2 Melling North Thru	Subpath	147684293	215	204	-11	-5%	0.76
2 Pretoria South LT	Subpath	147684298	33	76	43	130%	5.82
2 Pretoria South RT	Subpath	147684300	71	100	29	41%	3.18
2 Pretoria South Thru	Subpath	147684299	166	239	73	44%	5.12
1 Melling North LT	Subpath	147684279	261	270	9	3%	0.55
1 Melling North RT	Subpath	147684281	169	219	50	30%	3.68
1 Melling North Thru	Subpath	147684280	371	327	-44	-12%	2.36
1 Melling South LT	Subpath	147684285	18	18	0	0%	0.00
1 Melling South RT	Subpath	147684287	44	135	91	207%	9.62
1 Melling South Thru	Subpath	147684286	283	355	72	25%	4.03
1 Rutherford East LT	Subpath	147684282	45	51	6	13%	0.87
1 Rutherford East RT	Subpath	147684284	227	357	130	57%	7.90
1 Rutherford East Thru	Subpath	147684283	174	185	11	6%	0.83
1 Rutherford West LT	Subpath	147684288	367	260	-107	-29%	6.04
1 Rutherford West RT	Subpath	147684290	9	4	-5	-56%	1.96
1 Rutherford West Thru	Subpath	147684289	241	300	59	24%	3.64
3 High Street East LT	Subpath	147684307	224	279	55	25%	3.97
3 High Street East Thru	Subpath	147684308	344	319	-25	-7%	1.37
3 High Street West Thru	Subpath	147684309	361	378	17	5%	0.88
3 High Street West RT	Subpath	147684310	29	27	-2	-7%	0.38
3 Kings Cres LT	Subpath	147684305	315	513	198	63%	9.73
3 Kings Cres RT	Subpath	147684306	50	287	237	474%	14.96
4 Doyth St South LT	Subpath	147684317	81	0	-81	-100%	0.00
4 Doyth St South RT	Subpath	147684319	65	60	-5	-8%	0.63
4 Doyth St South Thru	Subpath	147684318	242	398	156	64%	8.73
4 Fairway North LT	Subpath	147684311	89	31	-58	-65%	7.34
4 Fairway North Thru	Subpath	147684312	111	474	363	327%	22.11
4 Fairway North RT	Subpath	147684313	241	70	-171	-71%	14.04
4 High Street East LT	Subpath	147684314	63	92	29	46%	3.21
4 High Street East RT	Subpath	147684316	60	51	-9	-15%	1.23
4 High Street East Thru	Subpath	147684315	263	240	-23	-9%	1.45
4 High Street West LT	Subpath	147684320	123	121	-2	-2%	0.18
4 High Street West RT	Subpath	147684322	129	34	-95	-74%	12.04
4 High Street West Thru	Subpath	147684321	290	249	-41	-14%	2.50
5 Hutt Road West Thru	Subpath	147684328					
5 Hutt Road West RT	Subpath	147684330					
5 Eastern Hutt Road South LT	Subpath	147684331	10	23	13	130%	3.33
5 Eastern Hutt Road South RT	Subpath	147684332	310	366	56	18%	3.09
5 Eastern Hutt Road East LT	Subpath	147684333					
5 Eastern Hutt Road East Thru	Subpath	147684334					
12 SH58 LT	Subpath	147684399	232	378	145	62%	8.30
12 SH58 RT	Subpath	147684401	197	217	20	10%	1.39
12 SH58 Thru	Subpath	147684400	7	3	-4	-57%	1.78
12 Manor Park LT	Subpath	147684402	22	26	4	18%	0.82
12 Manor Park RT	Subpath	147684404	55	50	-5	-10%	1.45
12 Manor Park Thru	Subpath	147684403	1	7	6	600%	3.39
12 SH2 West LT	Subpath	147684396	185	435	250	135%	13.57
12 SH2 West RT	Subpath	147684398	15	29	14	93%	2.98
12 SH2 West Thru	Subpath	147684397	10	9	-1	-10%	0.33
12 SH2 East LT	Subpath	147684405	11	8	-3	-27%	0.97
12 SH2 RT	Subpath	147684407	168	193	25	15%	1.86
12 SH2 Thru	Subpath	147684406	5	0	-5	-100%	0.00
7 Wolverhs East RT	Subpath	147684346	192	114	-78	-41%	6.31
7 Wolverhs East Thru	Subpath	147684345	248	328	80	32%	4.70
7 Wolverhs West LT	Subpath	147684343	147	131	-16	-11%	1.36
7 Wolverhs West Thru	Subpath	147684344	299	365	74	25%	4.08
7 Waterloo LT	Subpath	147684347	269	294	25	9%	1.48
7 Waterloo RT	Subpath	147684348	216	222	6	3%	0.40
11 Dowse Int LT	Subpath	147684393	331	456	125	38%	6.30
11 Dowse Int RT	Subpath	147684394	399	418	19	5%	0.93
11 Hutt Road East LT	Subpath	147684391	399	571	172	43%	7.85
11 Hutt Road East Thru	Subpath	147684392	232	188	-44	-19%	3.00
11 Hutt Road West RT	Subpath	147684390	248	233	-15	-6%	0.97
11 Hutt Road West Thru	Subpath	147684389	311	415	104	33%	5.46
9 Ludlam LT	Subpath	147684377	549	496	-53	-10%	2.32
9 Ludlam Thru	Subpath	147684378	293	264	-29	-10%	1.76
9 Randwick RT	Subpath	147684374	286	353	67	23%	4.01
9 Randwick Thru	Subpath	147684375	276	354	78	28%	4.38
9 White Lines E LT	Subpath	147684379	223	225	2	1%	0.13
9 White Lines E RT	Subpath	147684380	396	349	-47	-12%	2.46
8 Hutt Park - Seaview LT	Subpath	147684355	13	9	-4	-31%	1.21
8 Hutt Park - Randwick RT	Subpath	147684358	46	19	-27	-59%	4.76
8 Hutt Park - Port Road Thru	Subpath	147684354	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waoore Thru	Subpath	147684357	29	25	-4	-14%	0.77
8 Hutt Park - Hutt Park U-Turn	Subpath	147684359	0	0	0	#DIV/0!	0.00
8 Port Road - Waoore LT	Subpath	147684365	46	72	26	57%	3.38
8 Port Road - Seaview RT	Subpath	147684368	2	24	22	1100%	6.10
8 Port Road - Hutt Park RT	Subpath	147684367	0	3	3	#DIV/0!	2.45
8 Port Road - Randwick Thru	Subpath	147684366	35	137	102	291%	11.11
8 Port Road - Port Road U-Turn	Subpath	147684368	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	147684360	56	24	-32	-57%	5.06
8 Randwick - Waoore RT	Subpath	147684353	229	164	-65	-28%	4.64
8 Randwick - Port Road Thru	Subpath	147684352	56	38	22	138%	4.23
8 Randwick - Seaview Thru	Subpath	147684351	131	199	68	52%	5.29
8 Randwick - Randwick U-Turn	Subpath	147684354	5	0	-5	-100%	0.00
9 Seaview - Port LT	Subpath	147684360	1	2	2	200%	1.41
9 Seaview - Hutt Park RT	Subpath	147684362	9	1	-8	-44%	1.52
9 Seaview - Randwick RT	Subpath	147684362	120	176	56	47%	4.66
9 Seaview - Waoore Thru	Subpath	147684361	318	405	87	27%	4.58
9 Seaview - Seaview U-Turn	Subpath	147684364	2	0	-2	-100%	0.00
9 Waoore Street - Randwick LT	Subpath	147684369	256	302	46	18%	2.72
9 Waoore Street - Port Road RT	Subpath	147684372	21	27	6	29%	1.23
9 Waoore Street - Hutt Park Thru	Subpath	147684370	28	15	-13	-46%	2.80
9 Waoore Street - Seaview Thru	Subpath	147684371	479	520	41	9%	1.83
9 Waoore Street - Waoore U-Turn	Subpath	147684373	3	0	-3	-100%	0.00
6 Queens LT	Subpath	147684340	160	151	-9	-6%	0.48
6 Queens Thru	Subpath	147684341	732	590	-142	-19%	5.52
6 Railway RT	Subpath	147684339	475	469	-6	-1%	0.28
6 Railway Thru	Subpath	147684338	780	906	126	16%	4.46
6 Woburn LT	Subpath	147684336	309	406	97	31%	5.13
6 Woburn RT	Subpath	147684337	140	85	-55	-39%	5.19
Dowse Drive LT (A-D)	Subpath	160057844					
Dowse Drive Thru (A-C)	Subpath	160057845					
Dowse Drive RT (A-A)	Subpath	160057846					
SH2 (South) LT (B-A)	Subpath	160057842					
SH2 (South) RT (B-C)	Subpath	160057841					
Connection to Hutt Road LT (C-B)	Subpath	160057850					
Connection to Hutt Road Thru (C-A)	Subpath	160057851					
Connection to Hutt Road RT (C-D)	Subpath	160057852					
SH2 (North) LT (D-C)	Subpath	160057847					
SH2 (North) RT (D-A)	Subpath	160057848					



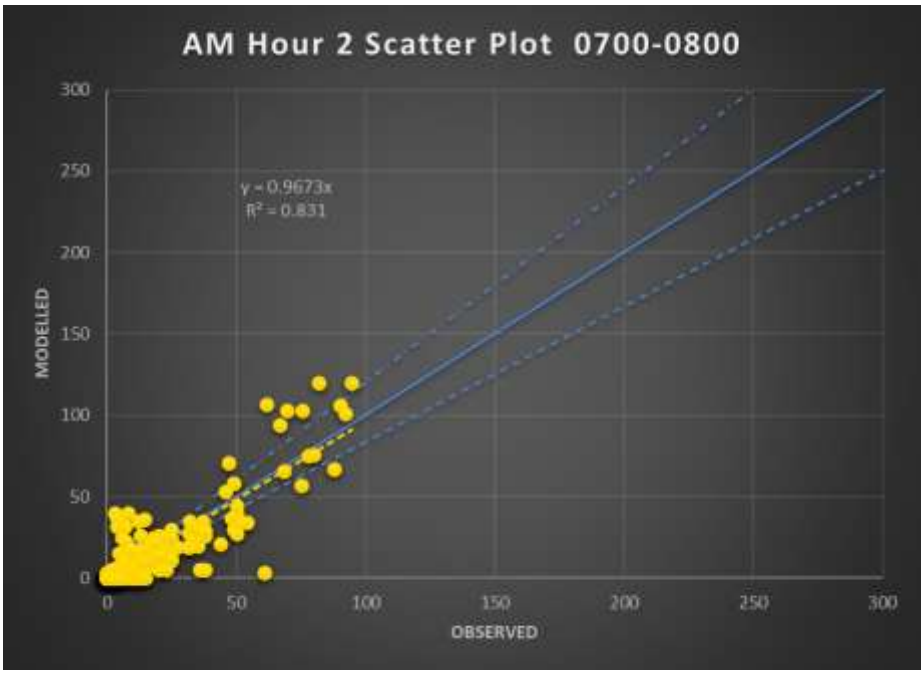
Individual turn counts GEH & XY scatter plot – light vehicles – hybrid layer– PM Hour 4

Location	Turn/Subpath	Aimsun Id	AM 2hour 0700-0900 Obs	Mod	Diff	% diff	GEH
KGB-MAU04-SH2_C-A	Turn	875975161					
KGB-MAU04-SH2_C-B	Turn	875975164					
KGB-MAU04-SH2_A-C	Turn	102553825					
KGB-MAU04-SH2_A-B	Turn	875975159					
KGB-MAU04-SH2_B-C	Turn	102553826					
KGB-MAU04-SH2_F-D	Turn	875975151					
KGB-MAU04-SH2_E-F	Turn	875975150					
KGB-MAU04-SH2_D-F	Turn	875975186					
KGB-MAU04-SH2_D-E	Turn	875975157					
KGB-MAU04-SH2_E-D	Turn	875975189					
KGB-MAU04-SH2_F-E	Turn	875972298					
KGB-MAU04-SH2_B-A	Turn	875975225					
Melling-Block Rd-SH2_D-C	Turn	875959989					
Melling-Block Rd-SH2_G-H	Turn	875959971					
Melling-Block Rd-SH2_G-E	Turn	875959974					
Melling-Block Rd-SH2_H-F	Turn	875959976					
Melling-Block Rd-SH2_H-E	Turn	875959978					
Melling-Block Rd-SH2_F-G	Turn	875959979					
Melling-Block Rd-SH2_F-H	Turn	875959980					
Melling-Block Rd-SH2_F-E	Turn	875959981					
Melling-Block Rd-SH2_E-G	Turn	875959982					
Melling-Block Rd-SH2_E-H	Turn	875959984					
Melling-Block Rd-SH2_E-F	Turn	875959985					
Melling-Block Rd-SH2_B-D	Turn	875959991					
Melling-Block Rd-SH2_B-C	Turn	875959992					
Melling-Block Rd-SH2_D-B	Turn	875959993					
Melling-Block Rd-SH2_D-A	Turn	875959994					
Melling-Block Rd-SH2_C-D	Turn	875959995					
Melling-Block Rd-SH2_C-A	Turn	875959996					
Melling-Block Rd-SH2_A-B	Turn	875959997					
Melling-Block Rd-SH2_A-D	Turn	875959998					
Melling-Block Rd-SH2_A-C	Turn	875959999					
Melling-Block Rd-SH2_C-B	Turn	875960000					
Melling-Block Rd-SH2_G-F	Turn	875960001					
Melling-Block Rd-SH2_B-A	Turn	875960002					
Melling-Block Rd-SH2_H-G	Turn	875960027					
C1 - Cuba St (South) - Left into Jackson St (West)	Turn	875875711	1	0	-1	-100%	0.00
C1 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875713	2	8	6	300%	2.68
C1 - Cuba St (South) - Right into Jackson St (East)	Turn	875875714	0	0	0	#DIV/0!	0.00
C2 - Jackson St (West) - Right into Cuba St (South)	Turn	875875715	2	0	-2	-100%	0.00
C2 - Jackson St (West) - Left into Cuba St (North)	Turn	875875716	4	0	-4	-100%	0.00
C2 - Jackson St (West) - Thru to Jackson St (East)	Turn	875875717	3	1	-2	-67%	1.41
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875718	1	6	5	500%	2.67
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	875875719	4	0	-4	-100%	0.00
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	875875720	5	0	-5	-100%	0.00
C4 - Jackson St (East) - Left into Cuba St (South)	Turn	875875721	1	0	-1	-100%	0.00
C4 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875722	8	1	-7	-88%	2.30
C4 - Jackson St (East) - Right into Cuba St (North)	Turn	875875723	0	1	1	#DIV/0!	0.00
C6 - Weaone St - Left into Randwick Rd	Turn	875895974	8	7	-1	-13%	0.37
C7 - Hutt Rd (West) - Right into Jackson St	Turn	875896994	4	0	-4	-100%	0.00
C7 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875899996	11	12	1	9%	0.29
C7 - Jackson St - Left into Hutt Rd (West)	Turn	875899998	6	8	2	33%	0.76
C7 - Jackson St - Right into Hutt Rd (East)	Turn	875899999	2	0	-2	-100%	0.00
C7 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	15	17	2	13%	0.50
C7 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	2	1	-1	-50%	0.82
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	875914911	13	3	-10	-77%	3.54
C7 - Whites Line E (West) - Thru to Whites Line E (Ea	Turn	875914946	13	11	-2	-15%	0.58
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	875914966	0	0	0	#DIV/0!	0.00
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	875914967	0	0	0	#DIV/0!	0.00
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914968	1	0	-1	-100%	0.00
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	875914969	16	5	-11	-68%	2.39
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	875915000	0	0	0	#DIV/0!	0.00
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	875915001	0	0	0	#DIV/0!	0.00
C7 - Whites Line E (East) - Thru to Whites Line E (We	Turn	875915002	21	22	1	5%	0.22
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915003	1	0	-1	-100%	0.00
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	875915004	0	0	0	#DIV/0!	0.00
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	875915005	6	0	-6	-100%	0.00
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	875918841	12	15	3	25%	0.82
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922206	2	26	24	1200%	6.46
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922200	0	0	0	#DIV/0!	0.00
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	7	30	23	329%	5.35
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922212	31	25	-6	-19%	1.13
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	1	0	-1	-100%	0.00
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922151	21	9	-12	-57%	3.10
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	875935154	4	1	-3	-75%	1.58
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	875935156	0	2	2	#DIV/0!	0.00
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	875935157	0	1	1	#DIV/0!	0.00
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875935159	2	0	-2	-100%	0.00
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	875935160	1	0	-1	-100%	0.00
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875935161	4	1	-3	-75%	1.90
C8 - Queens Dr (S/W) - Left into Longs Rd (N/W)	Turn	875935631	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Thru to Longs Rd (S/E)	Turn	875938800	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Right into Queens Dr (S/W)	Turn	875938802	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Left into Queens Dr (N/E)	Turn	875938803	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Left into Queens Dr (S/W)	Turn	875938804	16	14	-2	-13%	0.52
C8 - Longs Rd (S/E) - Thru to Longs Rd (N/W)	Turn	875938805	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Right into Queens Dr (N/E)	Turn	875938806	4	0	-4	-100%	0.00
C8 - Queens Dr (S/W) - Right into Longs Rd (S/E)	Turn	875938807	0	5	5	#DIV/0!	0.00
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875938808	3	2	-1	-33%	0.54
C8 - Queens Dr (N/E) - Left into Longs Rd (S/E)	Turn	875938810	0	0	0	#DIV/0!	0.00
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875938811	6	2	-4	-67%	2.00
C8 - Queens Dr (N/E) - Right into Longs Rd (N/W)	Turn	875938812	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Right into Waterloo Rd (W	Turn	875942971	1	0	-1	-100%	0.00
C12 - Cornwall St (North) - Thru to Cornwall St (Sout	Turn	875943001	2	4	2	100%	1.15
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	875943002	1	0	-1	-100%	0.00
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	875943005	0	0	0	#DIV/0!	0.00
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	875943007	2	0	-2	-100%	0.00
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Eas	Turn	875943008	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (South) - Thru to Cornwall St (Nort	Turn	875943009	3	1	-2	-67%	1.41
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	875943010	4	0	-4	-100%	0.00
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	875943011	5	0	-5	-100%	0.00
C12 - Waterloo Rd (East) - Right into Cornwall St (No	Turn	875943012	4	0	-4	-100%	0.00
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (West	Turn	875943013	8	1	-7	-88%	2.30
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	875943014	0	0	0	#DIV/0!	0.00
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946645	7	1	-6	-86%	2.00
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946646	2	4	2	100%	1.15
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946647	1	3	2	200%	1.41
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946648	3	0	-3	-100%	0.00
C11 - Knights Rd (West) - Left into Cornwall St	Turn	875946645	8	12	4	50%	1.26
C11 - Knights Rd (West) - Right into Cornwall St	Turn	875946650	5	0	-5	-100%	0.00
C31 - High St (West) - Thru to High St (East)	Turn	875958311	9	8	-1	-11%	0.34
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875989838	10	8	-2	-20%	0.67
C21 - SH2 (North) - Thru to SH2 (South)	Turn	875992751	69	83	14	20%	1.61
C21 - SH2 (North) - Left into Fergusson Dr	Turn	875992777	4	8	4	100%	1.63
C21 - SH2 (South) - Thru to SH2 (North)	Turn	875993291	53	46	-7	-13%	0.99
C25 - Fergusson Dr - Right into SH2 (North)	Turn	875993881	8	1	-7	-88%	2.30
C21 - SH2 (South) - Right into Fergusson Dr	Turn	875993882	24	26	2	8%	0.40
C25 - Fergusson Dr - Left into SH2 (South)	Turn	875993885	55	35	-20	-36%	2.98
C19 - SH2 Southbound Off Ramp - Left into Manor Pl	Turn	905083532	0	0	0	#DIV/0!	0.00
C19 - Manor Park Rd - Left into SH2 Southbound On T	Turn	905083534	1	0	-1	-100%	0.00
C19 - SH2 Northbound Off Ramp - Left into Heywards	Turn	905083539	25	31	6	24%	1.14
C19 - Heywards Hill (SH2@) - Left into SH 2 Northbou	Turn	905083641	26	26	0	0%	0.00
10 Hutt Road - Esplanade LT	Subpath	1674843891	1	0	-1	-100%	0.00
10 Hutt Road - Onkwmp Thru	Subpath	1674843984	18	25	7	39%	1.51
10 Off Ramp - Hutt Road Thru	Subpath	1674843892	11	12	1	9%	0.29
10 Off Ramp - Esplanade RT	Subpath	1674843983	75	52	-23	-31%	2.89
10 Esplanade - Hutt Road RT	Subpath	1674843887	1	0	-1	-100%	0.00
10 Esplanade - Onkwmp Thru	Subpath	1674843986	100	62	-38	-38%	4.22
2 High Street East LT	Subpath	1674842991	0	0	0	#DIV/0!	0.00
2 High Street East RT	Subpath	1674842997	0	2	2	#DIV/0!	0.00
2 High Street East Thru	Subpath	1674842996	12	0	-12	-100%	0.00
2 High Street West LT	Subpath	1674843831	0	0	0	#DIV/0!	0.00
2 High Street West RT	Subpath	1674843833	2	0	-2	-100%	0.00
2 High Street West Thru	Subpath	1674843832	9	3	-6	-67%	2.45
2 Melling North LT	Subpath	1674842991	2	0	-2	-100%	0.00
2 Melling North RT	Subpath	1674842994	3	3	0	0%	0.00
2 Melling North Thru	Subpath	1674842992	5	5	0	0%	0.00
2 Pretoria South LT	Subpath	1674842998	1	0	-1	-100%	0.00
2 Pretoria South RT	Subpath	1674843000	2	0	-2	-100%	0.00
2 Pretoria South Thru	Subpath	1674842999	4	3	-1	-25%	0.53
1 Melling North LT	Subpath	1674842279	3	6	3	100%	1.41
1 Melling North RT	Subpath	1674842281	4	23	19	475%	5.17
1 Melling North Thru	Subpath	1674842280	9	8	-1	-11%	0.34
1 Melling South LT	Subpath	1674842285	0	0	0	#DIV/0!	0.00
1 Melling South RT	Subpath	1674842287	0	0	0	#DIV/0!	0.00
1 Melling South Thru	Subpath	1674842286	3	6	3	100%	1.41
1 Rutherford East LT	Subpath	1674842282	2	0	-2	-100%	0.00
1 Rutherford East RT	Subpath	1674842284	5	11	6	120%	2.12
1 Rutherford East Thru	Subpath	1674842283	2	1	-1	-50%	0.82
1 Rutherford West LT	Subpath	1674842288	9	29	20	222%	4.59
1 Rutherford West RT	Subpath	1674842290	0	0	0	#DIV/0!	0.00
1 Rutherford West Thru	Subpath	1674842289	2	1	-1	-50%	0.82
3 High Street East LT	Subpath	1674843837	3	0	-3	-100%	0.00
3 High Street East Thru	Subpath	1674843838	10	6	-4	-40%	1.41
3 High Street West Thru	Subpath	1674843839	9	8	-1	-11%	0.34
3 High Street West RT	Subpath	1674843840	0	0	0	#DIV/0!	0.00
3 Kings Cres LT	Subpath	1674843835	4	3	-1	-25%	0.53
3 Kings Cres RT	Subpath	1674843836	0	0	0	#DIV/0!	0.00
4 Dayrit St South LT	Subpath	1674843817	4	0	-4	-100%	0.00
4 Dayrit St South RT	Subpath	1674843819	2	0	-2	-100%	0.00
4 Dayrit St South Thru	Subpath	1674843818	34	22	-12	-35%	2.27
4 Fairway North LT	Subpath	1674843811	2	0	-2	-100%	0.00
4 Fairway North Thru	Subpath	1674843812	2	25	23	1150%	6.26
4 Fairway North RT	Subpath	1674843813	23	3	-20	-87%	5.33
4 High Street East LT	Subpath	1674843814	1	0	-1	-100%	0.00
4 High Street East RT	Subpath	1674843816	9	5	-4	-44%	1.51
4 High Street East Thru	Subpath	1674843815	12	2	-10	-83%	2.76
4 High Street West LT	Subpath	1674843820	4	4	0	0%	0.00
4 High Street West RT	Subpath	1674843822	1	0	-1	-100%	0.00
4 High Street West Thru	Subpath	1674843821	7	3	-4	-57%	1.79
5 Hutt Road West Thru	Subpath	1674841829					
5 Hutt Road West RT	Subpath	1674841830					
5 Eastern Hutt Road South LT	Subpath	1674843831	0	0	0	#DIV/0!	0.00
5 Eastern Hutt Road South RT	Subpath	1674843832	23	12	-11	-48%	2.63
5 Eastern Hutt Road East LT	Subpath	1674843833					
5 Eastern Hutt Road East Thru	Subpath	1674843834					
12 SH2 LT	Subpath	1674843899	26	26	0	0%	0.00
12 SH2A RT	Subpath	1674844901	24	20	-4	-17%	0.85
12 SH2A Thru	Subpath	1674844900	1	0	-1	-100%	0.00
12 Manor Park LT	Subpath	1674844902	1	0	-1	-100%	0.00
12 Manor Park RT	Subpath	1674844904	2	0	-2	-100%	0.00
12 Manor Park Thru	Subpath	1674844903	0	0	0	#DIV/0!	0.00
12 SH2 West LT	Subpath	1674843896	25	31	6	24%	1.13
12 SH2 West RT	Subpath	1674843898	1	0	-1	-100%	0.00
12 SH2 West Thru	Subpath	1674843897	1	0	-1	-100%	0.00
12 SH2 East LT	Subpath	1674844905	0	0	0	#DIV/0!	0.00
12 SH2 RT	Subpath	1674844907	46	31	-15	-33%	2.42
12 SH2 Thru	Subpath	1674844906	1	0	-1	-100%	0.00
7 Wanaketa East RT	Subpath	1674843846	5	2	-3	-60%	1.40
7 Wanaketa East Thru	Subpath	1674843845	23	17	-6	-26%	1.34
7 Wanaketa West LT	Subpath	1674843843	4	1	-3	-75%	1.90
7 Wanaketa West Thru	Subpath	1674843844	25	16	-9	-36%	1.99
7 Waterloo LT	Subpath	1674843847	2	0	-2	-100%	0.00
7 Waterloo RT	Subpath	1674843848	3	0	-3	-100%	0.00
11 Dowse Int LT	Subpath	1674843991	12	15	3	25%	0.82
11 Dowse Int RT	Subpath	1674843994	6	6	0	0%	0.00
11 Hutt Road East LT	Subpath	1674843991	16	22	6	38%	1.38
11 Hutt Road East Thru	Subpath	1674843992	14	10	-4	-29%	1.13
11 Hutt Road West RT	Subpath	1674843990	11	10	-1	-9%	0.31
11 Hutt Road West Thru	Subpath	1674843989	5	12	7	140%	2.40
9 Ludlam LT	Subpath	1674843977	2	10	8	400%	3.27
9 Ludlam Thru	Subpath	1674843978	22	29	7	32%	1.38
9 Randwick RT	Subpath	1674843976	18	4	-14	-78%	4.22
9 Randwick Thru	Subpath	1674843975	28	38	10	36%	1.78
9 White Lines E LT	Subpath	1674843979	24	3	-21	-88%	5.72
9 White Lines E RT	Subpath	1674843980	16	23	7	44%	1.58
8 Hutt Park - Seaview LT	Subpath	1674843931	0	0	0	#DIV/0!	0.00
8 Hutt Park - Randwick RT	Subpath	1674843958	0	0	0	#DIV/0!	0.00
8 Hutt Park - Port Road Thru	Subpath	1674843956	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	1674843957	2	1	-1	-50%	0.82
8 Hutt Park - Hutt Park U-Turn	Subpath	1674843959	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1674843961	39	19	-20	-51%	3.71
8 Port Road - Seaview RT	Subpath	1674843408	1	0	-1	-100%	0.00
8 Port Road - Hutt Park RT	Subpath	1674843967	0	0	0	#DIV/0!	0.00
8 Port Road - Randwick Thru	Subpath	1674843966	7	9	2	29%	0.71
8 Port Road - Port Road U-Turn	Subpath	1674843968	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	1674843950	0	0	0	#DIV/0!	0.00
8 Randwick - Waione RT	Subpath	1674843953	12	8	-4	-33%	1.26
8 Randwick - Port Road Thru	Subpath	1674843952	14	10	-4	-29%	1.13
8 Randwick - Seaview Thru	Subpath	1674843951	20	20	0	0%	0.00
8 Randwick - Randwick U-Turn	Subpath	1674843954	0	0	0	#DIV/0!	0.00
8 Seaview - Port LT	Subpath	1674843960	2	0	-2	-100%	0.00
8 Seaview - Hutt Park RT	Subpath	1674843963	0	0	0	#DIV/0!	0.00
8 Seaview - Randwick RT	Subpath	1674843962	34	26	-8	-24%	1.46
8 Seaview - Waione Thru	Subpath	1674843961	65	82	17	26%	1.98
8 Seaview - Seaview U-Turn	Subpath	1674843964	0	0	0	#DIV/0!	0.00
8 Waione Street - Randwick LT	Subpath	1674843969	8	5	-3	-38%	1.18
8 Waione Street - Port Road RT	Subpath	1674843972	23	5	-18	-78%	4.81
8 Waione Street - Hutt Park Thru	Subpath	1674843970	0	0	0	#DIV/0!	0.00
8 Waione Street - Seaview Thru	Subpath	1674843971	40	36	-4	-10%	0.65
8 Waione Street - Waione U-Turn	Subpath	1674843973	1	0	-1	-100%	0.00
6 Queens LT	Subpath	1674843480	7	1	-6	-86%	2.02
6 Queens Thru	Subpath	1674843491	22	18	-4	-18%	0.89
6 Railway RT	Subpath	1674843439	14	10	-4	-29%	1.13
6 Railway Thru	Subpath	1674843438	5	13	8	160%	2.67
6 Woburn LT	Subpath	1674843436	31	26	-5	-16%	0.93
6 Woburn RT	Subpath	1674843437	8	1	-7	-88%	2.30
Dowse Drive LT (A-D)	Subpath	1690978844					
Dowse Drive Thru (A-C)	Subpath	1690978845					
Dowse Drive RT (A-B)	Subpath	1690978846					
SH2 (South) LT (B-A)	Subpath	1690978842					
SH2 (South) Thru (B-D)	Subpath	1690978843					
SH2 (South) RT (B-C)	Subpath	1690978841					
Connection to Hutt Road LT (C-A)	Subpath	1690978850					
Connection to Hutt Road Thru (C-A)	Subpath	1690978851					
Connection to Hutt Road RT (C-D)	Subpath	1690978852					
SH2 (North) LT (D-C)	Subpath	1690978847					
SH2 (North) Thru (D-A)	Subpath	1690978849					
SH2 (North) RT (D-A)	Subpath	1690978848					



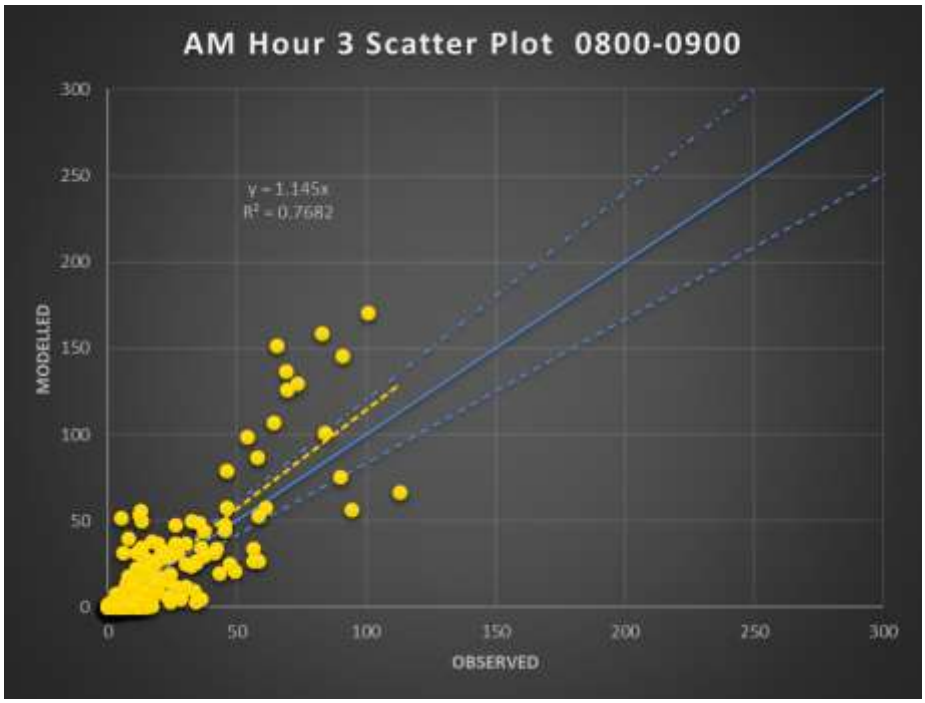
Individual turn counts GEH & XY scatter plot – heavy vehicles – hybrid layer– AM Hour 1

Location	Turn/Subpath	Aimsun Id	AM 2hour 0700-0900				
			Obs	Mod	Diff	% diff	GEH
KGB-MAU04-SH2_C-A	Turn	875975110	7.333333	4	3.333333	-58%	1.31
KGB-MAU04-SH2_C-B	Turn	875975114	82	120	38	46%	3.78
KGB-MAU04-SH3_A-C	Turn	102513825	3	6	3	100%	1.41
KGB-MAU04-SH2_A-B	Turn	875975120	2	3	1	50%	0.82
KGB-MAU04-SH3_B-C	Turn	102513826	94.66667	120	25.33333	27%	2.68
KGB-MAU04-SH2_F-D	Turn	875975131	69.66667	103	33.33333	48%	3.68
KGB-MAU04-SH2_E-F	Turn	875975135	35	27	-8	-23%	1.48
KGB-MAU04-SH2_D-F	Turn	875975130	90	106	16	18%	1.62
KGB-MAU04-SH2_D-E	Turn	875975137	7.666667	21	13.33333	174%	3.07
KGB-MAU04-SH2_E-D	Turn	875975139	19.66667	20	0.333333	2%	0.07
KGB-MAU04-SH2_F-E	Turn	875975298	50.33333	33	-17.3333	-34%	2.64
KGB-MAU04-SH2_B-A	Turn	875975291	0.666667	4	3.333333	500%	3.79
Melling-Rock-Rd-SH2_D-C	Turn	875959985	8	40	32	400%	4.12
Melling-Rock-Rd-SH2_G-H	Turn	875959971	27	19	-8	-30%	0.87
Melling-Rock-Rd-SH2_G-G	Turn	875959974	0.666667	0	-0.66667	-100%	0.00
Melling-Rock-Rd-SH2_H-F	Turn	875959976	75.66667	103	27.33333	36%	2.89
Melling-Rock-Rd-SH2_H-E	Turn	875959978	0	1	1	#DIV/0!	0.00
Melling-Rock-Rd-SH2_F-G	Turn	875959979	0	0	0	#DIV/0!	0.00
Melling-Rock-Rd-SH2_F-H	Turn	875959980	61.66667	107	45.33333	74%	4.94
Melling-Rock-Rd-SH2_F-E	Turn	875959981	0	0	0	#DIV/0!	0.00
Melling-Rock-Rd-SH2_E-G	Turn	875959982	0.666667	0	-0.66667	-100%	0.00
Melling-Rock-Rd-SH2_E-H	Turn	875959984	2	0	-2	-100%	0.00
Melling-Rock-Rd-SH2_E-F	Turn	875959985	0.666667	3	2.333333	350%	2.70
Melling-Rock-Rd-SH2_B-D	Turn	875959991	47	71	24	51%	3.12
Melling-Rock-Rd-SH2_B-C	Turn	875959992	0.666667	15	13.33333	2001%	5.38
Melling-Rock-Rd-SH2_D-B	Turn	875959993	68.33333	66	-2.33333	-3%	0.28
Melling-Rock-Rd-SH2_D-A	Turn	875959994	0	0	0	#DIV/0!	0.00
Melling-Rock-Rd-SH2_C-D	Turn	875959995	14.66667	36	21.33333	145%	4.24
Melling-Rock-Rd-SH2_C-A	Turn	875959996	0.666667	0	-0.66667	-100%	0.00
Melling-Rock-Rd-SH2_A-B	Turn	875959997	0.666667	2	1.333333	200%	1.15
Melling-Rock-Rd-SH2_A-D	Turn	875959998	0	0	0	#DIV/0!	0.00
Melling-Rock-Rd-SH2_A-C	Turn	875959999	1	0	-1	-100%	0.00
Melling-Rock-Rd-SH2_C-B	Turn	875960000	0.666667	2	1.333333	200%	1.15
Melling-Rock-Rd-SH2_G-F	Turn	875960001	0	0	0	#DIV/0!	0.00
Melling-Rock-Rd-SH2_B-A	Turn	875960002	0	0	0	#DIV/0!	0.00
Melling-Rock-Rd-SH2_H-G	Turn	875962127	10.33333	17	6.666667	65%	1.80
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	875875711	3	0	-3	-100%	0.00
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875713	25	11	-14	-56%	3.35
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	875875714	1	0	-1	-100%	0.00
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	875875715	2	0	-2	-100%	0.00
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	875875716	12	0	-12	-100%	0.00
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	875875717	9	1	-8	-89%	1.56
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875718	10	0	-9	-90%	0.00
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	875875719	12	0	-12	-100%	0.00
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	875875720	0	0	0	#DIV/0!	0.00
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	875875721	1	0	-1	-100%	0.00
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875722	13	1	-12	-92%	4.54
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	875875723	3	3	0	0%	0.00
C6 - Weston St - Left into Randwick Rd	Turn	875895747	20	15	-5	-25%	1.20
C7 - Hutt Rd (West) - Right into Jackson St	Turn	875896994	15	0	-15	-100%	0.00
C7 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875899996	20	26	6	30%	1.25
C7 - Jackson St - Left into Hutt Rd (West)	Turn	875899998	17	12	-5	-29%	1.31
C7 - Jackson St - Right into Hutt Rd (East)	Turn	875899999	10	0	-10	-100%	0.00
C7 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	18	25	7	39%	1.52
C7 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	10	3	-7	-70%	2.29
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	875914911	38	5	-33	-87%	7.12
C7 - Whites Line E (West) - Thru to Whites Line E (East)	Turn	875914946	11	16	5	45%	1.36
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	875914966	0	2	2	#DIV/0!	0.00
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	875914967	2	0	-2	-100%	0.00
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914968	4	0	-4	-100%	0.00
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	875914969	22	7	-15	-68%	3.94
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	875915100	0	0	0	#DIV/0!	0.00
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	875915101	0	0	0	#DIV/0!	0.00
C7 - Whites Line E (East) - Thru to Whites Line E (West)	Turn	875915102	23	20	-3	-13%	0.65
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915103	0	0	0	#DIV/0!	0.00
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	875915104	0	0	0	#DIV/0!	0.00
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	875915105	1	0	-1	-100%	0.00
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	875918181	21	25	4	19%	0.80
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922206	3	40	37	1233%	7.98
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922209	1	0	-1	-100%	0.00
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	4	27	23	575%	7.29
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922212	49	30	-19	-39%	3.02
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	0	0	0	#DIV/0!	0.00
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922215	31	19	-12	-39%	2.40
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	875935154	5	0	-5	-100%	0.00
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	875935156	3	1	-2	-67%	1.41
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	875935157	5	0	-5	-100%	0.00
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875935159	4	1	-3	-75%	1.90
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	875935160	3	3	0	0%	0.00
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875935161	3	2	-1	-33%	0.41
CB - Queens Dr (S/W) - Left into Longs Rd (N/W)	Turn	875935631	3	0	-3	-100%	0.00
CB - Longs Rd (N/W) - Thru to Longs Rd (S/E)	Turn	875935800	1	0	-1	-100%	0.00
CB - Longs Rd (N/W) - Right into Queens Dr (S/W)	Turn	875935802	0	0	0	#DIV/0!	0.00
CB - Longs Rd (N/W) - Left into Queens Dr (N/E)	Turn	875935803	0	0	0	#DIV/0!	0.00
CB - Longs Rd (S/E) - Left into Queens Dr (S/W)	Turn	875935804	23	19	-4	-17%	0.87
CB - Longs Rd (S/E) - Thru to Longs Rd (N/W)	Turn	875935805	0	1	1	#DIV/0!	0.00
CB - Queens Dr (S/W) - Right into Queens Dr (N/E)	Turn	875935806	3	0	-3	-100%	0.00
CB - Queens Dr (S/W) - Right into Longs Rd (S/E)	Turn	875935807	5	8	3	60%	1.18
CB - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875935808	20	5	-15	-75%	4.24
CB - Queens Dr (N/E) - Left into Longs Rd (S/E)	Turn	875935810	1	1	0	0%	0.00
CB - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875935811	9	4	-5	-56%	1.96
CB - Queens Dr (N/E) - Right into Longs Rd (N/W)	Turn	875935812	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Right into Waterloo Rd (W/Turn	Turn	875943297	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Thru to Cornwall St (South	Turn	875943301	3	6	3	100%	1.41
C12 - Cornwall St (North) - Left into Waterloo Rd (Eas	Turn	875943302	2	1	-1	-50%	0.82
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	875943305	0	0	0	#DIV/0!	0.00
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	875943307	5	0	-5	-100%	0.00
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Eas	Turn	875943308	4	0	-4	-100%	0.00
C12 - Cornwall St (South) - Thru to Cornwall St (North	Turn	875943309	4	1	-3	-75%	1.90
C12 - Cornwall St (South) - Left into Waterloo Rd (W	Turn	875943310	7	0	-7	-100%	0.00
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	875943311	11	0	-11	-100%	0.00
C12 - Waterloo Rd (East) - Right into Cornwall St (Nor	Turn	875943312	2	0	-2	-100%	0.00
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (West	Turn	875943313	14	0	-14	-100%	0.00
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	875943314	2	0	-2	-100%	0.00
C11 - Knights Rd (West) - Left into Cornwall St	Turn	875946645	11	2	-9	-82%	3.14
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	875946646	7	6	-1	-14%	0.39
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946647	3	6	3	100%	1.41
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946648	5	1	-4	-80%	2.21
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946649	16	19	3	19%	0.72
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946650	9	0	-9	-100%	0.00
C15 - High St (West) - Thru to High St (East)	Turn	875958313	21	17	-4	-19%	0.92
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875989838	18	9	-9	-50%	2.45
C25 - SH2 (North) - Thru to SH2 (South)	Turn	875995791	67	94	27	40%	3.01
C25 - SH2 (North) - Left into Fergusson Dr	Turn	875995777	11	9	-2	-18%	0.63
C25 - SH2 (South) - Thru to SH2 (North)	Turn	875995791	78	75	-3	-4%	0.34
C25 - Fergusson Dr - Right into SH2 (North)	Turn	875995881	7	4	-3	-43%	1.26
C25 - SH2 (South) - Right into Fergusson Dr	Turn	875995832	37	35	-2	-5%	0.33
C25 - Fergusson Dr - Left into SH2 (South)	Turn	875995885	50	40	-10	-20%	1.49
C19 - SH2 Southbound Off Ramp - Left into Manor Pl	Turn	905083332	2	0	-2	-100%	0.00
C19 - Manor Park Rd - Left into SH2 Southbound On T	Turn	905083334	2	0	-2	-100%	0.00
C19 - SH2 Northbound Off Ramp - Left into Heywards	Turn	905083339	49	58	9	18%	1.24
C19 - Heywards Hill (SH2@) - Left into SH 2 Northbou	Turn	905083341	48	37	-11	-23%	1.69
10 Hutt Road - Esplanade LT	Subpath	1674843891	1	0	-1	-100%	0.00
10 Hutt Road - Onkamp Thru	Subpath	1674843984	32	35	3	9%	0.52
10 Off Ramp - Hutt Road Thru	Subpath	1674843982	24	27	3	13%	0.59
10 Off Ramp - Esplanade RT	Subpath	1674843983	80	76	-4	-5%	0.45
10 Esplanade - Hutt Road RT	Subpath	1674843987	0	0	0	#DIV/0!	0.00
10 Esplanade - Onkamp Thru	Subpath	1674843986	88	67	-21	-24%	2.39
2 High Street East LT	Subpath	1674843991	2	2	0	0%	0.00
2 High Street East RT	Subpath	1674843997	2	2	0	0%	0.00
2 High Street East Thru	Subpath	1674843996	11	2	-9	-82%	3.53
2 High Street West LT	Subpath	1674844001	4	3	-1	-25%	0.53
2 High Street West RT	Subpath	1674844003	0	0	0	#DIV/0!	0.00
2 High Street West Thru	Subpath	1674844002	20	4	-16	-79%	3.84
2 Melling North LT	Subpath	1674843991	3	0	-3	-100%	0.00
2 Melling North RT	Subpath	1674843994	8	4	-4	-50%	1.32
2 Melling North Thru	Subpath	1674843992	2	5	3	150%	1.40
2 Pretoria South LT	Subpath	1674843998	0	0	0	#DIV/0!	0.00
2 Pretoria South RT	Subpath	1674844000	3	1	-2	-67%	1.41
2 Pretoria South Thru	Subpath	1674843999	4	3	-1	-25%	0.53
1 Melling North LT	Subpath	1674843979	7	10	3	43%	0.99
1 Melling North RT	Subpath	1674843981	4	22	18	450%	5.42
1 Melling North Thru	Subpath	1674843980	14	10	-4	-29%	1.15
1 Melling South LT	Subpath	1674843985	1	0	-1	-100%	0.00
1 Melling South RT	Subpath	1674843987	1	0	-1	-100%	0.00
1 Melling South Thru	Subpath	1674843986	9	7	-2	-22%	0.71
1 Rutherford East LT	Subpath	1674843982	0	0	0	#DIV/0!	0.00
1 Rutherford East RT	Subpath	1674843984	7	23	16	229%	4.13
1 Rutherford East Thru	Subpath	1674843983	11	2	-9	-82%	3.53
1 Rutherford West LT	Subpath	1674843988	12	35	23	192%	4.74
1 Rutherford West RT	Subpath	1674843990	0	0	0	#DIV/0!	0.00
1 Rutherford West Thru	Subpath	1674843989	5	3	-2	-40%	1.00
3 High Street East LT	Subpath	1674843997	8	2	-6	-75%	2.48
3 High Street East Thru	Subpath	1674843998	15	12	-3	-20%	0.82
3 High Street West Thru	Subpath	1674843999	21	17	-4	-19%	0.92
3 High Street West RT	Subpath	1674844010	4	0	-4	-100%	0.00
3 Kings Cres LT	Subpath	1674843995	7	14	7	100%	2.16
3 Kings Cres RT	Subpath	1674843996	0	1	1	#DIV/0!	0.00
4 Doyth St South LT	Subpath	1674843917	5	0	-5	-100%	0.00
4 Doyth St South RT	Subpath	1674844019	1	0	-1	-100%	0.00
4 Doyth St South Thru	Subpath	1674844018	60	27	-33	-46%	3.71
4 Fairway North LT	Subpath	1674844011	6	9	3	50%	1.10
4 Fairway North Thru	Subpath	1674844012	7	32	25	357%	5.46
4 Fairway North RT	Subpath	1674844013	61	3	-58	-95%	7.77
4 High Street East LT	Subpath	1674844014	4	1	-3	-75%	1.90
4 High Street East RT	Subpath	1674844016	15	6	-9	-60%	2.79
4 High Street East Thru	Subpath	1674844015	14	3	-11	-79%	3.27
4 High Street West LT	Subpath	1674844020	7	5	-2	-29%	0.82
4 High Street West RT	Subpath	1674844022	3	0	-3	-100%	0.00
4 High Street West Thru	Subpath	1674844021	13	6	-7	-54%	2.27
5 Hutt Road West Thru	Subpath	1674845829					
5 Hutt Road West RT	Subpath	1674845830					
5 Eastern Hutt Road South LT	Subpath	1674846331	2	1	-1	-50%	0.82
5 Eastern Hutt Road South RT	Subpath	1674846332	35	20	-15	-43%	2.86
5 Eastern Hutt Road East LT	Subpath	1674846333					
5 Eastern Hutt Road East Thru	Subpath	1674846334					
12 SH2 LT	Subpath	1674845999	48	37	-11	-23%	1.69
12 SH2A RT	Subpath	1674846001	54	34	-20	-37%	2.92
12 SH2A Thru	Subpath	1674846000	1	0	-1	-100%	0.00
12 Manor Park LT	Subpath	1674846002	2	0	-2	-100%	0.00
12 Manor Park RT	Subpath	1674846004	0	0	0	#DIV/0!	0.00
12 Manor Park Thru	Subpath	1674846003	0	0	0	#DIV/0!	0.00
12 SH2 West LT	Subpath	1674845996	49	58	9	18%	1.23
12 SH2 West RT	Subpath	1674845998	3	0	-3	-100%	0.00
12 SH2 West Thru	Subpath	1674845997	6	2	-4	-67%	2.00
12 SH2 East LT	Subpath	1674846005	2	0	-2	-100%	0.00
12 SH2 RT	Subpath	1674846007	32	27	-5	-16%	0.92
12 SH2 Thru	Subpath	1674846006	3	0	-3	-100%	0.00
7 Wanaketa East RT	Subpath	1674846346	6	3	-3	-50%	1.41
7 Wanaketa East Thru	Subpath	1674846345	38	26	-12	-32%	2.12
7 Wanaketa West LT	Subpath	1674846343	5	1	-4	-80%	2.21
7 Wanaketa West Thru	Subpath	1674846344	44	21	-23	-52%	4.02
7 Waterloo LT	Subpath	1674846347	5	5	0	0%	0.00
7 Waterloo RT	Subpath	1674846348	6	0	-6	-100%	0.00
11 Dowse Int LT	Subpath	1674845991	25	25	0	0%	0.00
11 Dowse Int RT	Subpath	1674845994	16	10	-6	-38%	1.66
11 Hutt Road East LT	Subpath	1674845991	25	30	5	20%	0.95
11 Hutt Road East Thru	Subpath	1674845992	13	17	4	31%	0.92
11 Hutt Road West RT	Subpath	1674845990	18	15	-3	-17%	0.74
11 Hutt Road West Thru	Subpath	1674845989	13	26	13	100%	2.94
9 Ludlam LT	Subpath	1674846377	9	18	9	100%	2.45
9 Ludlam Thru	Subpath	1674846378	50	44	-6	-12%	0.84
9 Randwick RT	Subpath	1674846376	96	5	-91	-96%	6.45
9 Randwick Thru	Subpath	1674846375	46	53	7	15%	0.99
9 White Lines E LT	Subpath	1674846379	23	5	-18	-78%	4.81
9 White Lines E RT	Subpath	1674846380	19	22	3	16%	0.66
8 Hutt Park - Seaview LT	Subpath	1674845931	0	0	0	#DIV/0!	0.00
8 Hutt Park - Randwick RT	Subpath	1674845938	0	1	1	#DIV/0!	0.00
8 Hutt Park - Port Road Thru	Subpath	1674845936	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	1674845937	1	0	-1	-100%	0.00
8 Hutt Park - Hutt Park U-Turn	Subpath	1674845939	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1674845941	33	24	-9	-27%	1.68
8 Port Road - Seaview RT	Subpath	1674845948	5	1	-4	-80%	2.21
8 Port Road - Hutt Park RT	Subpath	1674845947	0	0	0	#DIV/0!	0.00
8 Port Road - Randwick Thru	Subpath	1674845946	25	13	-9	-48%	1.94
8 Port Road - Port Road U-Turn	Subpath	1674845948	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	1674845950	0	0	0	#DIV/0!	0.00
8 Randwick - Waione RT	Subpath	1674845953	13	10	-3	-23%	0.88
8 Randwick - Port Road Thru	Subpath	1674845952	19	12	-7	-37%	1.78
8 Randwick - Seaview Thru	Subpath	1674845951	34	30	-4	-12%	0.71
8 Randwick - Randwick U-Turn	Subpath	1674845954	0	0	0	#DIV/0!	0.00
8 Seaview - Port LT	Subpath	1674845962	3	0	-3	-100%	0.00
8 Seaview - Hutt Park RT	Subpath	1674845963	1	0	-1	-100%	0.00
8 Seaview - Randwick RT	Subpath	1674845962	52	36	-16	-31%	2.16
8 Seaview - Waione Thru	Subpath	1674845961	92	101	9	10%	0.92
8 Seaview - Seaview U-Turn	Subpath	1674845964	2	0	-2	-100%	0.00
8 Waione Street - Randwick LT	Subpath	1674845969	20	14	-6	-30%	1.46
8 Waione Street - Port Road RT	Subpath	1674845972	25	12	-13	-52%	3.02
8 Waione Street - Hutt Park Thru	Subpath	1674845970	0	0	0	#DIV/0!	0.00
8 Waione Street - Seaview Thru	Subpath	1674845971	71	57	-14	-20%	1.72
8 Waione Street - Waione U-Turn	Subpath	1674845973	4	0	-4	-100%	0.00
6 Queens LT	Subpath	1674846360	14	1	-13	-93%	4.73
6 Queens Thru	Subpath	1674846361	33	32	-1	-3%	0.18
6 Railway RT	Subpath	1674846359	32	19	-13	-41%	2.57
6 Railway Thru	Subpath	1674846358	25	25	0	0%	0.00
6 Woburn LT	Subpath	1674846336	38	29	-9	-24%	1.55
6 Woburn RT	Subpath	1674846337	19	3	-16	-84%	4.82
Dowse Drive LT (A-D)	Subpath	1680078846	0	1	1	#DIV/0!	0.00
Dowse Drive Thru (A-C)	Subpath	1680078845	0	2	2	#DIV/0!	0.00
Dowse Drive RT (A-B)	Subpath	1680078844	0	2	2	#DIV/0!	0.00
SH2 (South) LT (B-A)	Subpath	1680078842	0	1	1	#DIV/0!	0.00
SH2 (South) Thru (B-D)	Subpath	1680078843	0	72	72	#DIV/0!	0.00
SH2 (South) RT (B-C)	Subpath	1680078841	0	11	11	#DIV/0!	0.00
Connection to Hutt Road LT (C-A)	Subpath	1680078832	0	28	28	#DIV/0!	0.00
Connection to Hutt Road Thru (C-A)	Subpath	1680078831	0	4	4	#DIV/0!	0.00
Connection to Hutt Road RT (C-D)	Subpath	1680078833	0	15	15	#DIV/0!	0.00
SH2 (North) LT (D-C)	Subpath	1680078847	0	22	22	#DIV/0!	0.00
SH2 (North) Thru (D-A)	Subpath	1680078849	0	68	68	#DIV/0!	0.00
SH2 (North) RT (D-A)	Subpath	1680078848	0	1	1	#DIV/0!	0.00



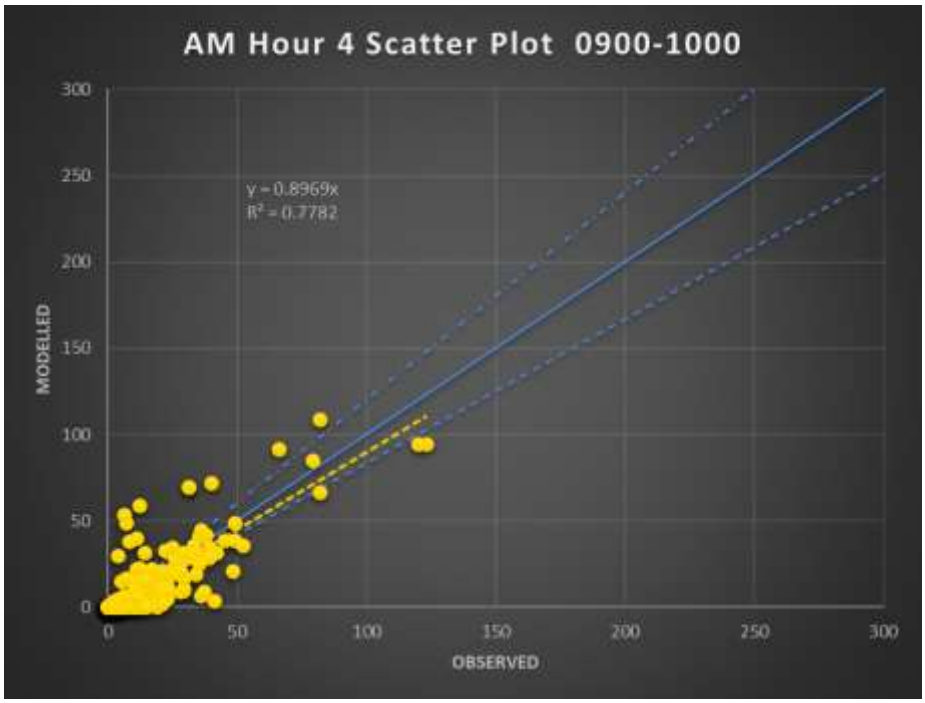
Individual turn counts GEH & XY scatter plot – heavy vehicles – hybrid layer– AM Hour 2

Location	Turn/Subpath	Aimsun Id	AM 2hour 0700-0900				
			Obs	Mod	Diff	% diff	GEH
KGB-MAUD4-SH2_C-A	Turn	875975110	4	2	-2	-50%	0.82
KGB-MAUD4-SH2_C-B	Turn	875975114	82.66667	159	76.33333	92%	6.98
KGB-MAUD4-SH3_A-C	Turn	102513825	4	4	0	0%	0.00
KGB-MAUD4-SH2_A-B	Turn	875975135	1	2	1	100%	0.82
KGB-MAUD4-SH2_B-C	Turn	102513826	100.6667	175	70.33333	70%	6.26
KGB-MAUD4-SH2_F-D	Turn	875975131	69.33333	126	56.66667	82%	5.77
KGB-MAUD4-SH2_E-F	Turn	875975116	32.33333	90	57.66667	56%	8.79
KGB-MAUD4-SH2_D-F	Turn	875975136	90.66667	166	65.33333	56%	5.89
KGB-MAUD4-SH2_D-E	Turn	875975137	13	29	16	107%	2.57
KGB-MAUD4-SH2_A-D	Turn	875975139	19.33333	37	17.66667	91%	3.83
KGB-MAUD4-SH2_F-E	Turn	875972788	65	68	3	7%	0.44
KGB-MAUD4-SH2_B-A	Turn	875975251	6	5	-1	-17%	0.45
Melling-Block Rd-SH2_D-C	Turn	875959989	13	50	37	285%	6.58
Melling-Block Rd-SH2_G-H	Turn	875959571	17.66667	27	9.333333	53%	1.97
Melling-Block Rd-SH2_G-E	Turn	875959574	0.666667	0	-0.66667	-100%	0.00
Melling-Block Rd-SH2_H-F	Turn	875959576	69	137	68	99%	6.70
Melling-Block Rd-SH2_H-E	Turn	875959578	0.333333	0	-0.33333	-100%	0.00
Melling-Block Rd-SH2_F-G	Turn	875959579	0.666667	0	-0.66667	-100%	0.00
Melling-Block Rd-SH2_F-H	Turn	875959580	65.33333	152	86.66667	133%	8.97
Melling-Block Rd-SH2_F-E	Turn	875959581	1	2	1	100%	0.82
Melling-Block Rd-SH2_E-G	Turn	875959582	0	0	0	#DIV/0!	0.00
Melling-Block Rd-SH2_E-H	Turn	875959584	0.666667	0	-0.66667	-100%	0.00
Melling-Block Rd-SH2_E-F	Turn	875959585	1.333333	2	0.666667	50%	0.53
Melling-Block Rd-SH2_B-D	Turn	875959591	53.66667	99	45.33333	84%	5.19
Melling-Block Rd-SH2_B-C	Turn	875959592	8.333333	17	8.666667	104%	2.64
Melling-Block Rd-SH2_D-B	Turn	875959593	57.66667	87	29.33333	51%	3.45
Melling-Block Rd-SH2_D-A	Turn	875959594	0.666667	0	-0.66667	-100%	0.00
Melling-Block Rd-SH2_C-D	Turn	875959595	12.66667	56	43.33333	342%	7.40
Melling-Block Rd-SH2_C-A	Turn	875959596	0	0	0	#DIV/0!	0.00
Melling-Block Rd-SH2_A-B	Turn	875959597	0.666667	0	-0.66667	-100%	0.00
Melling-Block Rd-SH2_A-D	Turn	875959598	0.666667	0	-0.66667	-100%	0.00
Melling-Block Rd-SH2_A-C	Turn	875959600	0	0	0	#DIV/0!	0.00
Melling-Block Rd-SH2_C-B	Turn	875960209	7.666667	40	32.33333	422%	6.92
Melling-Block Rd-SH2_G-F	Turn	875960201	1	0	-1	-100%	0.00
Melling-Block Rd-SH2_B-A	Turn	875960202	0	0	0	#DIV/0!	0.00
Melling-Block Rd-SH2_H-G	Turn	875962827	13	23	10	77%	2.36
C1 - Cuba St (South) - Left into Jackson St (West)	Turn	875875711	4	0	-4	-100%	0.00
C1 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875713	17	16	-1	-6%	0.25
C1 - Cuba St (South) - Right into Jackson St (East)	Turn	875875714	1	0	-1	-100%	0.00
C2 - Jackson St (West) - Right into Cuba St (South)	Turn	875875715	3	0	-3	-100%	0.00
C2 - Jackson St (West) - Left into Cuba St (North)	Turn	875875716	12	0	-12	-100%	0.00
C2 - Jackson St (West) - Thru to Jackson St (East)	Turn	875875717	17	5	-12	-71%	3.62
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875718	17	14	-3	-18%	0.76
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	875875719	10	1	-9	-90%	3.84
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	875875720	8	2	-6	-75%	2.68
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	875875721	1	0	-1	-100%	0.00
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875722	10	2	-8	-80%	2.27
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	875875723	6	2	-4	-67%	2.00
C4 - Weaone St - Left into Rondwick Rd	Turn	875895674	18	18	0	0%	0.00
C4 - Hutt Rd (West) - Right into Jackson St	Turn	875896994	15	0	-15	-100%	0.00
C4 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875896996	17	38	21	124%	4.00
C4 - Jackson St - Left into Hutt Rd (West)	Turn	875896998	13	17	4	31%	1.03
C2 - Jackson St - Right into Hutt Rd (East)	Turn	875896999	12	0	-12	-100%	0.00
C1 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	24	33	9	38%	1.69
C1 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	9	3	-6	-67%	2.45
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	875914911	33	10	-23	-70%	4.96
C7 - Whites Line E (West) - Thru to Whites Line E (Eas	Turn	875914946	16	24	8	50%	1.79
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	875914946	0	0	0	#DIV/0!	0.00
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	875914957	1	0	-1	-100%	0.00
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914998	1	0	-1	-100%	0.00
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	875914999	22	16	-6	-27%	1.38
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	875915000	1	0	-1	-100%	0.00
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	875915001	1	0	-1	-100%	0.00
C7 - Whites Line E (East) - Thru to Whites Line E (We	Turn	875915002	21	33	12	57%	2.31
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915003	4	0	-4	-100%	0.00
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	875915004	0	0	0	#DIV/0!	0.00
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	875915005	3	0	-3	-100%	0.00
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	875918841	30	37	7	23%	1.26
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922006	5	32	27	540%	6.90
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922009	4	0	-4	-100%	0.00
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	12	54	42	350%	7.41
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922212	45	45	0	0%	0.00
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	3	0	-3	-100%	0.00
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922151	34	27	-7	-21%	1.27
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	875935154	6	1	-5	-83%	2.67
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	875935156	3	3	0	0%	0.00
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	875935157	0	2	2	#DIV/0!	0.00
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875935159	6	3	-3	-50%	1.41
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	875935160	4	3	-1	-25%	0.53
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875935161	7	3	-4	-57%	1.79
C8 - Queens Dr (S/W) - Left into Longs Rd (N/W)	Turn	875935631	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Thru to Longs Rd (S/E)	Turn	875935800	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Right into Queens Dr (S/W)	Turn	875935802	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Left into Queens Dr (N/E)	Turn	875935803	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Left into Queens Dr (S/W)	Turn	875935804	27	32	5	19%	0.92
C8 - Longs Rd (S/E) - Thru to Longs Rd (N/W)	Turn	875935805	2	0	-2	-100%	0.00
C8 - Longs Rd (S/E) - Right into Queens Dr (N/E)	Turn	875935806	6	0	-6	-100%	0.00
C8 - Queens Dr (S/W) - Right into Longs Rd (S/E)	Turn	875935807	13	11	-2	-15%	0.58
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875935808	28	6	-22	-79%	5.34
C8 - Queens Dr (N/E) - Left into Longs Rd (S/E)	Turn	875935810	1	1	0	0%	0.00
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875935811	13	9	-4	-31%	1.21
C8 - Queens Dr (N/E) - Right into Longs Rd (N/W)	Turn	875935812	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Right into Waterloo Rd (W	Turn	875943927	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Thru to Cornwall St (Sout	Turn	875943931	7	8	1	14%	0.37
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	875943932	13	3	-10	-77%	3.04
C12 - Waterloo Rd (West) - Left into Cornwall St (Sou	Turn	875943935	2	0	-2	-100%	0.00
C12 - Waterloo Rd (West) - Right into Cornwall St (Ea	Turn	875943937	4	0	-4	-100%	0.00
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Eas	Turn	875943938	6	0	-6	-100%	0.00
C12 - Cornwall St (South) - Thru to Cornwall St (Nort	Turn	875943939	4	2	-2	-50%	1.15
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	875943940	7	0	-7	-100%	0.00
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	875943941	11	0	-11	-100%	0.00
C12 - Waterloo Rd (East) - Right into Cornwall St (No	Turn	875943942	6	2	-4	-67%	1.63
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (West	Turn	875943943	17	1	-16	-94%	5.33
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	875943944	3	0	-3	-100%	0.00
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946645	10	1	-9	-90%	3.84
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	875946646	12	8	-4	-33%	1.26
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946647	3	8	5	167%	2.13
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946648	11	0	-11	-100%	0.00
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946649	20	30	10	50%	2.00
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946650	13	0	-13	-100%	0.00
C11 - High St (West) - Thru to High St (East)	Turn	875958811	21	17	-4	-19%	0.92
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875989838	18	17	-1	-6%	0.24
C21 - SH2 (North) - Thru to SH2 (South)	Turn	875990751	73	130	57	78%	5.66
C21 - SH2 (North) - Left into Fergusson Dr	Turn	875990777	12	13	1	8%	0.28
C21 - SH2 (South) - Thru to SH2 (North)	Turn	875990291	64	107	43	67%	4.66
C21 - Fergusson Dr - Right into SH2 (North)	Turn	875990881	7	4	-3	-43%	1.26
C21 - SH2 (South) - Right into Fergusson Dr	Turn	875990882	35	49	14	40%	2.34
C23 - Fergusson Dr - Left into SH2 (South)	Turn	875990885	61	58	-3	-5%	0.39
C19 - SH2 Southbound Off Ramp - Left into Manor Pl Turn		905083532	2	0	-2	-100%	0.00
C19 - Manor Park Rd - Left into SH2 Southbound On T Turn		905083534	5	0	-5	-100%	0.00
C19 - SH2 Northbound Off Ramp - Left into Heywards Turn		905083539	46	79	33	72%	4.17
C19 - Heywards Hill (SH2@ - Left into SH 2 Northbou Turn		905083541	26	48	22	85%	3.82
10 Hutt Road - Esplanade LT	Subpath	1674843891	4	0	-4	-100%	0.00
10 Hutt Road - Onkamp Thru	Subpath	1674843884	36	35	-1	-3%	0.17
10 Off Ramp - Hutt Road Thru	Subpath	1674843892	19	27	8	42%	1.47
10 Off Ramp - Esplanade RT	Subpath	1674843893	90	76	-14	-16%	1.54
10 Esplanade - Hutt Road RT	Subpath	1674843897	7	0	-7	-100%	0.00
10 Esplanade - Onkamp Thru	Subpath	1674843896	113	47	-66	-61%	6.85
2 High Street East LT	Subpath	1674842991	10	2	-8	-80%	2.27
2 High Street East RT	Subpath	1674842997	6	2	-4	-67%	2.00
2 High Street East Thru	Subpath	1674842996	16	2	-14	-88%	4.47
2 High Street West LT	Subpath	1674843031	5	3	-2	-40%	1.00
2 High Street West RT	Subpath	1674843033	1	0	-1	-100%	0.00
2 High Street West Thru	Subpath	1674843032	23	6	-17	-74%	4.06
2 Melling North LT	Subpath	1674842991	3	0	-3	-100%	0.00
2 Melling North RT	Subpath	1674842994	5	4	-1	-20%	0.47
2 Melling North Thru	Subpath	1674842993	10	5	-5	-50%	1.83
2 Pretoria South LT	Subpath	1674842998	2	0	-2	-100%	0.00
2 Pretoria South RT	Subpath	1674843000	3	1	-2	-67%	1.41
2 Pretoria South Thru	Subpath	1674842999	7	3	-4	-57%	1.79
1 Melling North LT	Subpath	1674842279	6	10	4	67%	1.41
1 Melling North RT	Subpath	1674842281	6	32	26	433%	5.96
1 Melling North Thru	Subpath	1674842280	19	10	-9	-47%	2.36
1 Melling South LT	Subpath	1674842285	0	0	0	#DIV/0!	0.00
1 Melling South RT	Subpath	1674842287	1	0	-1	-100%	0.00
1 Melling South Thru	Subpath	1674842286	17	7	-10	-59%	2.89
1 Rutherford East LT	Subpath	1674842282	2	0	-2	-100%	0.00
1 Rutherford East RT	Subpath	1674842284	11	23	12	109%	2.91
1 Rutherford East Thru	Subpath	1674842283	5	2	-3	-60%	1.40
1 Rutherford West LT	Subpath	1674842288	13	35	22	169%	4.69
1 Rutherford West RT	Subpath	1674842290	1	0	-1	-100%	0.00
1 Rutherford West Thru	Subpath	1674842289	10	3	-7	-70%	2.70
3 High Street East LT	Subpath	1674843037	11	2	-9	-82%	3.13
3 High Street East Thru	Subpath	1674843038	30	12	-18	-60%	3.78
3 High Street West Thru	Subpath	1674843039	21	17	-4	-19%	0.92
3 High Street West RT	Subpath	1674843410	3	0	-3	-100%	0.00
3 Kings Cres LT	Subpath	1674843035	7	14	7	100%	2.16
3 Kings Cres RT	Subpath	1674843036	6	1	-5	-83%	2.67
4 Doyth St South LT	Subpath	1674843017	3	0	-3	-100%	0.00
4 Doyth St South RT	Subpath	1674843019	3	0	-3	-100%	0.00
4 Doyth St South Thru	Subpath	1674843018	64	27	-29	-52%	4.43
4 Fairway North LT	Subpath	1674843011	9	9	0	0%	0.00
4 Fairway North Thru	Subpath	1674843012	11	32	21	191%	4.33
4 Fairway North RT	Subpath	1674843013	34	3	-31	-91%	7.21
4 High Street East LT	Subpath	1674843014	4	1	-3	-75%	1.63
4 High Street East RT	Subpath	1674843016	14	6	-8	-57%	2.13
4 High Street East Thru	Subpath	1674843015	24	3	-21	-88%	5.72
4 High Street West LT	Subpath	1674843020	13	5	-8	-62%	2.47
4 High Street West RT	Subpath	1674843022	5	0	-5	-100%	0.00
4 High Street West Thru	Subpath	1674843021	12	6	-6	-50%	2.00
5 Hutt Road West Thru	Subpath	1674843029					
5 Hutt Road West RT	Subpath	1674843030					
5 Eastern Hutt Road South LT	Subpath	1674843031	4	1	-3	-75%	1.90
5 Eastern Hutt Road South RT	Subpath	1674843032	43	20	-23	-53%	4.10
5 Eastern Hutt Road East LT	Subpath	1674843033					
5 Eastern Hutt Road East Thru	Subpath	1674843034					
12 SH1d LT	Subpath	1674843399	26	37	11	42%	1.96
12 SH1d RT	Subpath	1674843401	42	34	-8	-19%	1.32
12 SH1d Thru	Subpath	1674843400	0	0	0	#DIV/0!	0.00
12 Manor Park LT	Subpath	1674843402	1	0	-1	-100%	0.00
12 Manor Park RT	Subpath	1674843404	0	0	0	#DIV/0!	0.00
12 Manor Park Thru	Subpath	1674843403	2	0	-2	-100%	0.00
12 SH2 West LT	Subpath	1674843396	46	58	12	26%	1.66
12 SH2 West RT	Subpath	1674843398	4	0	-4	-100%	0.00
12 SH2 West Thru	Subpath	1674843397	13	2	-11	-85%	4.02
12 SH2 East LT	Subpath	1674843405	2	0	-2	-100%	0.00
12 SH2 RT	Subpath	1674843407	68	27	-31	-54%	4.76
12 SH2 Thru	Subpath	1674843406	0	0	0	#DIV/0!	0.00
7 Wanaeta East RT	Subpath	1674843436	10	3	-7	-70%	2.70
7 Wanaeta East Thru	Subpath	1674843435	34	26	-8	-24%	1.46
7 Wanaeta West LT	Subpath	1674843433	6	1	-5	-83%	2.67
7 Wanaeta West Thru	Subpath	1674843434	49	21	-28	-57%	4.73
7 Waterloo LT	Subpath	1674843437	12	5	-7	-58%	2.48
7 Waterloo RT	Subpath	1674843438	2	0	-2	-100%	0.00
11 Doone Int LT	Subpath	1674843391	30	25	-5	-17%	0.95
11 Doone Int RT	Subpath	1674843394	15	10	-5	-33%	1.41
11 Hutt Road East LT	Subpath	1674843391	24	30	6	25%	1.15
11 Hutt Road East Thru	Subpath	1674843392	14	17	3	21%	0.76
11 Hutt Road West RT	Subpath	1674843390	23	15	-8	-35%	1.84
11 Hutt Road West Thru	Subpath	1674843389	18	26	8	44%	1.73
9 Ludlam LT	Subpath	1674843377	8	18	10	125%	2.77
9 Ludlam Thru	Subpath	1674843378	27	44	7	19%	1.32
9 Rondwick RT	Subpath	1674843376	36	5	-31	-86%	6.85
9 Rondwick Thru	Subpath	1674843375	18	53	-5	-9%	0.67
9 White Lines E LT	Subpath	1674843379	28	5	-23	-82%	5.46
9 White Lines E RT	Subpath	1674843380	15	22	7	47%	1.63
8 Hutt Park - Seaview LT	Subpath	1674843355	2	0	-2	-100%	0.00
8 Hutt Park - Rondwick RT	Subpath	1674843358	0	1	1	#DIV/0!	0.00
8 Hutt Park - Port Road Thru	Subpath	1674843356	1	0	-1	-100%	0.00
8 Hutt Park - Waione Thru	Subpath	1674843357	1	0	-1	-100%	0.00
8 Hutt Park - Hutt Park U-Turn	Subpath	1674843359	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1674843361	22	26	4	20%	0.91
8 Port Road - Seaview RT	Subpath	1674843408	3	1	-2	-67%	1.41
8 Port Road - Hutt Park RT	Subpath	1674843417	0	0	0	#DIV/0!	0.00
8 Port Road - Rondwick Thru	Subpath	1674843366	10	13	3	30%	0.88
8 Port Road - Port Road U-Turn	Subpath	1674843368	0	0	0	#DIV/0!	0.00
8 Rondwick - Hutt Park LT	Subpath	1674843350	2	0	-2	-100%	0.00
8 Rondwick - Waione RT	Subpath	1674843353	17	10	-7	-41%	1.91
8 Rondwick - Port Road Thru	Subpath	1674843352	9	12	3	33%	0.93
8 Rondwick - Seaview Thru	Subpath	1674843351	37	30	-7	-19%	1.21
8 Rondwick - Rondwick U-Turn	Subpath	1674843354	1	0	-1	-100%	0.00
8 Seaview - Port LT	Subpath	1674843360	9	0	-9	-100%	0.00
8 Seaview - Hutt Park RT	Subpath	1674843363	1	0	-1	-100%	0.00
8 Seaview - Rondwick RT	Subpath	1674843362	56	34	-22	-39%	3.28
8 Seaview - Waione Thru	Subpath	1674843361	84	101	17	20%	1.77
8 Seaview - Seaview U-Turn	Subpath	1674843364	1	0	-1	-100%	0.00
8 Waione Street - Rondwick LT	Subpath	1674843369	18	14	-4	-22%	1.00
8 Waione Street - Port Road RT	Subpath	1674843372	26	12	-14	-54%	3.21
8 Waione Street - Hutt Park Thru	Subpath	1674843370	2	0	-2	-100%	0.00
8 Waione Street - Seaview Thru	Subpath	1674843371	84	17	-67	-80%	8.26
8 Waione Street - Waione U-Turn	Subpath	1674843373	0	0	0	#DIV/0!	0.00
6 Queens LT	Subpath	1674843480	9	1	-8	-89%	3.54
6 Queens Thru	Subpath	1674843481	41	32	-9	-22%	1.49
6 Railway RT	Subpath	1674843439	24	19	-5	-21%	1.08
6 Railway Thru	Subpath	1674843438	47	25	-22	-47%	3.67
6 Woburn LT	Subpath	1674843436	22	29	7	32%	1.39
6 Woburn RT	Subpath	1674843437	16	3	-13	-81%	4.22
Dowse Drive LT (A-D)	Subpath	1680078846	0	1	1	#DIV/0!	0.00
Dowse Drive Thru (A-C)	Subpath	1680078845	0	2	2	#DIV/0!	0.00
Dowse Drive RT (A-B)	Subpath	1680078844	0	2	2	#DIV/0!	0.00
SH2 (South) LT (B-A)	Subpath	1680078842	0	1	1	#DIV/0!	0.00
SH2 (South) Thru (B-D)	Subpath	1680078843	0	72	72	#DIV/0!	0.00
SH2 (South) RT (B-C)	Subpath	1680078841	0	11	11	#DIV/0!	0.00
Connection to Hutt Road LT (C-A)	Subpath	1680078832	0	28	28	#DIV/0!	0.00
Connection to Hutt Road Thru (C-A)	Subpath	1680078831	0	4	4	#DIV/0!	0.00
Connection to Hutt Road RT (C-D)	Subpath	1680078833	0	15	15	#DIV/0!	0.00
SH2 (North) LT (D-C)	Subpath	1680078837	0	22	22	#DIV/0!	0.00
SH2 (North) Thru (D-A)	Subpath	1680078839	0	68	68	#DIV/0!	0.00
SH2 (North) RT (D-A)	Subpath	1680078838	0	1	1	#DIV/0!	0.00



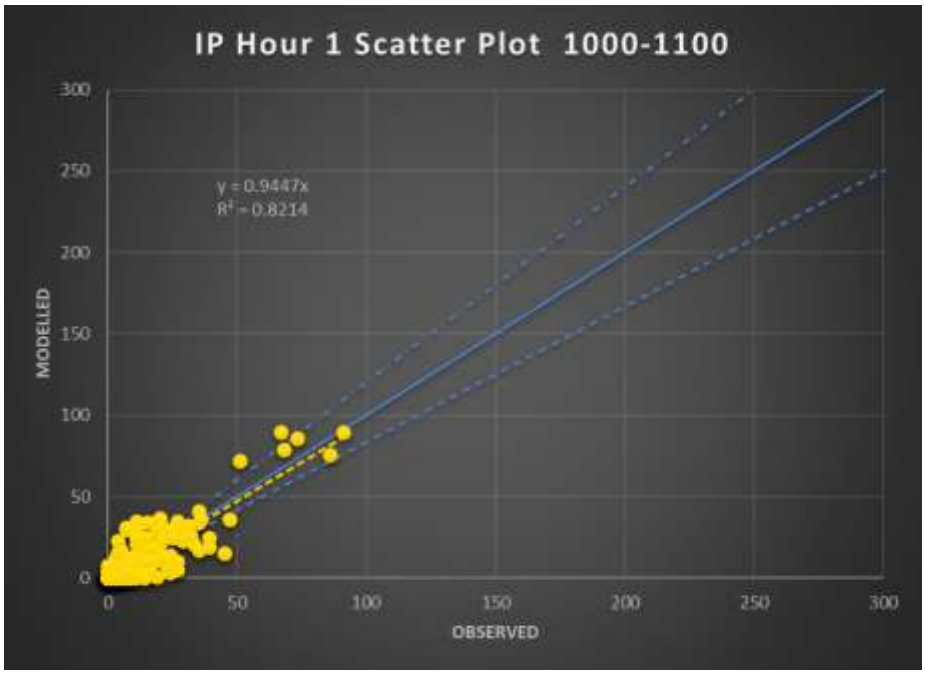
Individual turn counts GEH & XY scatter plot – heavy vehicles – hybrid layer– AM Hour 3

Location	Turn/Subpath	Aimsun Id	AM 2hour 0700-0900 Obs	Mod	Diff	% diff	GEH
KSB-MAIN04-SH2_C-A	Turn	875975161					
KSB-MAIN04-SH2_C-B	Turn	875975164					
KSB-MAIN04-SH2_B-C	Turn	102553825					
KSB-MAIN04-SH2_A-B	Turn	875975159					
KSB-MAIN04-SH2_B-C	Turn	102553826					
KSB-MAIN04-SH2_F-D	Turn	875975161					
KSB-MAIN04-SH2_E-F	Turn	875975162					
KSB-MAIN04-SH2_D-F	Turn	875975186					
KSB-MAIN04-SH2_D-E	Turn	875975157					
KSB-MAIN04-SH2_E-D	Turn	875975189					
KSB-MAIN04-SH2_F-E	Turn	875972298					
KSB-MAIN04-SH2_B-A	Turn	875975225					
Melling-Block-Rd-SH2_D-C	Turn	875958989					
Melling-Block-Rd-SH2_G-H	Turn	875958971					
Melling-Block-Rd-SH2_G-E	Turn	875958974					
Melling-Block-Rd-SH2_H-F	Turn	875958976					
Melling-Block-Rd-SH2_H-E	Turn	875958978					
Melling-Block-Rd-SH2_F-G	Turn	875958979					
Melling-Block-Rd-SH2_F-H	Turn	875958980					
Melling-Block-Rd-SH2_F-E	Turn	875958981					
Melling-Block-Rd-SH2_E-G	Turn	875958982					
Melling-Block-Rd-SH2_E-H	Turn	875958984					
Melling-Block-Rd-SH2_E-F	Turn	875958985					
Melling-Block-Rd-SH2_B-D	Turn	875958991					
Melling-Block-Rd-SH2_B-C	Turn	875958992					
Melling-Block-Rd-SH2_D-B	Turn	875958993					
Melling-Block-Rd-SH2_D-A	Turn	875958994					
Melling-Block-Rd-SH2_C-D	Turn	875958995					
Melling-Block-Rd-SH2_C-A	Turn	875958996					
Melling-Block-Rd-SH2_A-B	Turn	875958997					
Melling-Block-Rd-SH2_A-D	Turn	875958998					
Melling-Block-Rd-SH2_A-C	Turn	875958999					
Melling-Block-Rd-SH2_C-B	Turn	875960000					
Melling-Block-Rd-SH2_G-F	Turn	875960001					
Melling-Block-Rd-SH2_B-A	Turn	875960002					
Melling-Block-Rd-SH2_H-G	Turn	875960027					
C1 - Cuba St (South) - Left into Jackson St (West)	Turn	875875711	4	0	-4	-100%	0.00
C1 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875713	17	14	-2	-18%	0.76
C1 - Cuba St (South) - Right into Jackson St (East)	Turn	875875714	4	0	-4	-100%	0.00
C1 - Jackson St (West) - Right into Cuba St (South)	Turn	875875715	0	0	0	#DIV/0!	0.00
C1 - Jackson St (West) - Left into Cuba St (North)	Turn	875875716	9	0	-9	-100%	0.00
C1 - Jackson St (West) - Thru to Jackson St (East)	Turn	875875717	19	3	-16	-84%	4.82
C1 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875718	15	13	-2	-13%	0.54
C1 - Cuba St (North) - Right into Jackson St (West)	Turn	875875719	12	2	-10	-83%	3.79
C1 - Cuba St (North) - Left into Jackson St (East)	Turn	875875720	7	2	-5	-71%	2.36
C1 - Jackson St (East) - Left into Cuba St (South)	Turn	875875721	3	0	-3	-100%	0.00
C1 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875722	10	4	-6	-60%	2.27
C1 - Jackson St (East) - Right into Cuba St (North)	Turn	875875723	7	2	-5	-71%	2.36
C6 - Weaone St - Left into Kenilworth Rd	Turn	875895674	23	13	-10	-43%	2.36
C2 - Hutt Rd (West) - Right into Jackson St	Turn	875896966	19	0	-19	-100%	0.00
C2 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875896996	25	32	7	28%	1.31
C2 - Jackson St - Left into Hutt Rd (West)	Turn	875896998	13	17	4	31%	1.03
C2 - Jackson St - Right into Hutt Rd (East)	Turn	875896999	11	0	-11	-100%	0.00
C2 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	30	28	-2	-7%	0.37
C2 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	4	0	-4	-100%	0.00
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	875914911	28	9	-19	-68%	4.47
C7 - Whites Line E (West) - Thru to Whites Line E (East)	Turn	875914944	23	21	-2	-9%	0.43
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	875914946	2	0	-2	-100%	0.00
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	875914957	2	0	-2	-100%	0.00
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914998	1	0	-1	-100%	0.00
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	875914999	29	10	-19	-66%	4.16
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	875915000	2	0	-2	-100%	0.00
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	875915001	1	0	-1	-100%	0.00
C7 - Whites Line E (East) - Thru to Whites Line E (West)	Turn	875915002	24	32	8	33%	1.51
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915003	3	0	-3	-100%	0.00
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	875915004	0	0	0	#DIV/0!	0.00
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	875915005	0	0	0	#DIV/0!	0.00
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	875918841	26	27	1	4%	0.19
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922206	7	49	42	600%	7.94
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922209	0	0	0	#DIV/0!	0.00
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	6	54	48	800%	8.79
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922212	45	39	-6	-13%	0.93
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	0	0	0	#DIV/0!	0.00
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922215	48	21	-27	-56%	4.60
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	875935154	5	1	-4	-80%	2.10
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	875935156	2	3	1	50%	0.63
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	875935157	4	1	-3	-75%	1.50
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875935159	4	3	-1	-25%	0.53
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	875935160	5	4	-1	-20%	0.47
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875935161	4	0	-4	-100%	0.00
C8 - Queens Dr (S/W) - Left into Longs Rd (N/W)	Turn	875935631	1	0	-1	-100%	0.00
C8 - Longs Rd (N/W) - Thru to Longs Rd (S/E)	Turn	875935800	1	0	-1	-100%	0.00
C8 - Longs Rd (N/W) - Right into Queens Dr (S/W)	Turn	875935802	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Left into Queens Dr (N/E)	Turn	875935803	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Left into Queens Dr (S/W)	Turn	875935804	25	19	-6	-24%	1.28
C8 - Longs Rd (S/E) - Thru to Longs Rd (N/W)	Turn	875935805	0	1	1	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Right into Queens Dr (N/E)	Turn	875935806	8	1	-7	-88%	3.50
C8 - Queens Dr (S/W) - Right into Longs Rd (S/E)	Turn	875935807	8	7	-1	-13%	0.27
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875935808	23	6	-17	-74%	4.46
C8 - Queens Dr (N/E) - Left into Longs Rd (S/E)	Turn	875935810	0	0	0	#DIV/0!	0.00
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875935811	11	4	-7	-64%	2.56
C8 - Queens Dr (N/E) - Right into Longs Rd (N/W)	Turn	875935812	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Right into Waterloo Rd (W)	Turn	875943297	1	0	-1	-100%	0.00
C12 - Cornwall St (North) - Thru to Cornwall St (South)	Turn	875943301	8	7	-1	-13%	0.27
C12 - Cornwall St (North) - Left into Waterloo Rd (E)	Turn	875943302	2	1	-1	-50%	0.82
C12 - Waterloo Rd (West) - Left into Cornwall St (N)	Turn	875943305	1	0	-1	-100%	0.00
C12 - Waterloo Rd (West) - Right into Cornwall St (S)	Turn	875943307	12	0	-12	-100%	0.00
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (E)	Turn	875943308	1	0	-1	-100%	0.00
C12 - Cornwall St (South) - Thru to Cornwall St (N)	Turn	875943309	4	5	1	25%	0.47
C12 - Cornwall St (South) - Left into Waterloo Rd (W)	Turn	875943310	7	0	-7	-100%	0.00
C12 - Cornwall St (South) - Right into Waterloo Rd (E)	Turn	875943311	3	0	-3	-100%	0.00
C12 - Waterloo Rd (East) - Right into Cornwall St (N)	Turn	875943312	3	0	-3	-100%	0.00
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (W)	Turn	875943313	7	1	-6	-86%	2.00
C12 - Waterloo Rd (East) - Left into Cornwall St (S)	Turn	875943314	0	0	0	#DIV/0!	0.00
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946648	5	3	-2	-40%	1.00
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	875946646	10	5	-5	-50%	1.83
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946647	6	5	-1	-17%	0.43
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946648	14	0	-14	-100%	0.00
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946645	9	15	6	67%	1.73
C11 - Knights Rd (West) - Right into Cornwall St	Turn	875946650	8	2	-6	-75%	2.68
C15 - High St (West) - Thru to High St (East)	Turn	875958311	21	18	-3	-14%	0.68
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875989838	29	11	-18	-62%	4.02
C25 - SH2 (North) - Thru to SH2 (South)	Turn	875992751	66	92	26	39%	2.93
C25 - SH2 (North) - Left into Fergusson Dr	Turn	875992777	13	7	-6	-46%	1.90
C25 - SH2 (South) - Thru to SH2 (North)	Turn	875995291	79	85	6	8%	0.66
C25 - Fergusson Dr - Right into SH2 (North)	Turn	875995881	11	4	-7	-64%	2.56
C25 - SH2 (South) - Right into Fergusson Dr	Turn	875995882	38	42	4	11%	0.64
C25 - Fergusson Dr - Left into SH2 (South)	Turn	875995885	49	39	-10	-20%	1.51
C19 - SH2 Southbound Off Ramp - Left into Manor Pl Turn		905083032	3	0	-3	-100%	0.00
C19 - Manor Park Rd - Left into SH2 Southbound On T Turn		905083034	3	0	-3	-100%	0.00
C19 - SH2 Northbound Off Ramp - Left into Heywards Turn		905083039	15	70	55	367%	5.89
C19 - Heywards Hill (SH2@) - Left into SH 2 Northbou Turn		905083041	34	29	-5	-15%	0.89
10 Hutt Road - Esplanade LT	Subpath	1678683891	4	0	-4	-100%	0.00
10 Hutt Road - Onkamp Thru	Subpath	1678683984	36	43	7	19%	1.11
10 Off Ramp - Hutt Road Thru	Subpath	1678683982	29	32	3	10%	0.54
10 Off Ramp - Esplanade RT	Subpath	1678683983	123	95	-28	-23%	2.68
10 Esplanade - Hutt Road RT	Subpath	1678683987	4	0	-4	-100%	0.00
10 Esplanade - Onkamp Thru	Subpath	1678683986	120	95	-25	-21%	2.41
2 High Street East LT	Subpath	1678682991	0	0	0	#DIV/0!	0.00
2 High Street East RT	Subpath	1678682997	4	3	-1	-25%	0.53
2 High Street East Thru	Subpath	1678682996	23	5	-18	-78%	4.81
2 High Street West LT	Subpath	1678683001	2	3	1	50%	0.82
2 High Street West RT	Subpath	1678683003	1	2	1	100%	0.82
2 High Street West Thru	Subpath	1678683002	18	9	-9	-50%	2.45
2 Melling North LT	Subpath	1678682991	6	0	-6	-100%	0.00
2 Melling North RT	Subpath	1678682994	6	3	-3	-50%	1.41
2 Melling North Thru	Subpath	1678682992	6	7	1	17%	0.39
2 Pretoria South LT	Subpath	1678682998	1	0	-1	-100%	0.00
2 Pretoria South RT	Subpath	1678683000	2	2	0	0%	0.00
2 Pretoria South Thru	Subpath	1678682999	4	3	-1	-25%	0.53
1 Melling North LT	Subpath	1678682279	5	15	10	200%	3.46
1 Melling North RT	Subpath	1678682281	8	38	30	375%	5.76
1 Melling North Thru	Subpath	1678682280	14	10	-4	-29%	1.15
1 Melling South LT	Subpath	1678682285	1	0	-1	-100%	0.00
1 Melling South RT	Subpath	1678682287	2	0	-2	-100%	0.00
1 Melling South Thru	Subpath	1678682286	10	8	-2	-20%	0.67
1 Rutherford East LT	Subpath	1678682282	1	0	-1	-100%	0.00
1 Rutherford East RT	Subpath	1678682284	7	17	10	143%	2.89
1 Rutherford East Thru	Subpath	1678682283	6	2	-4	-67%	2.00
1 Rutherford West LT	Subpath	1678682288	12	59	47	392%	7.84
1 Rutherford West RT	Subpath	1678682290	0	0	0	#DIV/0!	0.00
1 Rutherford West Thru	Subpath	1678682289	7	3	-4	-57%	1.79
3 High Street East LT	Subpath	1678683007	6	0	-6	-100%	0.00
3 High Street East Thru	Subpath	1678683008	20	11	-9	-45%	2.29
3 High Street West Thru	Subpath	1678683009	21	19	-2	-10%	0.45
3 High Street West RT	Subpath	1678683010	1	0	-1	-100%	0.00
3 Kings Cres LT	Subpath	1678683005	4	30	26	650%	6.21
3 Kings Cres RT	Subpath	1678683006	0	1	1	#DIV/0!	0.00
4 Dayrit St South LT	Subpath	1678683017	4	0	-4	-100%	0.00
4 Dayrit St South RT	Subpath	1678683019	1	1	0	0%	0.00
4 Dayrit St South Thru	Subpath	1678683018	35	41	6	17%	0.97
4 Fairway North LT	Subpath	1678683011	10	10	0	0%	0.00
4 Fairway North Thru	Subpath	1678683012	11	40	29	264%	5.76
4 Fairway North RT	Subpath	1678683013	41	4	-37	-90%	7.82
4 High Street East LT	Subpath	1678683014	4	1	-3	-75%	1.90
4 High Street East RT	Subpath	1678683016	10	5	-5	-50%	1.83
4 High Street East Thru	Subpath	1678683015	15	5	-10	-67%	3.16
4 High Street West LT	Subpath	1678683020	6	6	0	0%	0.00
4 High Street West RT	Subpath	1678683022	10	0	-10	-100%	0.00
4 High Street West Thru	Subpath	1678683021	15	10	-5	-33%	1.41
5 Hutt Road West Thru	Subpath	1678683029					
5 Hutt Road West RT	Subpath	1678683030					
5 Eastern Hutt Road South LT	Subpath	1678683031	1	0	-1	-100%	0.00
5 Eastern Hutt Road South RT	Subpath	1678683032	42	32	-10	-24%	1.68
5 Eastern Hutt Road East LT	Subpath	1678683033					
5 Eastern Hutt Road East Thru	Subpath	1678683034					
12 SH2 LT	Subpath	1678683999	34	29	-5	-15%	0.89
12 SH2 RT	Subpath	1678684001	33	36	3	9%	0.51
12 SH2 Thru	Subpath	1678684000	1	0	-1	-100%	0.00
12 Manor Park LT	Subpath	1678684002	3	0	-3	-100%	0.00
12 Manor Park RT	Subpath	1678684004	3	0	-3	-100%	0.00
12 Manor Park Thru	Subpath	1678684003	1	0	-1	-100%	0.00
12 SH2 West LT	Subpath	1678683996	31	70	39	126%	5.49
12 SH2 West RT	Subpath	1678683998	1	0	-1	-100%	0.00
12 SH2 West Thru	Subpath	1678683997	9	1	-8	-89%	2.58
12 SH2 East LT	Subpath	1678684005	3	0	-3	-100%	0.00
12 SH2 RT	Subpath	1678684007	39	35	-4	-10%	0.66
12 SH2 Thru	Subpath	1678684006	1	0	-1	-100%	0.00
7 Waiwhetu East RT	Subpath	1678683946	11	4	-7	-64%	2.56
7 Waiwhetu East Thru	Subpath	1678683945	34	32	-2	-6%	0.35
7 Waiwhetu West LT	Subpath	1678683943	3	0	-3	-100%	0.00
7 Waiwhetu West Thru	Subpath	1678683944	39	29	-10	-26%	1.71
7 Wortelos LT	Subpath	1678683947	11	6	-5	-45%	1.71
7 Wortelos RT	Subpath	1678683948	3	0	-3	-100%	0.00
11 Dowse Int LT	Subpath	1678683992	26	27	1	4%	0.19
11 Dowse Int RT	Subpath	1678683994	21	11	-10	-48%	2.50
11 Hutt Road East LT	Subpath	1678683991	22	33	11	50%	2.10
11 Hutt Road East Thru	Subpath	1678683992	16	18	2	13%	0.49
11 Hutt Road West RT	Subpath	1678683990	21	21	0	0%	0.00
11 Hutt Road West Thru	Subpath	1678683989	17	22	5	29%	1.12
9 Ludlam LT	Subpath	1678683977	11	22	11	100%	2.71
9 Ludlam Thru	Subpath	1678683978	49	49	0	0%	0.00
9 Randwick RT	Subpath	1678683976	36	7	-29	-81%	4.25
9 Randwick Thru	Subpath	1678683975	40	72	32	80%	4.28
9 White Lines E LT	Subpath	1678683979	37	9	-28	-76%	5.44
9 White Lines E RT	Subpath	1678683980	14	32	18	129%	3.70
8 Hutt Park - Seaview LT	Subpath	1678683931	0	0	0	#DIV/0!	0.00
8 Hutt Park - Randwick RT	Subpath	1678683938	1	0	-1	-100%	0.00
8 Hutt Park - Port Road Thru	Subpath	1678683936	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	1678683937	2	0	-2	-100%	0.00
8 Hutt Park - Hutt Park U-Turn	Subpath	1678683939	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1678683941	34	19	-15	-44%	2.91
8 Port Road - Seaview RT	Subpath	1678683408	2	3	1	50%	0.63
8 Port Road - Hutt Park RT	Subpath	1678683457	0	0	0	#DIV/0!	0.00
8 Port Road - Randwick Thru	Subpath	1678683946	12	23	11	92%	2.63
8 Port Road - Port Road U-Turn	Subpath	1678683948	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	1678683930	3	0	-3	-100%	0.00
8 Randwick - Waione RT	Subpath	1678683453	16	13	-3	-19%	0.78
8 Randwick - Port Road Thru	Subpath	1678683452	15	16	1	7%	0.25
8 Randwick - Seaview Thru	Subpath	1678683451	52	36	-16	-31%	2.41
8 Randwick - Randwick U-Turn	Subpath	1678683454	1	0	-1	-100%	0.00
8 Seaview - Port LT	Subpath	1678683460	15	0	-15	-100%	0.00
8 Seaview - Hutt Park RT	Subpath	1678683463	2	0	-2	-100%	0.00
8 Seaview - Randwick RT	Subpath	1678683462	36	45	9	25%	1.41
8 Seaview - Waione Thru	Subpath	1678683461	82	109	27	33%	2.76
8 Seaview - Seaview U-Turn	Subpath	1678683464	2	0	-2	-100%	0.00
8 Waione Street - Randwick LT	Subpath	1678683469	23	10	-13	-57%	3.20
8 Waione Street - Port Road RT	Subpath	1678683472	29	17	-12	-41%	2.50
8 Waione Street - Hutt Park Thru	Subpath	1678683470	0	0	0	#DIV/0!	0.00
8 Waione Street - Seaview Thru	Subpath	1678683471	82	67	-15	-18%	1.78
8 Waione Street - Waione U-Turn	Subpath	1678683473	0	0	0	#DIV/0!	0.00
6 Queens LT	Subpath	1678683480	21	2	-19	-90%	5.32
6 Queens Thru	Subpath	1678683481	32	32	0	0%	0.00
6 Railway RT	Subpath	1678683109	28	21	-7	-25%	1.41
6 Railway Thru	Subpath	1678683108	35	25	-10	-29%	1.83
6 Woburn LT	Subpath	1678684336	25	35	10	40%	1.83
6 Woburn RT	Subpath	1678684337	16	7	-9	-56%	2.68
Dowse Drive LT (A-D)	Subpath	1690978844					
Dowse Drive Thru (A-C)	Subpath	1690978845					
Dowse Drive RT (A-B)	Subpath	1690978846					
SH2 (South) LT (B-A)	Subpath	1690978842					
SH2 (South) Thru (B-D)	Subpath	1690978843					
SH2 (South) RT (B-C)	Subpath	1690978841					
Connection to Hutt Road LT (C-B)	Subpath	1690978850					
Connection to Hutt Road Thru (C-A)	Subpath	1690978851					
Connection to Hutt Road RT (C-D)	Subpath	1690978852					
SH2 (North) LT (D-C)	Subpath	1690978847					
SH2 (North) Thru (D-B)	Subpath	1690978849					
SH2 (North) RT (D-A)	Subpath	1690978848					



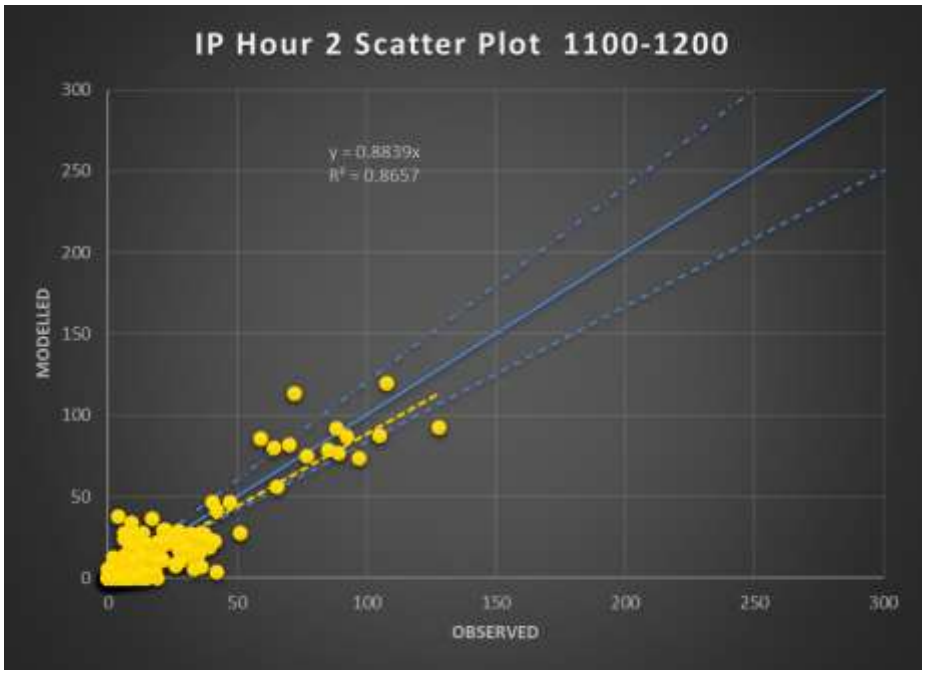
Individual turn counts GEH & XY scatter plot – heavy vehicles – hybrid layer– AM Hour 4

Location	Turn/Subpath	Aimsun Id	IP 1Hour 1100-1200 Obs	Mod	Diff	% diff	GEH
KSB-MAUD9-SH2_C->A	Turn	875975161					
KSB-MAUD9-SH2_C->B	Turn	875975162					
KSB-MAUD9-SH2_A->C	Turn	102553825					
KSB-MAUD9-SH2_A->B	Turn	875975159					
KSB-MAUD9-SH2_B->C	Turn	102553826					
KSB-MAUD9-SH2_F->D	Turn	875975151					
KSB-MAUD9-SH2_E->F	Turn	875975150					
KSB-MAUD9-SH2_D->F	Turn	875975146					
KSB-MAUD9-SH2_D->E	Turn	875975157					
KSB-MAUD9-SH2_E->D	Turn	875975149					
KSB-MAUD9-SH2_F->E	Turn	875972298					
KSB-MAUD9-SH2_B->A	Turn	875975225					
Melting-Block-Rd-SH2_D->C	Turn	875958989					
Melting-Block-Rd-SH2_G->H	Turn	875958971					
Melting-Block-Rd-SH2_G->E	Turn	875958974					
Melting-Block-Rd-SH2_H->F	Turn	875958976					
Melting-Block-Rd-SH2_H->E	Turn	875958978					
Melting-Block-Rd-SH2_F->G	Turn	875958979					
Melting-Block-Rd-SH2_F->H	Turn	875958980					
Melting-Block-Rd-SH2_F->E	Turn	875958981					
Melting-Block-Rd-SH2_E->G	Turn	875958982					
Melting-Block-Rd-SH2_E->H	Turn	875958984					
Melting-Block-Rd-SH2_E->F	Turn	875958985					
Melting-Block-Rd-SH2_B->D	Turn	875958991					
Melting-Block-Rd-SH2_B->C	Turn	875958992					
Melting-Block-Rd-SH2_D->B	Turn	875958993					
Melting-Block-Rd-SH2_D->A	Turn	875958994					
Melting-Block-Rd-SH2_C->D	Turn	875958995					
Melting-Block-Rd-SH2_C->A	Turn	875958996					
Melting-Block-Rd-SH2_A->B	Turn	875958997					
Melting-Block-Rd-SH2_A->D	Turn	875958998					
Melting-Block-Rd-SH2_A->C	Turn	875958999					
Melting-Block-Rd-SH2_C->B	Turn	875960000					
Melting-Block-Rd-SH2_G->F	Turn	875960001					
Melting-Block-Rd-SH2_B->A	Turn	875960002					
Melting-Block-Rd-SH2_H->G	Turn	875960003					
C2 - Cuba St (South) - Left into Jackson St (West)	Turn	875875711	3	0	-3	-100%	0.00
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875713	15	4	-11	-73%	3.57
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	875875714	2	0	-2	-100%	0.00
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	875875715	2	0	-2	-100%	0.00
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	875875716	9	0	-9	-100%	0.00
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	875875717	12	6	-6	-50%	2.00
C4 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875718	9	12	3	33%	0.94
C4 - Cuba St (North) - Right into Jackson St (West)	Turn	875875719	9	2	-7	-78%	2.06
C4 - Cuba St (North) - Left into Jackson St (East)	Turn	875875720	4	1	-3	-75%	1.00
C5 - Jackson St (East) - Left into Cuba St (South)	Turn	875875721	2	0	-2	-100%	0.00
C5 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875722	10	2	-8	-80%	2.27
C5 - Jackson St (East) - Right into Cuba St (North)	Turn	875875723	2	7	5	250%	2.06
C6 - Weston St - Left into Randwick Rd	Turn	875895747	18	13	-5	-28%	1.27
C7 - Hutt Rd (West) - Right into Jackson St	Turn	875896994	19	1	-18	-95%	5.69
C7 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875899996	27	35	8	30%	1.64
C7 - Jackson St - Left into Hutt Rd (West)	Turn	875899998	22	12	-10	-45%	2.63
C7 - Jackson St - Right into Hutt Rd (East)	Turn	875899999	5	0	-5	-100%	0.00
C7 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	17	9	-8	-47%	2.22
C7 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	15	2	-13	-87%	4.46
C7 - Whites Line 6 (West) - Left into Cambridge Tce	Turn	875914911	26	6	-20	-77%	5.03
C7 - Whites Line 6 (West) - Thru to Whites Line 6 (East)	Turn	875914946	13	17	4	31%	1.03
C7 - Whites Line 6 (West) - Right into Leighton Ave	Turn	875914966	0	4	4	#DIV/0!	0.00
C7 - Cambridge Tce - Left into Whites Line 6 (East)	Turn	875914967	2	0	-2	-100%	0.00
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914968	3	0	-3	-100%	0.00
C7 - Cambridge Tce - Right into Whites Line 6 (West)	Turn	875914969	45	15	-30	-67%	5.48
C7 - Whites Line 6 (East) - Right into Cambridge Tce	Turn	875915000	1	0	-1	-100%	0.00
C7 - Whites Line 6 (East) - Left into Leighton Ave	Turn	875915001	0	0	0	#DIV/0!	0.00
C7 - Whites Line 6 (East) - Thru to Whites Line 6 (West)	Turn	875915002	20	21	1	5%	0.22
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915003	1	0	-1	-100%	0.00
C7 - Leighton Ave - Right into Whites Line 6 (East)	Turn	875915004	1	0	-1	-100%	0.00
C7 - Leighton Ave - Left into Whites Line 6 (West)	Turn	875915005	0	4	4	#DIV/0!	0.00
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	875918841	27	31	4	15%	0.76
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922206	7	30	23	329%	5.35
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922209	2	0	-2	-100%	0.00
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	13	24	11	85%	2.56
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922212	39	25	-14	-36%	2.47
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	4	0	-4	-100%	0.00
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922215	29	24	-5	-17%	0.97
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	875935154	9	2	-7	-78%	2.06
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	875935156	2	3	1	50%	0.41
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	875935157	8	3	-5	-63%	2.14
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875935159	2	2	0	0%	0.00
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	875935160	3	4	1	33%	0.53
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875935161	2	0	-2	-100%	0.00
C8 - Queens Dr (S/W) - Left into Longs Rd (N/W)	Turn	875935631	1	0	-1	-100%	0.00
C8 - Longs Rd (N/W) - Thru to Longs Rd (S/E)	Turn	875935800	0	8	8	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Right into Queens Dr (S/W)	Turn	875935802	2	0	-2	-100%	0.00
C8 - Longs Rd (N/W) - Left into Queens Dr (N/E)	Turn	875935803	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Left into Queens Dr (S/W)	Turn	875935804	27	10	-17	-63%	3.56
C8 - Longs Rd (S/E) - Thru to Longs Rd (N/W)	Turn	875935805	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Right into Queens Dr (N/E)	Turn	875935806	7	1	-6	-86%	2.10
C8 - Queens Dr (S/W) - Right into Longs Rd (S/E)	Turn	875935807	9	5	-4	-44%	1.51
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875935808	24	3	-21	-88%	5.72
C8 - Queens Dr (N/E) - Left into Longs Rd (S/E)	Turn	875935810	1	2	1	100%	0.82
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875935811	9	4	-5	-56%	1.96
C8 - Queens Dr (N/E) - Right into Longs Rd (N/W)	Turn	875935812	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Right into Waterloo Rd (W)	Turn	875943297	4	0	-4	-100%	0.00
C12 - Cornwall St (North) - Thru to Cornwall St (South)	Turn	875943301	7	11	4	57%	1.23
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	875943302	4	2	-2	-50%	0.76
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	875943305	2	0	-2	-100%	0.00
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	875943307	8	0	-8	-100%	0.00
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Eas	Turn	875943308	3	1	-2	-67%	1.41
C12 - Cornwall St (South) - Thru to Cornwall St (North	Turn	875943309	7	8	1	14%	0.37
C12 - Cornwall St (South) - Left into Waterloo Rd (W	Turn	875943310	7	0	-7	-100%	0.00
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	875943311	5	1	-4	-80%	2.31
C12 - Waterloo Rd (East) - Right into Cornwall St (Nor	Turn	875943312	4	2	-2	-50%	1.15
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (West	Turn	875943313	5	2	-3	-60%	1.60
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	875943314	0	0	0	#DIV/0!	0.00
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946445	12	9	-3	-25%	0.94
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	875946446	7	9	2	29%	0.71
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946447	3	12	9	300%	3.29
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946448	11	0	-11	-100%	0.00
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946449	10	9	-1	-10%	0.32
C11 - Knights Rd (West) - Left into Cornwall St	Turn	875946450	8	0	-8	-100%	0.00
C31 - High St (West) - Thru to High St (East)	Turn	875958313	18	14	-4	-22%	1.00
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875989838	17	13	-4	-24%	1.03
C21 - SH2 (North) - Thru to SH2 (South)	Turn	875990751	67	90	23	34%	2.64
C21 - SH2 (North) - Left into Fergusson Dr	Turn	875990777	5	17	12	240%	3.42
C21 - SH2 (South) - Thru to SH2 (North)	Turn	875990291	68	79	11	16%	1.28
C25 - Fergusson Dr - Right into SH2 (North)	Turn	875990381	11	5	-6	-55%	2.12
C21 - SH2 (South) - Right into Fergusson Dr	Turn	875990382	35	34	-1	-3%	0.17
C25 - Fergusson Dr - Left into SH2 (South)	Turn	875990385	47	36	-11	-23%	1.71
C19 - SH2 Southbound Off Ramp - Left into Manor Pl	Turn	905083332	1	0	-1	-100%	0.00
C19 - Manor Park Rd - Left into SH2 Southbound On T	Turn	905083334	2	0	-2	-100%	0.00
C19 - SH2 Northbound Off Ramp - Left into Heywards	Turn	905083339	19	30	11	58%	2.24
C19 - Heywards Hill (SH2@) - Left into SH 2 Northbou	Turn	905083341	20	34	14	70%	2.69
10 Hutt Road - Esplanade LT	Subpath	1678683891	1	0	-1	-100%	0.00
10 Hutt Road - Onkamp Thru	Subpath	1678683984	29	23	-6	-21%	1.18
10 Off Ramp - Hutt Road Thru	Subpath	1678683982	18	34	16	89%	3.14
10 Off Ramp - Esplanade RT	Subpath	1678683983	91	90	-1	-1%	0.11
10 Esplanade - Hutt Road RT	Subpath	1678683987	7	0	-7	-100%	0.00
10 Esplanade - Onkamp Thru	Subpath	1678683986	73	86	13	18%	1.46
2 High Street East LT	Subpath	1678682991	4	3	-1	-25%	0.53
2 High Street East RT	Subpath	1678682997	5	1	-4	-80%	2.31
2 High Street East Thru	Subpath	1678682996	9	1	-8	-89%	3.08
2 High Street West LT	Subpath	1678683001	4	1	-3	-75%	1.50
2 High Street West RT	Subpath	1678683003	1	1	0	0%	0.00
2 High Street West Thru	Subpath	1678683002	16	3	-13	-81%	4.22
2 Melling North LT	Subpath	1678682991	1	1	0	0%	0.00
2 Melling North RT	Subpath	1678682994	3	3	0	0%	0.00
2 Melling North Thru	Subpath	1678682992	3	13	10	333%	3.64
2 Pretoria South LT	Subpath	1678682998	0	0	0	#DIV/0!	0.00
2 Pretoria South RT	Subpath	1678683000	2	1	-1	-50%	0.82
2 Pretoria South Thru	Subpath	1678682999	3	12	9	300%	3.29
1 Melling North LT	Subpath	1678682279	5	10	5	100%	1.83
1 Melling North RT	Subpath	1678682281	9	13	4	44%	1.21
1 Melling North Thru	Subpath	1678682280	7	11	4	57%	1.33
1 Melling South LT	Subpath	1678682285	1	0	-1	-100%	0.00
1 Melling South RT	Subpath	1678682287	0	0	0	#DIV/0!	0.00
1 Melling South Thru	Subpath	1678682286	11	14	3	27%	0.85
1 Rutherford East LT	Subpath	1678682282	1	8	7	700%	3.46
1 Rutherford East RT	Subpath	1678682284	11	35	24	218%	5.50
1 Rutherford East Thru	Subpath	1678682283	8	7	-1	-13%	0.37
1 Rutherford West LT	Subpath	1678682288	12	18	6	50%	1.55
1 Rutherford West RT	Subpath	1678682290	0	0	0	#DIV/0!	0.00
1 Rutherford West Thru	Subpath	1678682289	5	3	-2	-40%	1.00
3 High Street East LT	Subpath	1678683007	6	4	-2	-33%	0.89
3 High Street East Thru	Subpath	1678683008	14	21	7	50%	1.67
3 High Street West Thru	Subpath	1678683009	12	14	2	17%	0.55
3 High Street West RT	Subpath	1678683010	0	1	1	#DIV/0!	0.00
3 Kings Cres LT	Subpath	1678683005	4	16	12	300%	3.79
3 Kings Cres RT	Subpath	1678683006	1	2	1	100%	0.82
4 Dayrit St South LT	Subpath	1678683017	6	0	-6	-100%	0.00
4 Dayrit St South RT	Subpath	1678683019	3	2	-1	-33%	0.53
4 Dayrit St South Thru	Subpath	1678683018	19	17	-2	-11%	0.47
4 Fairway North LT	Subpath	1678683011	14	10	-4	-29%	1.15
4 Fairway North Thru	Subpath	1678683012	7	31	24	343%	5.41
4 Fairway North RT	Subpath	1678683013	23	7	-16	-70%	4.13
4 High Street East LT	Subpath	1678683014	1	3	2	200%	1.41
4 High Street East RT	Subpath	1678683016	10	4	-6	-60%	2.27
4 High Street East Thru	Subpath	1678683015	15	6	-9	-60%	2.78
4 High Street West LT	Subpath	1678683020	4	4	0	0%	0.00
4 High Street West RT	Subpath	1678683022	2	0	-2	-100%	0.00
4 High Street West Thru	Subpath	1678683021	16	4	-12	-75%	3.79
5 Hutt Road West Thru	Subpath	1678684029					
5 Hutt Road West RT	Subpath	1678684030					
5 Eastern Hutt Road South LT	Subpath	1678683031	1	2	1	100%	0.82
5 Eastern Hutt Road South RT	Subpath	1678683032	33	21	-12	-36%	2.31
5 Eastern Hutt Road East LT	Subpath	1678683033					
5 Eastern Hutt Road East Thru	Subpath	1678683034					
12 SH2 LT	Subpath	1678683999	15	34	19	127%	3.84
12 SH2A RT	Subpath	1678684001	20	37	17	85%	3.18
12 SH2A Thru	Subpath	1678684000	1	0	-1	-100%	0.00
12 Manor Park LT	Subpath	1678684002	1	0	-1	-100%	0.00
12 Manor Park RT	Subpath	1678684004	2	0	-2	-100%	0.00
12 Manor Park Thru	Subpath	1678684003	3	0	-3	-100%	0.00
12 SH2 West LT	Subpath	1678683996	11	30	19	173%	4.20
12 SH2 West RT	Subpath	1678683998	3	0	-3	-100%	0.00
12 SH2 West Thru	Subpath	1678683997	8	1	-7	-88%	3.00
12 SH2 East LT	Subpath	1678684005	1	0	-1	-100%	0.00
12 SH2 RT	Subpath	1678684007	35	41	6	17%	0.97
12 SH2 Thru	Subpath	1678684006	0	0	0	#DIV/0!	0.00
7 Waiwhetu East RT	Subpath	1678683346	10	3	-7	-70%	2.75
7 Waiwhetu East Thru	Subpath	1678683345	16	19	3	19%	0.72
7 Waiwhetu West LT	Subpath	1678683343	3	1	-2	-67%	1.41
7 Waiwhetu West Thru	Subpath	1678683344	22	12	-10	-45%	2.43
7 Wortelco LT	Subpath	1678683347	6	6	0	0%	0.00
7 Wortelco RT	Subpath	1678683348	3	0	-3	-100%	0.00
11 Dowse Int LT	Subpath	1678683991	20	31	11	55%	2.18
11 Dowse Int RT	Subpath	1678683994	12	12	0	0%	0.00
11 Hutt Road East LT	Subpath	1678683991	24	30	6	25%	1.15
11 Hutt Road East Thru	Subpath	1678683992	10	13	3	30%	0.84
11 Hutt Road West RT	Subpath	1678683990	11	21	10	91%	2.50
11 Hutt Road West Thru	Subpath	1678683989	11	25	14	127%	3.50
9 Ludlam LT	Subpath	1678686977	4	23	19	475%	5.47
9 Ludlam Thru	Subpath	1678686978	31	32	1	3%	0.18
9 Randwick RT	Subpath	1678686976	27	5	-22	-81%	5.90
9 Randwick Thru	Subpath	1678686975	36	36	0	0%	0.00
9 White Lines 6 LT	Subpath	1678686979	35	17	-18	-51%	3.63
9 White Lines 6 RT	Subpath	1678686980	14	24	10	71%	2.28
8 Hutt Park - Seaview LT	Subpath	1678683931	3	0	-3	-100%	0.00
8 Hutt Park - Randwick RT	Subpath	1678683938	0	0	0	#DIV/0!	0.00
8 Hutt Park - Port Road Thru	Subpath	1678683936	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	1678683937	1	0	-1	-100%	0.00
8 Hutt Park - Hutt Park U-Turn	Subpath	1678683939	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1678683941	24	14	-10	-42%	2.19
8 Port Road - Seaview RT	Subpath	1678683408	5	2	-3	-60%	1.40
8 Port Road - Hutt Park RT	Subpath	1678683947	0	0	0	#DIV/0!	0.00
8 Port Road - Randwick Thru	Subpath	1678683946	9	9	0	0%	0.00
8 Port Road - Port Road U-Turn	Subpath	1678683948	1	0	-1	-100%	0.00
8 Randwick - Hutt Park LT	Subpath	1678683950	2	1	-1	-50%	0.82
8 Randwick - Waione RT	Subpath	1678683953	20	11	-9	-45%	2.28
8 Randwick - Port Road Thru	Subpath	1678683952	14	11	-3	-21%	0.85
8 Randwick - Seaview Thru	Subpath	1678683951	28	24	-4	-14%	0.78
8 Randwick - Randwick U-Turn	Subpath	1678683954	0	0	0	#DIV/0!	0.00
8 Seaview - Port LT	Subpath	1678683960	8	3	-5	-63%	2.13
8 Seaview - Hutt Park RT	Subpath	1678683963	0	0	0	#DIV/0!	0.00
8 Seaview - Randwick RT	Subpath	1678683962	39	19	-20	-51%	3.73
8 Seaview - Waione Thru	Subpath	1678683961	51	72	21	41%	2.68
8 Seaview - Seaview U-Turn	Subpath	1678683964	1	0	-1	-100%	0.00
8 Waione Street - Randwick LT	Subpath	1678683969	15	11	-4	-27%	1.11
8 Waione Street - Port Road RT	Subpath	1678683972	22	13	-9	-41%	2.15
8 Waione Street - Hutt Park Thru	Subpath	1678683970	0	0	0	#DIV/0!	0.00
8 Waione Street - Seaview Thru	Subpath	1678683971	86	76	-10	-12%	1.11
8 Waione Street - Waione U-Turn	Subpath	1678683973	2	0	-2	-100%	0.00
6 Queens LT	Subpath	1678683480	14	0	-14	-100%	0.00
6 Queens Thru	Subpath	1678683491	25	25	0	0%	0.00
6 Railway RT	Subpath	1678683499	15	25	10	67%	2.24
6 Railway Thru	Subpath	1678683498	32	26	-6	-19%	1.11
6 Woburn LT	Subpath	1678684336	21	24	3	14%	0.63
6 Woburn RT	Subpath	1678684337	14	2	-12	-86%	4.24
Dowse Drive LT (A-D)	Subpath	1690978840					
Dowse Drive Thru (A-C)	Subpath	1690978841					
Dowse Drive RT (A-B)	Subpath	1690978846					
SH2 (South) LT (B-A)	Subpath	1690978842					
SH2 (South) Thru (B-D)	Subpath	1690978843					
SH2 (South) RT (B-C)	Subpath	1690978845					
Connection to Hutt Road LT (C-B)	Subpath	1690978850					
Connection to Hutt Road Thru (C->)	Subpath	1690978851					
Connection to Hutt Road RT (C-D)	Subpath	1690978852					
SH2 (North) LT (D-C)	Subpath	1690978847					
SH2 (North) Thru (D->B)	Subpath	1690978849					
SH2 (North) RT (D-A)	Subpath	1690978848					



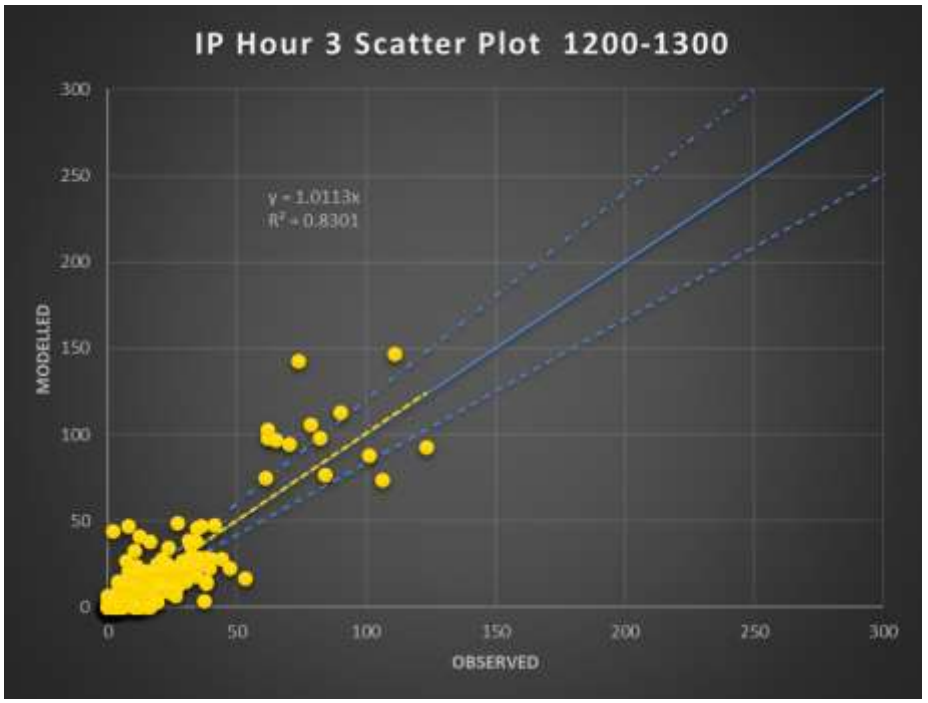
Individual turn counts GEH & XY scatter plot – heavy vehicles – hybrid layer– IP Hour 1

Location	Turn/Subpath	Aimsun Id	IP 2Hour 1100-1200				
			Obs	Mod	Diff	% diff	GEH
KGB-MAUD4-SH2_C-A	Turn	875975110	4	7	3	75%	0.55
KGB-MAUD4-SH2_C-B	Turn	875975116	62	87	25	41%	0.55
KGB-MAUD4-SH3_A-C	Turn	102513825	2	2	0	0%	0.00
KGB-MAUD4-SH2_A-B	Turn	875975139	1.333333	8	6.666667	20%	0.00
KGB-MAUD4-SH3_B-C	Turn	102513826	107.6667	120	12.33333	11%	1.18
KGB-MAUD4-SH2_A-D	Turn	875975131	70	82	12	17%	1.39
KGB-MAUD4-SH2_E-F	Turn	875975116	32.33333	56	56.33333	74%	0.00
KGB-MAUD4-SH2_D-F	Turn	875975136	88.33333	92	3.666667	4%	0.39
KGB-MAUD4-SH2_E-G	Turn	875975137	21.33333	30	8.666667	41%	1.90
KGB-MAUD4-SH2_E-D	Turn	875975100	26	9	-17	-65%	4.06
KGB-MAUD4-SH2_F-E	Turn	875972706	40.33333	47	6.666667	17%	0.00
KGB-MAUD4-SH2_B-A	Turn	875975201	1.333333	3	0.333333	33%	0.19
Melling-Block Rd-SH2_D-C	Turn	875959985	13.33333	21	7.666667	58%	1.86
Melling-Block Rd-SH2_G-H	Turn	875959971	15.33333	15	-0.33333	-2%	0.09
Melling-Block Rd-SH2_G-E	Turn	875959974	0.333333	0	-0.33333	-100%	0.00
Melling-Block Rd-SH2_H-F	Turn	875959976	76.66667	75	-1.66667	-2%	0.19
Melling-Block Rd-SH2_H-E	Turn	875959978	0.666667	1	0.333333	50%	0.37
Melling-Block Rd-SH2_F-G	Turn	875959979	0	0	0	#DIV/0!	0.00
Melling-Block Rd-SH2_F-H	Turn	875959980	72	134	62	86%	4.36
Melling-Block Rd-SH2_F-E	Turn	875959981	0.333333	0	-0.33333	-100%	0.00
Melling-Block Rd-SH2_E-G	Turn	875959982	0.333333	0	-0.33333	-100%	0.00
Melling-Block Rd-SH2_E-H	Turn	875959984	1	0	-1	-100%	0.00
Melling-Block Rd-SH2_E-F	Turn	875959985	0	1	1	#DIV/0!	0.00
Melling-Block Rd-SH2_B-D	Turn	875959991	59	86	27	46%	3.17
Melling-Block Rd-SH2_B-C	Turn	875959992	13.66667	23	8.333333	61%	1.97
Melling-Block Rd-SH2_D-B	Turn	875959993	65.33333	56	-9.33333	-14%	1.20
Melling-Block Rd-SH2_D-A	Turn	875959994	0	0	0	#DIV/0!	0.00
Melling-Block Rd-SH2_C-D	Turn	875959995	13.33333	28	14.66667	110%	3.23
Melling-Block Rd-SH2_C-A	Turn	875959996	0	0	0	#DIV/0!	0.00
Melling-Block Rd-SH2_A-B	Turn	875959997	0	0	0	#DIV/0!	0.00
Melling-Block Rd-SH2_A-D	Turn	875959998	0	1	1	#DIV/0!	0.00
Melling-Block Rd-SH2_A-C	Turn	875959999	0.333333	0	-0.33333	-100%	0.00
Melling-Block Rd-SH2_C-B	Turn	875960000	9	34	25	278%	5.39
Melling-Block Rd-SH2_G-F	Turn	875960001	2	1	-1	-50%	0.82
Melling-Block Rd-SH2_B-A	Turn	875960002	0	0	0	#DIV/0!	0.00
Melling-Block Rd-SH2_H-G	Turn	875962327	13.66667	20	6.333333	46%	1.54
C1 - Cuba St (South) - Left into Jackson St (West)	Turn	875875711	0	0	0	#DIV/0!	0.00
C1 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875713	11	5	-6	-55%	2.12
C2 - Cuba St (South) - Right into Jackson St (East)	Turn	875875714	1	0	-1	-100%	0.00
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	875875715	3	0	-3	-100%	0.00
C4 - Jackson St (West) - Left into Cuba St (North)	Turn	875875716	15	0	-15	-100%	0.00
C5 - Jackson St (West) - Thru to Jackson St (East)	Turn	875875717	11	6	-5	-45%	1.71
C6 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875718	15	0	-15	-100%	0.00
C7 - Cuba St (North) - Right into Jackson St (West)	Turn	875875719	10	1	-9	-90%	3.84
C8 - Cuba St (North) - Left into Jackson St (East)	Turn	875875720	4	0	-5	-25%	0.54
C9 - Jackson St (East) - Left into Cuba St (South)	Turn	875875721	2	0	-2	-100%	0.00
C10 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875722	8	0	-8	-100%	0.00
C11 - Jackson St (East) - Right into Cuba St (North)	Turn	875875723	2	2	0	0%	0.00
C6 - Weaone St - Left into Randwick Rd	Turn	875895674	21	12	-9	-43%	2.22
C7 - Hutt Rd (West) - Right into Jackson St	Turn	875899994	19	0	-19	-100%	0.00
C8 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875899996	22	30	8	36%	1.57
C9 - Jackson St - Left into Hutt Rd (West)	Turn	875899998	9	11	2	22%	0.63
C10 - Jackson St - Right into Hutt Rd (East)	Turn	875899999	13	0	-13	-100%	0.00
C11 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	27	18	-9	-33%	1.90
C12 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	6	2	-4	-67%	2.00
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	875914911	27	10	-17	-63%	3.95
C8 - Whites Line E (West) - Thru to Whites Line E (East	Turn	875914946	17	15	-2	-12%	0.50
C9 - Whites Line E (West) - Right into Leighton Ave	Turn	875914966	0	5	5	#DIV/0!	0.00
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	875914967	1	0	-1	-100%	0.00
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914968	1	0	-1	-100%	0.00
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	875914969	28	13	-15	-54%	3.16
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	875915100	2	0	-2	-100%	0.00
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	875915101	1	0	-1	-100%	0.00
C7 - Whites Line E (East) - Thru to Whites Line E (We	Turn	875915102	14	18	4	29%	1.00
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915103	2	0	-2	-100%	0.00
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	875915104	1	0	-1	-100%	0.00
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	875915105	1	4	3	300%	1.90
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	875918341	27	23	-4	-15%	0.80
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922206	8	22	14	175%	3.61
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922209	0	0	0	#DIV/0!	0.00
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	6	28	22	367%	5.34
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922212	39	24	-15	-38%	2.67
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	1	1	0	0%	0.00
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922215	20	23	3	15%	0.65
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	875935154	3	1	-2	-67%	1.41
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	875935156	1	3	2	200%	1.41
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	875935157	0	1	1	#DIV/0!	0.00
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875935159	4	2	-2	-50%	1.15
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	875935160	1	7	6	600%	3.00
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875935161	2	0	-2	-100%	0.00
C8 - Queens Dr (S/W) - Left into Longs Rd (N/W)	Turn	875935631	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Thru to Longs Rd (S/E)	Turn	875935800	1	2	1	100%	0.82
C8 - Longs Rd (N/W) - Right into Queens Dr (S/W)	Turn	875935802	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Left into Queens Dr (N/E)	Turn	875935803	2	0	-2	-100%	0.00
C8 - Longs Rd (S/E) - Left into Queens Dr (S/W)	Turn	875935804	28	11	-17	-61%	3.86
C8 - Longs Rd (S/E) - Thru to Longs Rd (N/W)	Turn	875935805	1	0	-1	-100%	0.00
C8 - Longs Rd (S/E) - Right into Queens Dr (N/E)	Turn	875935806	8	0	-8	-100%	0.00
C8 - Queens Dr (S/W) - Right into Longs Rd (S/E)	Turn	875935807	9	8	-1	-11%	0.33
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875935809	33	6	-27	-82%	6.11
C8 - Queens Dr (N/E) - Left into Longs Rd (S/E)	Turn	875935810	0	0	0	#DIV/0!	0.00
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875935811	4	1	-3	-75%	1.90
C8 - Queens Dr (N/E) - Right into Longs Rd (N/W)	Turn	875935812	1	0	-1	-100%	0.00
C12 - Cornwall St (North) - Right into Waterloo Rd (W	Turn	875942977	0	1	1	#DIV/0!	0.00
C12 - Cornwall St (North) - Thru to Cornwall St (Sout	Turn	875943001	4	11	7	175%	2.56
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	875943002	3	6	3	100%	1.41
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	875943005	1	0	-1	-100%	0.00
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	875943007	8	0	-8	-100%	0.00
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (East	Turn	875943008	3	0	-3	-100%	0.00
C12 - Cornwall St (South) - Thru to Cornwall St (Nort	Turn	875943009	8	12	4	50%	1.26
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	875943010	6	0	-6	-100%	0.00
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	875943011	5	0	-5	-100%	0.00
C12 - Waterloo Rd (East) - Right into Cornwall St (No	Turn	875943012	6	3	-3	-50%	1.41
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (West	Turn	875943013	9	2	-7	-78%	2.58
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	875943014	1	0	-1	-100%	0.00
C11 - Knights Rd (West) - Left into Cornwall St	Turn	875946645	6	12	6	100%	2.00
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	875946646	9	9	0	0%	0.00
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946647	5	9	4	80%	1.51
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946648	9	0	-9	-100%	0.00
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946649	6	7	1	17%	0.39
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946650	12	1	-11	-92%	4.21
C15 - High St (West) - Thru to High St (East)	Turn	875958311	14	14	0	0%	0.00
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875989838	20	13	-7	-35%	1.72
C21 - SH2 (North) - Thru to SH2 (South)	Turn	875995751	64	80	16	25%	1.84
C21 - SH2 (North) - Left into Fergusson Dr	Turn	875995777	12	18	6	50%	1.55
C21 - SH2 (South) - Thru to SH2 (North)	Turn	875995291	85	79	-6	-7%	0.66
C21 - Fergusson Dr - Right into SH2 (North)	Turn	875995981	11	7	-4	-36%	1.33
C21 - SH2 (South) - Right into Fergusson Dr	Turn	875995982	37	27	-10	-27%	1.77
C23 - Fergusson Dr - Left into SH2 (South)	Turn	875995985	42	42	0	0%	0.00
C19 - SH2 Southbound Off Ramp - Left into Manor Pl	Turn	905083532	4	0	-4	-100%	0.00
C19 - Manor Park Rd - Left into SH2 Southbound On T	Turn	905083534	4	0	-4	-100%	0.00
C19 - SH2 Northbound Off Ramp - Left into Hayward Tun	Turn	905083539	32	27	-5	-16%	0.92
C19 - Hayworth Hill (SH2@) - Left into SH 2 Northbou	Turn	905083541	26	26	0	0%	0.00
10 Hutt Road - Esplanade LT	Subpath	1674684981	7	0	-7	-100%	0.00
10 Hutt Road - Onkamp Thru	Subpath	1674684984	37	27	-10	-27%	1.77
10 Off Ramp - Hutt Road Thru	Subpath	1674684982	27	29	2	7%	0.38
10 Off Ramp - Esplanade RT	Subpath	1674684983	128	93	-35	-27%	3.14
10 Esplanade - Hutt Road RT	Subpath	1674684987	8	0	-8	-100%	0.00
10 Esplanade - Onkamp Thru	Subpath	1674684986	105	88	-17	-16%	1.73
2 High Street East LT	Subpath	1674684991	2	0	-2	-100%	0.00
2 High Street East RT	Subpath	1674684997	8	0	-8	-100%	0.00
2 High Street East Thru	Subpath	1674684996	14	0	-14	-100%	0.00
2 High Street West LT	Subpath	1674684931	4	2	-2	-50%	1.15
2 High Street West RT	Subpath	1674684933	2	1	-1	-50%	0.82
2 High Street West Thru	Subpath	1674684932	16	4	-12	-75%	3.79
2 Melling North LT	Subpath	1674684991	2	1	-1	-50%	0.82
2 Melling North RT	Subpath	1674684994	6	3	-3	-50%	1.41
2 Melling North Thru	Subpath	1674684993	2	13	11	550%	4.02
2 Pretoria South LT	Subpath	1674684998	3	0	-3	-100%	0.00
2 Pretoria South RT	Subpath	1674684900	1	0	-1	-100%	0.00
2 Pretoria South Thru	Subpath	1674684999	8	15	7	88%	2.06
1 Melling North LT	Subpath	1674684279	6	14	8	133%	2.53
1 Melling North RT	Subpath	1674684281	8	15	7	88%	2.06
1 Melling North Thru	Subpath	1674684280	10	13	3	30%	0.88
1 Melling South LT	Subpath	1674684285	2	0	-2	-100%	0.00
1 Melling South RT	Subpath	1674684287	3	0	-3	-100%	0.00
1 Melling South Thru	Subpath	1674684286	15	18	3	20%	0.74
1 Rutherford East LT	Subpath	1674684282	0	6	6	#DIV/0!	0.00
1 Rutherford East RT	Subpath	1674684284	10	27	17	170%	3.96
1 Rutherford East Thru	Subpath	1674684283	4	4	-2	-33%	0.89
1 Rutherford West LT	Subpath	1674684288	15	21	6	40%	1.41
1 Rutherford West RT	Subpath	1674684290	0	0	0	#DIV/0!	0.00
1 Rutherford West Thru	Subpath	1674684289	6	2	-4	-67%	2.00
3 High Street East LT	Subpath	1674684307	5	1	-4	-80%	2.21
3 High Street East Thru	Subpath	1674684308	17	18	1	6%	0.24
3 High Street West Thru	Subpath	1674684309	14	13	-1	-7%	0.27
3 High Street West RT	Subpath	1674684310	1	0	-1	-100%	0.00
3 Kings Cres LT	Subpath	1674684305	6	24	18	300%	4.41
3 Kings Cres RT	Subpath	1674684306	1	1	0	0%	0.00
4 Dayrit St South LT	Subpath	1674684317	4	0	-4	-100%	0.00
4 Dayrit St South RT	Subpath	1674684319	3	0	-3	-100%	0.00
4 Dayrit St South Thru	Subpath	1674684318	39	19	-20	-51%	3.71
4 Fairway North LT	Subpath	1674684311	7	9	2	29%	0.71
4 Fairway North Thru	Subpath	1674684312	4	38	34	850%	7.42
4 Fairway North RT	Subpath	1674684313	42	4	-38	-90%	7.82
4 High Street East LT	Subpath	1674684314	1	1	0	0%	0.00
4 High Street East RT	Subpath	1674684316	14	3	-11	-79%	3.77
4 High Street East Thru	Subpath	1674684315	18	4	-14	-78%	4.22
4 High Street West LT	Subpath	1674684320	12	2	-10	-83%	3.78
4 High Street West RT	Subpath	1674684322	5	0	-5	-100%	0.00
4 High Street West Thru	Subpath	1674684321	13	3	-10	-77%	3.14
5 Hutt Road West Thru	Subpath	1674684329					
5 Hutt Road West RT	Subpath	1674684330					
5 Eastern Hutt Road South LT	Subpath	1674684331	3	0	-3	-100%	0.00
5 Eastern Hutt Road South RT	Subpath	1674684332	32	23	-9	-28%	1.72
5 Eastern Hutt Road East LT	Subpath	1674684333					
5 Eastern Hutt Road East Thru	Subpath	1674684334					
12 SH2 LT	Subpath	1674684399	26	26	0	0%	0.00
12 SH2 RT	Subpath	1674684401	17	37	20	118%	3.82
12 SH2 Thru	Subpath	1674684400	1	0	-1	-100%	0.00
12 Manor Park LT	Subpath	1674684402	4	0	-4	-100%	0.00
12 Manor Park RT	Subpath	1674684404	0	0	0	#DIV/0!	0.00
12 Manor Park Thru	Subpath	1674684403	1	0	-1	-100%	0.00
12 SH2 West LT	Subpath	1674684396	32	27	-5	-16%	0.92
12 SH2 West RT	Subpath	1674684398	3	1	-2	-67%	1.41
12 SH2 West Thru	Subpath	1674684397	9	1	-8	-89%	3.08
12 SH2 East LT	Subpath	1674684405	4	0	-4	-100%	0.00
12 SH2 RT	Subpath	1674684407	36	28	-8	-22%	1.41
12 SH2 Thru	Subpath	1674684406	1	0	-1	-100%	0.00
7 Wanaketa East RT	Subpath	1674684346	9	4	-5	-56%	1.96
7 Wanaketa East Thru	Subpath	1674684345	34	22	-12	-35%	2.27
7 Wanaketa West LT	Subpath	1674684343	6	0	-6	-100%	0.00
7 Wanaketa West Thru	Subpath	1674684344	26	8	-18	-69%	4.17
7 Waterloo LT	Subpath	1674684347	12	7	-5	-42%	1.42
7 Waterloo RT	Subpath	1674684348	1	0	-1	-100%	0.00
11 Dowse Int LT	Subpath	1674684393	27	23	-4	-15%	0.80
11 Dowse Int RT	Subpath	1674684394	17	13	-4	-24%	1.03
11 Hutt Road East LT	Subpath	1674684391	13	21	8	62%	1.94
11 Hutt Road East Thru	Subpath	1674684392	9	10	1	11%	0.32
11 Hutt Road West RT	Subpath	1674684390	12	16	4	33%	1.07
11 Hutt Road West Thru	Subpath	1674684389	22	21	-1	-5%	0.22
9 Ludlam LT	Subpath	1674684377	15	21	6	40%	1.41
9 Ludlam Thru	Subpath	1674684378	34	26	-8	-24%	1.48
9 Randwick RT	Subpath	1674684376	36	7	-29	-81%	4.25
9 Randwick Thru	Subpath	1674684375	47	0	0	0%	0.00
9 White Lines E LT	Subpath	1674684379	22	14	-18	-56%	3.75
9 White Lines E RT	Subpath	1674684380	8	20	12	150%	3.21
8 Hutt Park - Seaview LT	Subpath	1674684355	2	0	-2	-100%	0.00
8 Hutt Park - Randwick RT	Subpath	1674684358	0	0	0	#DIV/0!	0.00
8 Hutt Park - Port Road Thru	Subpath	1674684356	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	1674684357	0	0	0	#DIV/0!	0.00
8 Hutt Park - Hutt Park U-Turn	Subpath	1674684359	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1674684361	35	15	-20	-57%	3.92
8 Port Road - Seaview RT	Subpath	1674684438	3	0	-3	-100%	0.00
8 Port Road - Hutt Park RT	Subpath	1674684367	0	0	0	#DIV/0!	0.00
8 Port Road - Randwick Thru	Subpath	1674684366	13	13	0	0%	0.00
8 Port Road - Port Road U-Turn	Subpath	1674684368	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	1674684350	0	0	0	#DIV/0!	0.00
8 Randwick - Waione RT	Subpath	1674684353	19	11	-8	-42%	2.07
8 Randwick - Port Road Thru	Subpath	1674684352	10	11	1	10%	0.31
8 Randwick - Seaview Thru	Subpath	1674684351	41	23	-18	-44%	3.18
8 Randwick - Randwick U-Turn	Subpath	1674684354	0	0	0	#DIV/0!	0.00
8 Seaview - Port LT	Subpath	1674684360	14	3	-11	-79%	3.77
8 Seaview - Hutt Park RT	Subpath	1674684363	1	0	-1	-100%	0.00
8 Seaview - Randwick RT	Subpath	1674684362	51	28	-23	-45%	3.66
8 Seaview - Waione Thru	Subpath	1674684361	89	77	-12	-13%	1.32
8 Seaview - Seaview U-Turn	Subpath	1674684364	1	0	-1	-100%	0.00
8 Waione Street - Randwick LT	Subpath	1674684369	21	11	-10	-48%	2.50
8 Waione Street - Port Road RT	Subpath	1674684372	28	17	-11	-39%	2.32
8 Waione Street - Hutt Park Thru	Subpath	1674684370	0	0	0	#DIV/0!	0.00
8 Waione Street - Seaview Thru	Subpath	1674684371	97	74	-23	-24%	2.48
8 Waione Street - Waione U-Turn	Subpath	1674684373	3	0	-3	-100%	0.00
6 Queens LT	Subpath	1674684340	11	0	-11	-100%	0.00
6 Queens Thru	Subpath	1674684341	30	18	-12	-40%	2.45
6 Railway RT	Subpath	1674684339	23	23	0	0%	0.00
6 Railway Thru	Subpath	1674684338	37	24	-13	-35%	2.45
5 Woburn LT	Subpath	1674684336	19	22	3	16%	0.66
6 Woburn RT	Subpath	1674684337	15	3	-12	-80%	4.00
Dowse Drive LT (A-D)		1680078964	0	0	0	#DIV/0!	0.00
Dowse Drive Thru (A-C)		1680078965	0	4	4	#DIV/0!	0.00
Dowse Drive RT (A-B)		1680078966	0	3	3	#DIV/0!	0.00
SH2 (South) LT (B-A)		1680078962	0	3	3	#DIV/0!	0.00
SH2 (South) Thru (B-D)		1680078963	0	93	93	#DIV/0!	0.00
SH2 (South) RT (B-C)		1680078961	0	17	17	#DIV/0!	0.00
Connection to Hutt Road LT (C-A)		1680078960	0	22	22	#DIV/0!	0.00
Connection to Hutt Road Thru (C-A)		1680078961	0	2	2	#DIV/0!	0.00
Connection to Hutt Road RT (C-D)		1680078962	0	15	15	#DIV/0!	0.00
SH2 (North) LT (D-C)		1680078967	0	15	15	#DIV/0!	0.00
SH2 (North) Thru (D-A)		1680078968	0	77	77	#DIV/0!	0.00
SH2 (North) RT (D-A)		1680078966	0	0	0	#DIV/0!	0.00



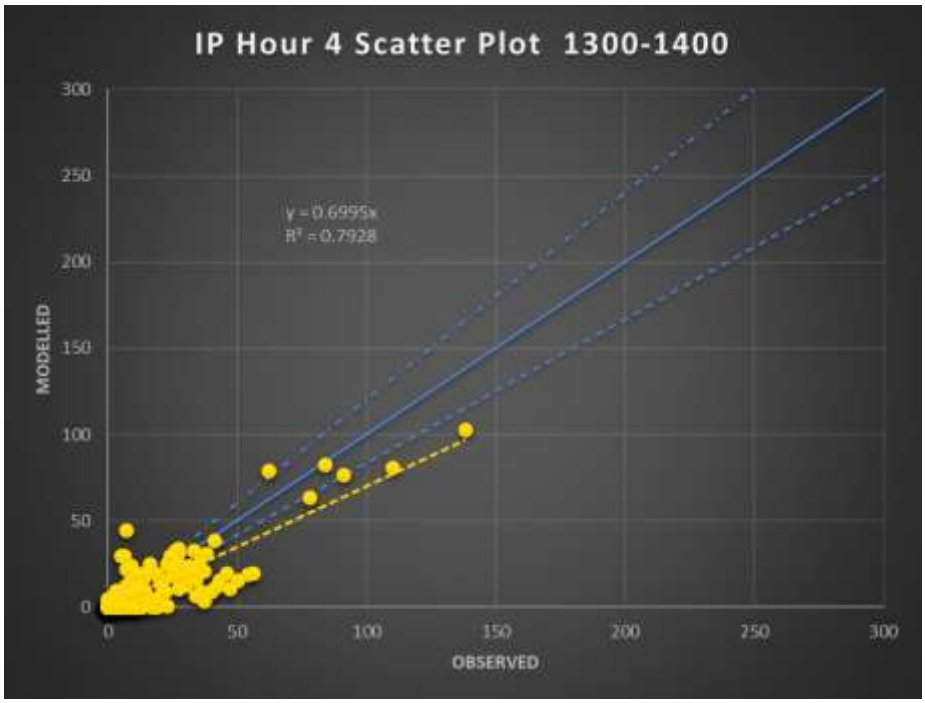
Individual turn counts GEH & XY scatter plot – heavy vehicles – hybrid layer– IP Hour 2

Location	Turn/Subpath	Aimsun Id	IP 2Hour 1100-1300				
			Obs	Mod	Diff	% diff	GEH
KGB-MAUD4-SH2_C-A	Turn	875975110	5.666667	4	-1.666667	-29%	0.76
KGB-MAUD4-SH2_C-B	Turn	875975114	78.33333	106	27.66667	35%	2.88
KGB-MAUD4-SH3_B-C	Turn	102513825	2.333333	2	-0.33333	-14%	0.22
KGB-MAUD4-SH2_A-B	Turn	875975105	1	1	0	0%	0.00
KGB-MAUD4-SH3_B-C	Turn	102513826	110.6667	147	36.33333	33%	3.19
KGB-MAUD4-SH2_F-D	Turn	875975131	61.66667	98	36.33333	59%	4.07
KGB-MAUD4-SH2_E-F	Turn	875975116	30	20	-10	-33%	1.98
KGB-MAUD4-SH2_D-F	Turn	875975130	89.66667	113	23.33333	26%	2.32
KGB-MAUD4-SH2_D-E	Turn	875975127	23.33333	35	11.66667	50%	2.58
KGB-MAUD4-SH2_E-D	Turn	875975109	22.33333	13	-9.33333	-42%	2.22
KGB-MAUD4-SH2_F-E	Turn	875972708	34.33333	46	11.66667	34%	1.84
KGB-MAUD4-SH2_B-A	Turn	875975201	2.333333	4	1.666667	71%	0.94
Melling-Block 60-SH2_D-C	Turn	875959985	10.66667	22	11.33333	106%	2.98
Melling-Block 60-SH2_G-H	Turn	875959571	15.33333	12	-3.33333	-22%	0.90
Melling-Block 60-SH2_G-G	Turn	875959574	0	0	0	#DIV/0!	0.00
Melling-Block 60-SH2_H-F	Turn	875959576	70	95	25	36%	2.75
Melling-Block 60-SH2_H-E	Turn	875959578	0.666667	1	0.333333	50%	0.37
Melling-Block 60-SH2_F-G	Turn	875959579	0	0	0	#DIV/0!	0.00
Melling-Block 60-SH2_F-H	Turn	875959980	73.66667	143	69.33333	94%	6.96
Melling-Block 60-SH2_F-E	Turn	875959981	0.666667	3	2.333333	350%	3.72
Melling-Block 60-SH2_E-G	Turn	875959982	0.333333	0	-0.33333	-100%	0.00
Melling-Block 60-SH2_E-H	Turn	875959984	0.333333	0	-0.33333	-100%	0.00
Melling-Block 60-SH2_E-F	Turn	875959985	0.333333	2	1.666667	500%	1.54
Melling-Block 60-SH2_B-D	Turn	875959991	61.66667	103	41.33333	67%	4.56
Melling-Block 60-SH2_B-C	Turn	875959992	7.666667	21	13.33333	174%	3.54
Melling-Block 60-SH2_D-B	Turn	875959993	61	75	14	23%	1.70
Melling-Block 60-SH2_D-A	Turn	875959994	0.333333	0	-0.33333	-100%	0.00
Melling-Block 60-SH2_C-D	Turn	875959995	12.33333	41	28.66667	232%	6.55
Melling-Block 60-SH2_C-A	Turn	875959996	0.666667	0	-0.66667	-100%	0.00
Melling-Block 60-SH2_A-B	Turn	875959997	0.333333	0	-0.33333	-100%	0.00
Melling-Block 60-SH2_A-D	Turn	875959998	0.333333	0	-0.33333	-100%	0.00
Melling-Block 60-SH2_A-C	Turn	875959999	0	1	1	#DIV/0!	0.00
Melling-Block 60-SH2_C-B	Turn	875960000	8	47	39	488%	7.44
Melling-Block 60-SH2_G-F	Turn	875960001	1.666667	0	-1.66667	-100%	0.00
Melling-Block 60-SH2_B-A	Turn	875960002	0	0	0	#DIV/0!	0.00
Melling-Block 60-SH2_H-G	Turn	875962827	12.66667	21	8.333333	66%	2.03
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	875875711	1	0	-1	-100%	0.00
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875713	17	7	-10	-59%	2.89
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	875875714	0	0	0	#DIV/0!	0.00
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	875875715	6	0	-6	-100%	0.00
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	875875716	12	0	-12	-100%	0.00
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	875875717	14	6	-8	-57%	2.53
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875718	16	0	-16	-0%	0.00
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	875875719	12	2	-10	-83%	3.79
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	875875720	9	4	-5	-56%	1.96
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	875875721	2	0	-2	-100%	0.00
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875722	5	1	-4	-80%	2.16
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	875875723	2	7	5	250%	2.36
C6 - Weaone St - Left into Randwick Rd	Turn	875895674	24	16	-8	-33%	1.78
C7 - Hutt Rd (West) - Right into Jackson St	Turn	875899996	19	3	-16	-84%	4.82
C7 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875899996	31	39	8	26%	1.35
C7 - Jackson St - Left into Hutt Rd (West)	Turn	875899998	14	12	-2	-14%	0.55
C7 - Jackson St - Right into Hutt Rd (East)	Turn	875899999	10	0	-10	-100%	0.00
C7 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	24	19	-5	-21%	1.08
C7 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	7	1	-6	-86%	2.09
C7 - Whites Line 6 (West) - Left into Cambridge Tce	Turn	875914911	26	12	-14	-54%	3.21
C7 - Whites Line 6 (West) - Thru to Whites Line 6 (Ea	Turn	875914946	19	25	6	32%	1.28
C7 - Whites Line 6 (West) - Right into Leighton Ave	Turn	875914946	0	6	6	#DIV/0!	0.00
C7 - Cambridge Tce - Left into Whites Line 6 (East)	Turn	875914957	1	0	-1	-100%	0.00
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914998	1	0	-1	-100%	0.00
C7 - Cambridge Tce - Right into Whites Line 6 (West)	Turn	875914999	28	17	-11	-39%	2.12
C7 - Whites Line 6 (East) - Right into Cambridge Tce	Turn	875915000	3	0	-3	-100%	0.00
C7 - Whites Line 6 (East) - Left into Leighton Ave	Turn	875915001	0	0	0	#DIV/0!	0.00
C7 - Whites Line 6 (East) - Thru to Whites Line 6 (We	Turn	875915022	23	25	2	9%	0.41
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915023	1	1	0	0%	0.00
C7 - Leighton Ave - Right into Whites Line 6 (East)	Turn	875915104	0	0	0	#DIV/0!	0.00
C7 - Leighton Ave - Left into Whites Line 6 (West)	Turn	875915105	0	7	7	#DIV/0!	0.00
C4 - Downe Interchange - Left into Hutt Rd (West)	Turn	875918341	34	38	4	12%	0.67
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922256	10	33	23	230%	4.96
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922200	1	1	0	0%	0.00
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	2	44	42	2100%	8.79
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922212	38	29	-9	-24%	1.55
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	1	2	1	100%	0.82
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922151	32	30	-2	-6%	0.36
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	875935154	4	2	-4	-67%	2.00
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	875935156	4	3	-1	-25%	0.53
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	875935157	3	1	-2	-67%	1.41
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875935159	3	3	0	0%	0.00
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	875935160	1	5	4	400%	2.31
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875935161	5	1	-4	-80%	2.31
C8 - Queens Dr (S/W) - Left into Longs Rd (N/W)	Turn	875935631	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Thru to Longs Rd (S/E)	Turn	875935800	0	4	4	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Right into Queens Dr (S/W)	Turn	875935802	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Left into Queens Dr (N/E)	Turn	875935803	1	0	-1	-100%	0.00
C8 - Longs Rd (S/E) - Left into Queens Dr (S/W)	Turn	875935804	27	12	-15	-56%	3.46
C8 - Longs Rd (S/E) - Thru to Longs Rd (N/W)	Turn	875935805	0	0	0	#DIV/0!	0.00
C8 - Queens Dr (N/E) - Right into Queens Dr (N/E)	Turn	875935806	10	0	-10	-100%	0.00
C8 - Queens Dr (S/W) - Right into Longs Rd (S/E)	Turn	875935807	8	6	-2	-25%	0.76
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875935808	21	9	-12	-57%	3.10
C8 - Queens Dr (N/E) - Left into Longs Rd (S/E)	Turn	875935810	0	0	0	#DIV/0!	0.00
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875935811	11	5	-6	-55%	2.14
C8 - Queens Dr (N/E) - Right into Longs Rd (N/W)	Turn	875935812	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Right into Waterloo Rd (W	Turn	875943297	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Thru to Cornwall St (Sout	Turn	875943301	8	15	7	88%	2.06
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	875943302	4	5	1	25%	0.47
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	875943305	0	0	0	#DIV/0!	0.00
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	875943307	10	0	-10	-100%	0.00
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Eas	Turn	875943308	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (South) - Thru to Cornwall St (Nort	Turn	875943309	15	16	1	7%	0.25
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	875943310	4	0	-4	-100%	0.00
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	875943311	5	0	-5	-100%	0.00
C12 - Waterloo Rd (East) - Right into Cornwall St (No	Turn	875943312	4	4	0	0%	0.00
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (West	Turn	875943313	5	1	-4	-80%	2.31
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	875943314	1	0	-1	-100%	0.00
C11 - Knights Rd (West) - Left into Cornwall St	Turn	875946645	13	15	2	15%	0.54
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	875946646	9	6	-3	-33%	1.10
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946647	9	14	5	56%	1.47
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946648	10	0	-10	-100%	0.00
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946649	4	10	6	150%	2.27
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946650	12	0	-12	-100%	0.00
C31 - High St (West) - Thru to High St (East)	Turn	875958311	21	12	-9	-43%	2.24
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875989838	30	15	-15	-50%	3.16
C25 - SH2 (North) - Thru to SH2 (South)	Turn	875995751	82	98	16	20%	1.69
C25 - SH2 (North) - Left into Fergusson Dr	Turn	875995777	13	19	6	46%	1.50
C25 - SH2 (South) - Thru to SH2 (North)	Turn	875995291	65	97	32	49%	3.56
C25 - Fergusson Dr - Right into SH2 (North)	Turn	875995981	11	6	-5	-45%	1.71
C25 - SH2 (South) - Right into Fergusson Dr	Turn	875995982	41	48	7	17%	1.05
C25 - Fergusson Dr - Left into SH2 (South)	Turn	875995985	27	49	22	81%	3.57
C19 - SH2 Southbound Off Ramp - Left into Manor Pl Turn		905083532	0	1	1	#DIV/0!	0.00
C19 - Manor Park Rd - Left into SH2 Southbound On T Turn		905083534	1	0	-1	-100%	0.00
C19 - SH2 Northbound Off Ramp - Left into Heywards Turn		905083539	21	28	7	33%	1.41
C19 - Heywards Hill (SH2@) - Left into SH 2 Northbou Turn		905083541	32	36	4	13%	0.68
10 Hutt Road - Esplanade LT	Subpath	1674681881	4	0	-4	-100%	0.00
10 Hutt Road - Onkamp Thru	Subpath	1674681886	29	27	-2	-7%	0.38
10 Off Ramp - Hutt Road Thru	Subpath	1674681882	35	29	-6	-17%	1.06
10 Off Ramp - Esplanade RT	Subpath	1674681883	123	93	-30	-24%	2.89
10 Esplanade - Hutt Road RT	Subpath	1674681887	4	0	-4	-100%	0.00
10 Esplanade - Onkamp Thru	Subpath	1674681886	101	88	-13	-13%	1.34
2 High Street East LT	Subpath	1674682291	1	0	-1	-100%	0.00
2 High Street East RT	Subpath	1674682297	4	0	-4	-100%	0.00
2 High Street East Thru	Subpath	1674682296	15	0	-15	-100%	0.00
2 High Street West LT	Subpath	1674684931	6	2	-4	-67%	2.00
2 High Street West RT	Subpath	1674684303	0	1	1	#DIV/0!	0.00
2 High Street West Thru	Subpath	1674684302	16	4	-12	-75%	3.79
2 Melling North LT	Subpath	1674684291	3	1	-2	-67%	1.41
2 Melling North RT	Subpath	1674684294	7	3	-4	-57%	1.79
2 Melling North Thru	Subpath	1674684293	11	13	2	18%	0.58
2 Pretoria South LT	Subpath	1674684298	0	0	0	#DIV/0!	0.00
2 Pretoria South RT	Subpath	1674684300	2	0	-2	-100%	0.00
2 Pretoria South Thru	Subpath	1674684299	6	15	9	150%	2.78
1 Melling North LT	Subpath	1674684279	4	14	10	250%	3.33
1 Melling North RT	Subpath	1674684281	4	15	11	275%	3.57
1 Melling North Thru	Subpath	1674684280	21	13	-8	-38%	1.94
1 Melling South LT	Subpath	1674684285	2	0	-2	-100%	0.00
1 Melling South RT	Subpath	1674684287	3	0	-3	-100%	0.00
1 Melling South Thru	Subpath	1674684286	13	18	5	38%	1.27
1 Rutherford East LT	Subpath	1674684282	2	6	4	200%	2.00
1 Rutherford East RT	Subpath	1674684284	7	27	20	286%	4.81
1 Rutherford East Thru	Subpath	1674684283	4	4	-2	-33%	0.89
1 Rutherford West LT	Subpath	1674684288	15	21	6	40%	1.41
1 Rutherford West RT	Subpath	1674684290	0	0	0	#DIV/0!	0.00
1 Rutherford West Thru	Subpath	1674684289	8	2	-6	-75%	2.68
3 High Street East LT	Subpath	1674684307	10	1	-9	-90%	2.84
3 High Street East Thru	Subpath	1674684308	19	18	-1	-5%	0.23
3 High Street West Thru	Subpath	1674684309	21	13	-8	-38%	1.94
3 High Street West RT	Subpath	1674684310	1	0	-1	-100%	0.00
3 Kings Cres LT	Subpath	1674684305	11	24	13	118%	3.11
3 Kings Cres RT	Subpath	1674684306	0	1	1	#DIV/0!	0.00
4 Doyth St South LT	Subpath	1674684317	2	0	-2	-100%	0.00
4 Doyth St South RT	Subpath	1674684319	2	0	-2	-100%	0.00
4 Doyth St South Thru	Subpath	1674684318	28	19	-9	-32%	1.86
4 Fairway North LT	Subpath	1674684311	12	9	-3	-25%	0.93
4 Fairway North Thru	Subpath	1674684312	16	38	22	138%	4.23
4 Fairway North RT	Subpath	1674684313	37	4	-33	-89%	7.24
4 High Street East LT	Subpath	1674684314	3	1	-2	-67%	1.41
4 High Street East RT	Subpath	1674684316	10	3	-7	-70%	2.75
4 High Street East Thru	Subpath	1674684315	14	4	-10	-71%	3.13
4 High Street West LT	Subpath	1674684320	10	2	-8	-80%	3.27
4 High Street West RT	Subpath	1674684322	2	0	-2	-100%	0.00
4 High Street West Thru	Subpath	1674684321	19	3	-16	-84%	4.82
5 Hutt Road West Thru	Subpath	1674684329					
5 Hutt Road West RT	Subpath	1674684330					
5 Eastern Hutt Road South LT	Subpath	1674684331	3	0	-3	-100%	0.00
5 Eastern Hutt Road South RT	Subpath	1674684332	39	23	-16	-41%	2.87
5 Eastern Hutt Road East LT	Subpath	1674684333					
5 Eastern Hutt Road East Thru	Subpath	1674684334					
12 SH16 LT	Subpath	1674684399	32	26	-6	-19%	1.11
12 SH16 RT	Subpath	1674684401	32	27	-5	-16%	0.86
12 SH16 Thru	Subpath	1674684400	1	0	-1	-100%	0.00
12 Manor Park LT	Subpath	1674684402	1	0	-1	-100%	0.00
12 Manor Park RT	Subpath	1674684404	1	0	-1	-100%	0.00
12 Manor Park Thru	Subpath	1674684403	4	0	-4	-100%	0.00
12 SH2 West LT	Subpath	1674684396	25	27	6	29%	1.22
12 SH2 West RT	Subpath	1674684398	4	1	-3	-75%	1.50
12 SH2 West Thru	Subpath	1674684397	11	1	-10	-91%	4.08
12 SH2 East LT	Subpath	1674684405	0	0	0	#DIV/0!	0.00
12 SH2 RT	Subpath	1674684407	44	28	-16	-36%	2.47
12 SH2 Thru	Subpath	1674684406	0	0	0	#DIV/0!	0.00
7 Wanaketa East RT	Subpath	1674684346	5	4	-1	-20%	0.47
7 Wanaketa East Thru	Subpath	1674684345	26	22	-4	-15%	0.82
7 Wanaketa West LT	Subpath	1674684343	2	0	-2	-100%	0.00
7 Wanaketa West Thru	Subpath	1674684344	25	8	-17	-68%	4.18
7 Waterloo LT	Subpath	1674684347	13	7	-6	-46%	1.90
7 Waterloo RT	Subpath	1674684348	2	0	-2	-100%	0.00
11 Downe Int LT	Subpath	1674684393	24	23	-11	-32%	2.06
11 Downe Int RT	Subpath	1674684394	6	13	7	117%	2.27
11 Hutt Road East LT	Subpath	1674684391	18	21	3	17%	0.68
11 Hutt Road East Thru	Subpath	1674684392	11	10	-1	-9%	0.31
11 Hutt Road West RT	Subpath	1674684390	20	16	-4	-20%	0.94
11 Hutt Road West Thru	Subpath	1674684389	17	21	4	24%	0.92
9 Ludlam LT	Subpath	1674684377	19	21	2	11%	0.45
9 Ludlam Thru	Subpath	1674684378	36	26	-10	-28%	1.82
9 Randwick RT	Subpath	1674684376	26	7	-19	-73%	4.48
9 Randwick Thru	Subpath	1674684375	36	47	11	31%	1.73
9 White Lines 6 LT	Subpath	1674684379	38	14	-24	-63%	4.71
9 White Lines 6 RT	Subpath	1674684380	11	20	9	82%	2.28
8 Hutt Park - Seaview LT	Subpath	1674684355	0	0	0	#DIV/0!	0.00
8 Hutt Park - Randwick RT	Subpath	1674684358	0	0	0	#DIV/0!	0.00
8 Hutt Park - Port Road Thru	Subpath	1674684356	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	1674684357	1	0	-1	-100%	0.00
8 Hutt Park - Hutt Park U-Turn	Subpath	1674684359	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1674684361	38	15	-23	-61%	4.47
8 Port Road - Seaview RT	Subpath	1674684408	2	0	-2	-100%	0.00
8 Port Road - Hutt Park RT	Subpath	1674684367	0	0	0	#DIV/0!	0.00
8 Port Road - Randwick Thru	Subpath	1674684366	10	13	3	30%	0.88
8 Port Road - Port Road U-Turn	Subpath	1674684368	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park U-T	Subpath	1674684350	0	0	0	#DIV/0!	0.00
8 Randwick - Waione RT	Subpath	1674684353	20	11	-9	-45%	2.29
8 Randwick - Port Road Thru	Subpath	1674684352	12	11	-1	-8%	0.29
8 Randwick - Seaview Thru	Subpath	1674684351	47	23	-24	-51%	3.50
8 Randwick - Randwick U-Turn	Subpath	1674684354	0	0	0	#DIV/0!	0.00
8 Seaview - Port LT	Subpath	1674684360	1	3	2	200%	1.41
8 Seaview - Hutt Park RT	Subpath	1674684363	0	0	0	#DIV/0!	0.00
8 Seaview - Randwick RT	Subpath	1674684362	40	28	-12	-30%	2.06
8 Seaview - Waione Thru	Subpath	1674684361	84	77	-7	-8%	0.78
8 Seaview - Seaview U-Turn	Subpath	1674684364	0	0	0	#DIV/0!	0.00
8 Waione Street - Randwick LT	Subpath	1674684369	24	11	-13	-54%	3.11
8 Waione Street - Port Road RT	Subpath	1674684372	53	17	-36	-68%	5.94
8 Waione Street - Hutt Park Thru	Subpath	1674684370	0	0	0	#DIV/0!	0.00
8 Waione Street - Seaview Thru	Subpath	1674684371	106	74	-32	-30%	3.37
8 Waione Street - Waione U-Turn	Subpath	1674684373	1	0	-1	-100%	0.00
6 Queens LT	Subpath	1674684340	16	0	-16	-100%	0.00
6 Queens Thru	Subpath	1674684341	34	18	-16	-47%	3.14
6 Railway RT	Subpath	1674684339	22	23	1	5%	0.21
6 Railway Thru	Subpath	1674684338	33	24	-9	-27%	1.69
6 Woburn LT	Subpath	1674684336	30	22	-8	-27%	1.57
6 Woburn RT	Subpath	1674684337	16	3	-13	-81%	4.22
Downe Drive LT (A-D)	Subpath	1680078845	0	0	0	#DIV/0!	0.00
Downe Drive Thru (A-C)	Subpath	1680078845	0	4	4	#DIV/0!	0.00
Downe Drive RT (A-B)	Subpath	1680078846	0	3	3	#DIV/0!	0.00
SH2 (South) LT (B-A)	Subpath	1680078842	0	3	3	#DIV/0!	0.00
SH2 (South) Thru (B-D)	Subpath	1680078843	0	93	93	#DIV/0!	0.00
SH2 (South) RT (B-C)	Subpath	1680078841	0	17	17	#DIV/0!	0.00
Connection to Hutt Road LT (C-A)	Subpath	1680078830	0	22	22	#DIV/0!	0.00
Connection to Hutt Road Thru (C-A)	Subpath	1680078831	0	2	2	#DIV/0!	0.00
Connection to Hutt Road RT (C-D)	Subpath	1680078832	0	15	15	#DIV/0!	0.00
SH2 (North) LT (D-C)	Subpath	1680078847	0	15	15	#DIV/0!	0.00
SH2 (North) Thru (D-A)	Subpath	1680078848	0	77	77	#DIV/0!	0.00
SH2 (North) RT (D-A)	Subpath	1680078848	0	0	0	#DIV/0!	0.00



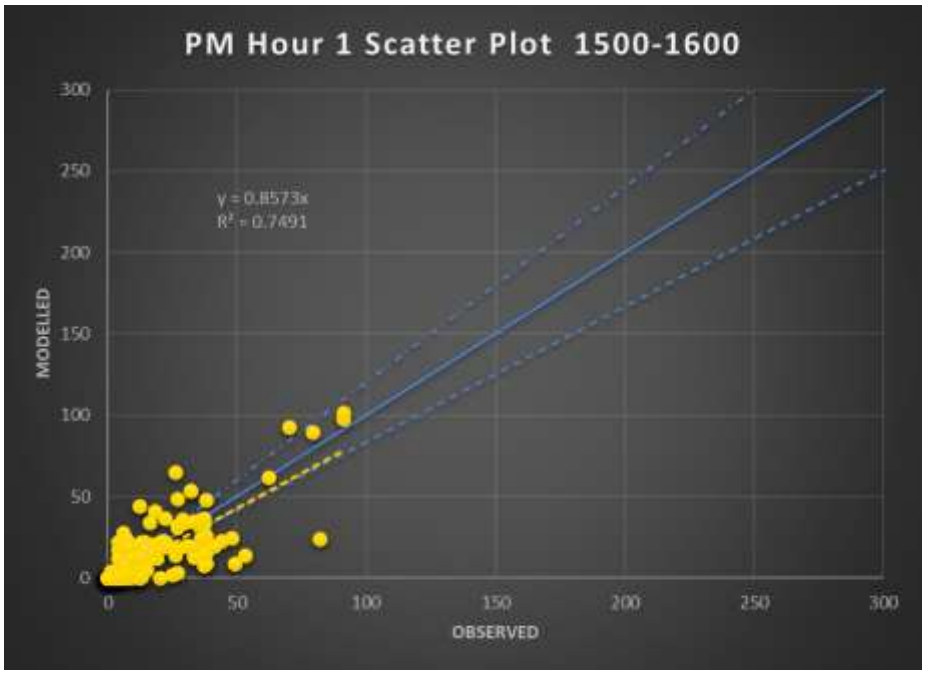
Individual turn counts GEH & XY scatter plot – heavy vehicles – hybrid layer– IP Hour 3

Location	Turn/Subpath	Aimsun Id	IP 1hour 1300-1400 Obs	Mod	Diff	% diff	GEH
KSB-MAIN04-SH2_C->A	Turn	875975110					
KSB-MAIN04-SH2_C->B	Turn	875975116					
KSB-MAIN04-SH2_A->C	Turn	102553825					
KSB-MAIN04-SH2_A->B	Turn	875975119					
KSB-MAIN04-SH2_B->C	Turn	102553826					
KSB-MAIN04-SH2_F->D	Turn	875975131					
KSB-MAIN04-SH2_E->F	Turn	875975132					
KSB-MAIN04-SH2_D->F	Turn	875975136					
KSB-MAIN04-SH2_D->E	Turn	875975137					
KSB-MAIN04-SH2_E->D	Turn	875975139					
KSB-MAIN04-SH2_F->E	Turn	875972298					
KSB-MAIN04-SH2_B->A	Turn	875975225					
Melling-Block-Rd-SH2_D->C	Turn	875959389					
Melling-Block-Rd-SH2_G->H	Turn	875959971					
Melling-Block-Rd-SH2_G->E	Turn	875959974					
Melling-Block-Rd-SH2_H->F	Turn	875959976					
Melling-Block-Rd-SH2_H->E	Turn	875959978					
Melling-Block-Rd-SH2_F->G	Turn	875959979					
Melling-Block-Rd-SH2_F->H	Turn	875959980					
Melling-Block-Rd-SH2_F->E	Turn	875959981					
Melling-Block-Rd-SH2_E->G	Turn	875959982					
Melling-Block-Rd-SH2_E->H	Turn	875959984					
Melling-Block-Rd-SH2_E->F	Turn	875959985					
Melling-Block-Rd-SH2_B->D	Turn	875959991					
Melling-Block-Rd-SH2_B->C	Turn	875959992					
Melling-Block-Rd-SH2_D->B	Turn	875959993					
Melling-Block-Rd-SH2_D->A	Turn	875959994					
Melling-Block-Rd-SH2_C->D	Turn	875959995					
Melling-Block-Rd-SH2_C->A	Turn	875959996					
Melling-Block-Rd-SH2_A->B	Turn	875959997					
Melling-Block-Rd-SH2_A->D	Turn	875959998					
Melling-Block-Rd-SH2_A->C	Turn	875959999					
Melling-Block-Rd-SH2_C->B	Turn	875960000					
Melling-Block-Rd-SH2_G->F	Turn	875960001					
Melling-Block-Rd-SH2_B->A	Turn	875960002					
Melling-Block-Rd-SH2_H->G	Turn	875962827					
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	875875711	2	0	-2	-100%	0.00
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875713	16	4	-12	-75%	3.79
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	875875714	0	0	0	#DIV/0!	0.00
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	875875715	2	0	-2	-100%	0.00
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	875875716	13	0	-13	-100%	0.00
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	875875717	8	6	-2	-25%	0.76
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875718	12	11	-1	-8%	0.29
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	875875719	10	0	-10	-100%	0.00
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	875875720	10	1	-9	-90%	3.04
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	875875721	2	0	-2	-100%	0.00
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875722	8	0	-8	-100%	0.00
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	875875723	2	6	4	200%	2.00
C6 - Weaone St - Left into Randwick Rd	Turn	875895674	25	21	-4	-16%	0.84
C7 - Hutt Rd (West) - Right into Jackson St	Turn	875896994	19	0	-19	-100%	0.00
C7 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875899996	27	34	7	26%	1.27
C7 - Jackson St - Left into Hutt Rd (West)	Turn	875899998	15	6	-9	-60%	2.76
C7 - Jackson St - Right into Hutt Rd (East)	Turn	875899999	8	0	-8	-100%	0.00
C7 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	30	13	-17	-57%	3.67
C7 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	4	0	-4	-100%	0.00
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	875914911	40	10	-30	-75%	4.00
C7 - Whites Line E (West) - Thru to Whites Line E (Ea	Turn	875914944	9	18	9	100%	2.45
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	875914946	0	3	3	#DIV/0!	0.00
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	875914957	2	0	-2	-100%	0.00
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914998	3	0	-3	-100%	0.00
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	875914999	36	9	-27	-75%	5.00
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	875915000	0	0	0	#DIV/0!	0.00
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	875915001	0	0	0	#DIV/0!	0.00
C7 - Whites Line E (East) - Thru to Whites Line E (We	Turn	875915002	10	15	15	50%	3.16
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915003	1	0	-1	-100%	0.00
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	875915004	0	0	0	#DIV/0!	0.00
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	875915005	1	5	4	400%	2.12
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	875918841	31	24	-7	-23%	1.33
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922206	9	24	15	167%	3.68
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922209	1	0	-1	-100%	0.00
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	16	24	8	50%	1.79
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922212	37	21	-16	-43%	2.97
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	1	0	-1	-100%	0.00
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922215	25	19	-6	-24%	1.26
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	875935154	3	1	-2	-67%	1.41
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	875935156	1	2	1	100%	0.82
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	875935157	8	2	-6	-75%	2.04
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875935159	3	2	-1	-33%	0.63
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	875935160	2	4	2	100%	1.15
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875935161	2	1	-1	-50%	0.82
C8 - Queens Dr (S/W) - Left into Longs Rd (N/W)	Turn	875935631	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Thru to Longs Rd (S/E)	Turn	875938800	0	4	4	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Right into Queens Dr (S/W)	Turn	875938802	1	0	-1	-100%	0.00
C8 - Longs Rd (N/W) - Left into Queens Dr (N/E)	Turn	875938803	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Left into Queens Dr (S/W)	Turn	875938804	27	11	-16	-59%	3.67
C8 - Longs Rd (S/E) - Thru to Longs Rd (N/W)	Turn	875938805	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Right into Queens Dr (N/E)	Turn	875938806	12	0	-12	-100%	0.00
C8 - Queens Dr (S/W) - Right into Longs Rd (S/E)	Turn	875938807	7	6	-1	-14%	0.39
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875938808	20	7	-13	-65%	3.54
C8 - Queens Dr (N/E) - Left into Longs Rd (S/E)	Turn	875938810	1	0	-1	-100%	0.00
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875938811	5	4	-1	-20%	0.47
C8 - Queens Dr (N/E) - Right into Longs Rd (N/W)	Turn	875938812	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Right into Waterloo Rd (W	Turn	875943297	1	0	-1	-100%	0.00
C12 - Cornwall St (North) - Thru to Cornwall St (Sout	Turn	875943301	6	9	3	50%	1.10
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	875943302	6	3	-3	-50%	1.41
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	875943305	0	0	0	#DIV/0!	0.00
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	875943307	11	0	-11	-100%	0.00
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (East	Turn	875943308	2	2	0	0%	0.00
C12 - Cornwall St (South) - Thru to Cornwall St (Nort	Turn	875943309	12	10	-2	-17%	0.64
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	875943310	5	0	-5	-100%	0.00
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	875943311	5	0	-5	-100%	0.00
C12 - Waterloo Rd (East) - Right into Cornwall St (No	Turn	875943312	5	4	-1	-20%	0.47
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (West	Turn	875943313	6	1	-5	-83%	2.67
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	875943314	5	0	-5	-100%	0.00
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946645	13	9	-4	-31%	1.21
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946646	3	9	6	200%	2.45
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946647	11	8	-3	-27%	0.97
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946648	11	0	-11	-100%	0.00
C11 - Knights Rd (West) - Left into Cornwall St	Turn	875946649	7	9	2	29%	0.71
C11 - Knights Rd (West) - Right into Cornwall St	Turn	875946650	9	0	-9	-100%	0.00
C31 - High St (West) - Thru to High St (East)	Turn	875958161	21	12	-9	-43%	2.24
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875989838	20	15	-5	-25%	1.20
C21 - SH2 (North) - Thru to SH2 (South)	Turn	875990751	62	79	17	27%	2.00
C21 - SH2 (North) - Left into Fergusson Dr	Turn	875990777	11	12	1	9%	0.29
C21 - SH2 (South) - Thru to SH2 (North)	Turn	875990291	84	83	-1	-1%	0.11
C21 - Fergusson Dr - Right into SH2 (North)	Turn	875990381	10	3	-7	-70%	2.75
C21 - SH2 (South) - Right into Fergusson Dr	Turn	875990382	33	33	0	0%	0.00
C21 - Fergusson Dr - Left into SH2 (South)	Turn	875990385	27	32	5	19%	0.92
C19 - SH2 Southbound Off Ramp - Left into Manor Pl Turn		905083032	1	0	-1	-100%	0.00
C19 - Manor Park Rd - Left into SH2 Southbound On T Turn		905083034	4	0	-4	-100%	0.00
C19 - SH2 Northbound Off Ramp - Left into Heyward Turn		905083039	27	25	-2	-7%	0.39
C19 - Heyworth Hill (SH2@) - Left into SH 2 Northbou Turn		905083041	23	25	3	9%	0.61
10 Hutt Road - Esplanade LT	Subpath	1674845891	7	0	-7	-100%	0.00
10 Hutt Road - Onkamp Thru	Subpath	1674845984	29	19	-10	-34%	2.04
10 Off Ramp - Hutt Road Thru	Subpath	1674845982	26	33	7	27%	1.29
10 Off Ramp - Esplanade RT	Subpath	1674845983	138	103	-35	-25%	3.19
10 Esplanade - Hutt Road RT	Subpath	1674845987	13	0	-13	-100%	0.00
10 Esplanade - Onkamp Thru	Subpath	1674845986	91	77	-14	-15%	1.53
2 High Street East LT	Subpath	1674846295	3	3	0	0%	0.00
2 High Street East RT	Subpath	1674846297	2	0	-2	-100%	0.00
2 High Street East Thru	Subpath	1674846296	17	0	-17	-100%	0.00
2 High Street West LT	Subpath	1674846301	4	4	0	0%	0.00
2 High Street West RT	Subpath	1674846303	0	0	0	#DIV/0!	0.00
2 High Street West Thru	Subpath	1674846302	23	1	-22	-96%	5.32
2 Melling North LT	Subpath	1674846291	2	0	-2	-100%	0.00
2 Melling North RT	Subpath	1674846294	4	5	1	25%	0.47
2 Melling North Thru	Subpath	1674846293	8	9	1	13%	0.34
2 Pretoria South LT	Subpath	1674846298	2	0	-2	-100%	0.00
2 Pretoria South RT	Subpath	1674846300	3	2	-1	-33%	0.63
2 Pretoria South Thru	Subpath	1674846299	7	13	6	86%	1.90
1 Melling North LT	Subpath	1674846279	5	10	5	100%	1.83
1 Melling North RT	Subpath	1674846281	3	10	7	233%	2.70
1 Melling North Thru	Subpath	1674846280	14	10	-4	-29%	1.15
1 Melling South LT	Subpath	1674846285	2	0	-2	-100%	0.00
1 Melling South RT	Subpath	1674846287	2	0	-2	-100%	0.00
1 Melling South Thru	Subpath	1674846286	11	16	5	45%	1.36
1 Rutherford East LT	Subpath	1674846282	0	5	5	#DIV/0!	0.00
1 Rutherford East RT	Subpath	1674846284	5	30	25	500%	5.58
1 Rutherford East Thru	Subpath	1674846283	4	5	1	25%	0.47
1 Rutherford West LT	Subpath	1674846288	11	17	6	55%	1.60
1 Rutherford West RT	Subpath	1674846290	0	0	0	#DIV/0!	0.00
1 Rutherford West Thru	Subpath	1674846289	6	3	-3	-50%	1.22
3 High Street East LT	Subpath	1674846307	6	4	-2	-33%	0.89
3 High Street East Thru	Subpath	1674846308	14	10	-4	-29%	1.09
3 High Street West Thru	Subpath	1674846309	21	12	-9	-43%	2.22
3 High Street West RT	Subpath	1674846310	3	0	-3	-100%	0.00
3 Kings Cres LT	Subpath	1674846305	7	45	38	543%	7.45
3 Kings Cres RT	Subpath	1674846306	0	3	3	#DIV/0!	0.00
4 Dysrth St South LT	Subpath	1674846317	9	0	-9	-100%	0.00
4 Dysrth St South RT	Subpath	1674846319	5	1	-4	-80%	2.21
4 Dysrth St South Thru	Subpath	1674846318	50	16	-34	-68%	5.92
4 Fairway North LT	Subpath	1674846311	11	13	2	18%	0.58
4 Fairway North Thru	Subpath	1674846312	4	30	24	600%	5.46
4 Fairway North RT	Subpath	1674846313	27	4	-23	-85%	7.29
4 High Street East LT	Subpath	1674846314	4	0	-4	-100%	0.00
4 High Street East RT	Subpath	1674846316	6	3	-3	-50%	1.41
4 High Street East Thru	Subpath	1674846315	18	5	-13	-72%	3.83
4 High Street West LT	Subpath	1674846320	5	4	-1	-20%	0.47
4 High Street West RT	Subpath	1674846322	8	0	-8	-100%	0.00
4 High Street West Thru	Subpath	1674846321	19	4	-15	-79%	4.42
5 Hutt Road West Thru	Subpath	1674846329					
5 Hutt Road West RT	Subpath	1674846330					
5 Eastern Hutt Road South LT	Subpath	1674846331	2	0	-2	-100%	0.00
5 Eastern Hutt Road South RT	Subpath	1674846332	43	16	-27	-63%	4.97
5 Eastern Hutt Road East LT	Subpath	1674846333					
5 Eastern Hutt Road East Thru	Subpath	1674846334					
12 SH2 LT	Subpath	1674846399	23	25	2	9%	0.41
12 SH2 RT	Subpath	1674846401	24	30	6	25%	1.15
12 SH2 Thru	Subpath	1674846400	2	0	-2	-100%	0.00
12 Manor Park LT	Subpath	1674846402	4	0	-4	-100%	0.00
12 Manor Park RT	Subpath	1674846404	2	0	-2	-100%	0.00
12 Manor Park Thru	Subpath	1674846403	2	0	-2	-100%	0.00
12 SH2 West LT	Subpath	1674846396	27	25	-2	-7%	0.39
12 SH2 West RT	Subpath	1674846398	4	0	-4	-100%	0.00
12 SH2 West Thru	Subpath	1674846397	11	1	-10	-91%	4.08
12 SH2 East LT	Subpath	1674846405	1	0	-1	-100%	0.00
12 SH2 RT	Subpath	1674846407	38	31	-7	-18%	1.19
12 SH2 Thru	Subpath	1674846406	0	0	0	#DIV/0!	0.00
7 Wanaketa East RT	Subpath	1674846346	12	5	-7	-58%	2.40
7 Wanaketa East Thru	Subpath	1674846345	46	20	-26	-57%	4.52
7 Wanaketa West LT	Subpath	1674846343	5	1	-4	-80%	2.21
7 Wanaketa West Thru	Subpath	1674846344	34	7	-27	-79%	5.96
7 Wanteroo LT	Subpath	1674846347	11	9	-2	-18%	0.63
7 Wanteroo RT	Subpath	1674846348	2	0	-2	-100%	0.00
11 Dowse Int LT	Subpath	1674846391	31	24	-7	-23%	1.33
11 Dowse Int RT	Subpath	1674846394	12	13	1	8%	0.28
11 Hutt Road East LT	Subpath	1674846391	13	19	6	46%	1.50
11 Hutt Road East Thru	Subpath	1674846392	10	11	1	10%	0.32
11 Hutt Road West RT	Subpath	1674846390	16	25	9	56%	1.99
11 Hutt Road West Thru	Subpath	1674846389	11	20	9	82%	2.29
9 Ludlam LT	Subpath	1674846377	7	22	15	214%	3.94
9 Ludlam Thru	Subpath	1674846378	35	25	-10	-29%	1.82
9 Randwick RT	Subpath	1674846376	40	9	-31	-78%	4.26
9 Randwick Thru	Subpath	1674846375	41	39	-2	-5%	0.32
9 White Lines E LT	Subpath	1674846379	47	11	-36	-77%	6.49
9 White Lines E RT	Subpath	1674846380	19	19	0	0%	0.00
8 Hutt Park - Seaview LT	Subpath	1674846355	0	0	0	#DIV/0!	0.00
8 Hutt Park - Randwick RT	Subpath	1674846358	0	0	0	#DIV/0!	0.00
8 Hutt Park - Port Road Thru	Subpath	1674846356	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	1674846357	0	0	0	#DIV/0!	0.00
8 Hutt Park - Hutt Park U-Turn	Subpath	1674846359	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1674846361	42	12	-30	-71%	5.77
8 Port Road - Seaview RT	Subpath	1674846408	7	1	-6	-86%	2.03
8 Port Road - Hutt Park RT	Subpath	1674846367	0	0	0	#DIV/0!	0.00
8 Port Road - Randwick Thru	Subpath	1674846366	8	8	0	0%	0.00
8 Port Road - Port Road U-Turn	Subpath	1674846368	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	1674846350	0	0	0	#DIV/0!	0.00
8 Randwick - Waione RT	Subpath	1674846353	22	9	-13	-59%	3.10
8 Randwick - Port Road Thru	Subpath	1674846352	13	10	-3	-23%	0.88
8 Randwick - Seaview Thru	Subpath	1674846351	54	19	-35	-65%	5.79
8 Randwick - Randwick U-Turn	Subpath	1674846354	0	0	0	#DIV/0!	0.00
8 Seaview - Port LT	Subpath	1674846360	6	1	-5	-83%	2.67
8 Seaview - Hutt Park RT	Subpath	1674846363	0	1	1	#DIV/0!	0.00
8 Seaview - Randwick RT	Subpath	1674846362	56	20	-36	-64%	5.84
8 Seaview - Waione Thru	Subpath	1674846361	78	64	-14	-18%	1.66
8 Seaview - Seaview U-Turn	Subpath	1674846364	1	0	-1	-100%	0.00
8 Waione Street - Randwick LT	Subpath	1674846369	25	18	-7	-28%	1.51
8 Waione Street - Port Road RT	Subpath	1674846372	34	16	-18	-53%	3.42
8 Waione Street - Hutt Park Thru	Subpath	1674846370	0	0	0	#DIV/0!	0.00
8 Waione Street - Seaview Thru	Subpath	1674846371	110	81	-29	-26%	2.97
8 Waione Street - Waione U-Turn	Subpath	1674846373	0	0	0	#DIV/0!	0.00
6 Queens LT	Subpath	1674846340	9	0	-9	-100%	0.00
6 Queens Thru	Subpath	1674846341	35	20	-15	-43%	2.86
6 Railway RT	Subpath	1674846339	11	20	9	82%	2.29
6 Railway Thru	Subpath	1674846338	33	21	-12	-36%	2.31
6 Woburn LT	Subpath	1674846336	25	22	-3	-12%	0.62
6 Woburn RT	Subpath	1674846337	19	2	-17	-89%	5.26
Dowse Drive LT (A-D)	Subpath	1690978840					
Dowse Drive Thru (A-C)	Subpath	1690978841					
Dowse Drive RT (A-B)	Subpath	1690978846					
SH2 (South) LT (B-A)	Subpath	1690978842					
SH2 (South) Thru (B-D)	Subpath	1690978843					
SH2 (South) RT (B-C)	Subpath	1690978841					
Connection to Hutt Road LT (C-B)	Subpath	1690978850					
Connection to Hutt Road Thru (C->)	Subpath	1690978851					
Connection to Hutt Road RT (C-D)	Subpath	1690978852					
SH2 (North) LT (D-C)	Subpath	1690978847					
SH2 (North) Thru (D->B)	Subpath	1690978849					
SH2 (North) RT (D-A)	Subpath	1690978848					



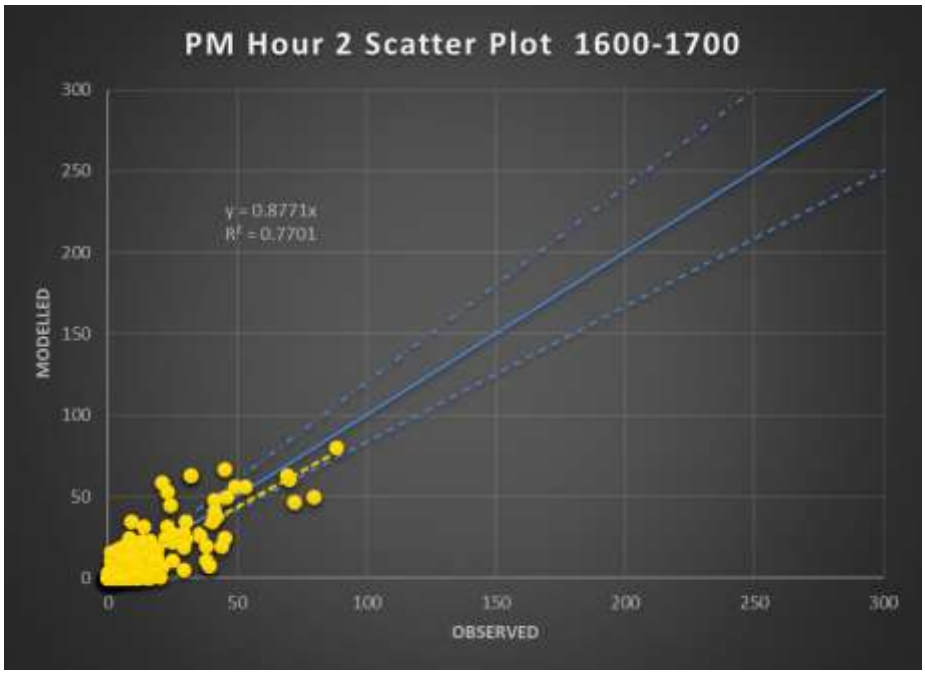
Individual turn counts GEH & XY scatter plot – heavy vehicles – hybrid layer– IP Hour 4

Location	Turn/Subpath	Aimsun Id	PM 2Hour 1600-1800 Obs	Mod	Diff	% diff	GEH
KSB-MAUD9-SH2_C->A	Turn	875975160					
KSB-MAUD9-SH2_C->B	Turn	875975164					
KSB-MAUD9-SH_A->C	Turn	102553825					
KSB-MAUD9-SH2_A->B	Turn	875975159					
KSB-MAUD9-SH_B->C	Turn	102553826					
KSB-MAUD9-SH2_F->D	Turn	875975161					
KSB-MAUD9-SH2_E->F	Turn	875975150					
KSB-MAUD9-SH2_D->F	Turn	875975166					
KSB-MAUD9-SH2_D->E	Turn	875975157					
KSB-MAUD9-SH2_E->D	Turn	875975169					
KSB-MAUD9-SH2_F->E	Turn	875972298					
KSB-MAUD9-SH2_B->A	Turn	875975225					
Melting-Block-Rd-SH2_D->C	Turn	875958989					
Melting-Block-Rd-SH2_G->H	Turn	875958971					
Melting-Block-Rd-SH2_G->E	Turn	875958974					
Melting-Block-Rd-SH2_H->F	Turn	875958976					
Melting-Block-Rd-SH2_H->E	Turn	875958978					
Melting-Block-Rd-SH2_F->G	Turn	875958979					
Melting-Block-Rd-SH2_F->H	Turn	875958980					
Melting-Block-Rd-SH2_F->E	Turn	875958981					
Melting-Block-Rd-SH2_E->G	Turn	875958982					
Melting-Block-Rd-SH2_E->H	Turn	875958984					
Melting-Block-Rd-SH2_E->F	Turn	875958985					
Melting-Block-Rd-SH2_B->D	Turn	875958991					
Melting-Block-Rd-SH2_B->C	Turn	875958992					
Melting-Block-Rd-SH2_D->B	Turn	875958993					
Melting-Block-Rd-SH2_D->A	Turn	875958994					
Melting-Block-Rd-SH2_C->D	Turn	875958995					
Melting-Block-Rd-SH2_C->A	Turn	875958996					
Melting-Block-Rd-SH2_A->B	Turn	875958997					
Melting-Block-Rd-SH2_A->D	Turn	875958998					
Melting-Block-Rd-SH2_A->C	Turn	875958999					
Melting-Block-Rd-SH2_C->B	Turn	875960000					
Melting-Block-Rd-SH2_G->F	Turn	875960001					
Melting-Block-Rd-SH2_B->A	Turn	875960002					
Melting-Block-Rd-SH2_H->G	Turn	875960027					
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	875875711	0	0	0	#DIV/0!	0.00
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875713	8	5	-3	-38%	1.16
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	875875714	0	0	0	#DIV/0!	0.00
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	875875715	3	1	-2	-67%	1.41
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	875875716	9	8	-1	-11%	0.34
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	875875717	14	22	8	57%	1.89
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875718	7	16	9	129%	2.46
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	875875719	9	2	-7	-78%	2.96
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	875875720	11	2	-9	-82%	3.14
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	875875721	1	0	-1	-100%	0.00
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875722	7	4	-3	-43%	1.26
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	875875723	5	16	11	220%	3.39
C6 - Weaone St - Left into Rondwick Rd	Turn	875895747	22	22	0	0%	0.00
C7 - Hutt Rd (West) - Right into Jackson St	Turn	875896994	20	0	-20	-100%	0.00
C7 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875899996	18	21	3	17%	0.68
C7 - Jackson St - Left into Hutt Rd (West)	Turn	875899998	15	10	-5	-33%	1.41
C7 - Jackson St - Right into Hutt Rd (East)	Turn	875899999	6	0	-6	-100%	0.00
C7 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	14	13	-1	-7%	0.27
C7 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	3	1	-2	-67%	1.41
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	875914911	33	15	-18	-55%	3.67
C7 - Whites Line E (West) - Thru to Whites Line E (Eas	Turn	875914944	22	37	15	68%	2.76
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	875914946	1	4	3	300%	1.90
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	875914957	0	0	0	#DIV/0!	0.00
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914968	4	2	-2	-50%	1.15
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	875914969	36	23	-13	-36%	2.38
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	875915000	1	0	-1	-100%	0.00
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	875915031	1	0	-1	-100%	0.00
C7 - Whites Line E (East) - Thru to Whites Line E (We	Turn	875915032	26	14	-12	-46%	2.66
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915033	3	1	-2	-67%	1.41
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	875915034	1	1	0	0%	0.00
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	875915035	2	2	0	0%	0.00
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	875918841	31	20	-11	-35%	2.16
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922206	8	22	14	175%	3.61
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922209	5	0	-5	-100%	0.00
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	4	17	13	325%	4.01
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922212	33	35	2	6%	0.34
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	3	1	-2	-67%	1.41
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922215	37	33	-4	-11%	0.68
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	875935154	5	0	-5	-100%	0.00
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	875935156	8	7	-1	-13%	0.27
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	875935157	2	1	-1	-50%	0.82
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875935159	2	0	-2	-100%	0.00
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	875935160	1	4	3	300%	1.90
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875935161	2	1	-1	-50%	0.82
C8 - Queens Dr (S/W) - Left into Longs Rd (N/W)	Turn	875935631	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Thru to Longs Rd (S/E)	Turn	875935800	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Right into Queens Dr (S/W)	Turn	875935802	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Left into Queens Dr (N/E)	Turn	875935803	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Left into Queens Dr (S/W)	Turn	875935804	10	20	10	100%	2.50
C8 - Longs Rd (S/E) - Thru to Longs Rd (N/W)	Turn	875935805	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Right into Queens Dr (N/E)	Turn	875935806	3	0	-3	-100%	0.00
C8 - Queens Dr (S/W) - Right into Longs Rd (S/E)	Turn	875935807	8	16	8	100%	2.21
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875935808	25	2	-23	-92%	6.26
C8 - Queens Dr (N/E) - Left into Longs Rd (S/E)	Turn	875935810	0	1	1	#DIV/0!	0.00
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875935811	3	5	2	67%	0.84
C8 - Queens Dr (N/E) - Right into Longs Rd (N/W)	Turn	875935812	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Right into Waterloo Rd (W	Turn	875943297	1	0	-1	-100%	0.00
C12 - Cornwall St (North) - Thru to Cornwall St (Sout	Turn	875943301	6	4	-2	-33%	0.89
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	875943302	6	4	-2	-33%	0.89
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	875943305	1	0	-1	-100%	0.00
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	875943307	7	0	-7	-100%	0.00
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (East	Turn	875943308	1	3	2	200%	1.41
C12 - Cornwall St (South) - Thru to Cornwall St (Nort	Turn	875943309	7	5	-2	-29%	0.82
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	875943310	6	0	-6	-100%	0.00
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	875943311	12	0	-12	-100%	0.00
C12 - Waterloo Rd (East) - Right into Cornwall St (No	Turn	875943312	7	6	-1	-14%	0.39
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (West	Turn	875943313	5	3	-2	-40%	1.00
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	875943314	3	0	-3	-100%	0.00
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946645	12	5	-7	-58%	2.30
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	875946646	8	14	6	75%	1.81
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946647	5	1	-4	-80%	2.31
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946648	10	1	-9	-90%	3.84
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946649	25	19	-6	-24%	1.28
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946650	12	0	-12	-100%	0.00
C31 - High St (West) - Thru to High St (East)	Turn	875958813	27	31	4	15%	0.74
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875989838	36	36	0	0%	0.00
C25 - SH2 (North) - Thru to SH2 (South)	Turn	875995791	62	62	0	0%	0.00
C25 - SH2 (North) - Left into Fergusson Dr	Turn	875995777	12	64	52	267%	6.05
C25 - SH2 (South) - Thru to SH2 (North)	Turn	875995291	82	24	-58	-71%	7.87
C25 - Fergusson Dr - Right into SH2 (North)	Turn	875995881	9	0	-9	-100%	0.00
C25 - SH2 (South) - Right into Fergusson Dr	Turn	875995882	33	13	-20	-61%	4.17
C25 - Fergusson Dr - Left into SH2 (South)	Turn	875995881	27	3	-24	-89%	6.20
C19 - SH2 Southbound Off Ramp - Left into Manor Pl Turn		905083532	0	0	0	#DIV/0!	0.00
C19 - Manor Park Rd - Left into SH2 Southbound On T Turn		905083534	1	0	-1	-100%	0.00
C19 - SH2 Northbound Off Ramp - Left into Heywood Turn		905083539	32	54	22	69%	3.76
C19 - Heywards Hill (SH2@ - Left into SH 2 Northbour Turn		905083541	38	9	-29	-76%	6.88
10 Hutt Road - Esplanade LT	Subpath	1678683891	1	0	-1	-100%	0.00
10 Hutt Road - Onkwnp Thru	Subpath	1678683884	23	20	-3	-13%	0.64
10 Off Ramp - Hutt Road Thru	Subpath	1678683882	27	18	-9	-33%	1.90
10 Off Ramp - Esplanade RT	Subpath	1678683883	91	98	7	8%	0.72
10 Esplanade - Hutt Road RT	Subpath	1678683887	4	0	-4	-100%	0.00
10 Esplanade - Onkwnp Thru	Subpath	1678683886	91	102	11	12%	1.12
2 High Street East LT	Subpath	1678682991	3	1	-2	-67%	1.41
2 High Street East RT	Subpath	1678682997	2	0	-2	-100%	0.00
2 High Street East Thru	Subpath	1678682996	11	6	-5	-45%	1.71
2 High Street West LT	Subpath	1678683001	2	1	-1	-50%	0.82
2 High Street West RT	Subpath	1678683003	1	4	3	300%	1.90
2 High Street West Thru	Subpath	1678683002	18	14	-4	-22%	1.00
2 Melling North LT	Subpath	1678682991	1	0	-1	-100%	0.00
2 Melling North RT	Subpath	1678682994	5	2	-3	-60%	1.04
2 Melling North Thru	Subpath	1678682992	5	6	1	20%	0.43
2 Pretoria South LT	Subpath	1678682998	0	0	0	#DIV/0!	0.00
2 Pretoria South RT	Subpath	1678683000	4	1	-3	-75%	1.90
2 Pretoria South Thru	Subpath	1678682999	8	7	-1	-13%	0.37
1 Melling North LT	Subpath	1678682279	8	13	5	63%	1.54
1 Melling North RT	Subpath	1678682281	4	12	8	200%	2.83
1 Melling North Thru	Subpath	1678682280	10	9	-1	-10%	0.32
1 Melling South LT	Subpath	1678682285	0	0	0	#DIV/0!	0.00
1 Melling South RT	Subpath	1678682287	1	1	0	0%	0.00
1 Melling South Thru	Subpath	1678682286	11	9	-2	-18%	0.63
1 Rutherford East LT	Subpath	1678682282	1	0	-1	-100%	0.00
1 Rutherford East RT	Subpath	1678682284	14	0	-14	-100%	0.00
1 Rutherford East Thru	Subpath	1678682283	8	2	-6	-75%	2.48
1 Rutherford West LT	Subpath	1678682288	4	22	18	450%	4.59
1 Rutherford West RT	Subpath	1678682290	0	0	0	#DIV/0!	0.00
1 Rutherford West Thru	Subpath	1678682289	7	16	9	129%	2.61
2 High Street East LT	Subpath	1678683007	5	5	0	0%	0.00
2 High Street East RT	Subpath	1678683008	19	12	-7	-37%	1.78
2 High Street West Thru	Subpath	1678683009	27	32	5	19%	0.92
2 High Street West RT	Subpath	1678683010	0	0	0	#DIV/0!	0.00
3 Kings Cres LT	Subpath	1678683005	8	18	10	125%	2.77
3 Kings Cres RT	Subpath	1678683006	5	4	-1	-20%	0.47
4 Dysrh St South LT	Subpath	1678683017	3	0	-3	-100%	0.00
4 Dysrh St South RT	Subpath	1678683019	1	1	0	0%	0.00
4 Dysrh St South Thru	Subpath	1678683018	27	27	0	0%	0.00
4 Fairway North LT	Subpath	1678683011	4	19	13	217%	3.68
4 Fairway North Thru	Subpath	1678683012	6	28	22	367%	5.34
4 Fairway North RT	Subpath	1678683013	49	9	-40	-82%	7.43
4 High Street East LT	Subpath	1678683014	3	1	-2	-67%	1.41
4 High Street East RT	Subpath	1678683016	13	7	-6	-46%	1.90
4 High Street East Thru	Subpath	1678683015	13	5	-8	-62%	2.47
4 High Street West LT	Subpath	1678683020	9	12	3	33%	0.93
4 High Street West RT	Subpath	1678683022	7	0	-7	-100%	0.00
4 High Street West Thru	Subpath	1678683021	23	20	-3	-13%	0.65
5 Hutt Road West Thru	Subpath	1678683029					
5 Hutt Road West RT	Subpath	1678683030					
5 Eastern Hutt Road South LT	Subpath	1678683031	4	0	-4	-100%	0.00
5 Eastern Hutt Road South RT	Subpath	1678683032	38	48	10	26%	1.52
5 Eastern Hutt Road East LT	Subpath	1678683033					
5 Eastern Hutt Road East Thru	Subpath	1678683034					
12 SH2 LT	Subpath	1678683399	38	9	-29	-76%	6.08
12 SH2B RT	Subpath	1678684401	29	36	7	24%	1.23
12 SH2B Thru	Subpath	1678684400	0	0	0	#DIV/0!	0.00
12 Manor Park LT	Subpath	1678684402	1	0	-1	-100%	0.00
12 Manor Park RT	Subpath	1678684404	0	0	0	#DIV/0!	0.00
12 Manor Park Thru	Subpath	1678684403	0	0	0	#DIV/0!	0.00
12 SH2 West LT	Subpath	1678683396	32	54	22	69%	3.91
12 SH2 West RT	Subpath	1678683398	2	1	-1	-50%	0.82
12 SH2 West Thru	Subpath	1678683397	7	3	-4	-57%	1.79
12 SH2 East LT	Subpath	1678684405	0	0	0	#DIV/0!	0.00
12 SH2 RT	Subpath	1678684407	34	20	-14	-41%	2.69
12 SH2 Thru	Subpath	1678684406	2	0	-2	-100%	0.00
7 Wanaketa East RT	Subpath	1678684366	6	7	1	17%	0.39
7 Wanaketa East Thru	Subpath	1678684365	53	14	-39	-74%	6.74
7 Wanaketa West LT	Subpath	1678683363	4	0	-4	-100%	0.00
7 Wanaketa West Thru	Subpath	1678683364	37	8	-29	-78%	5.11
7 Waterloo LT	Subpath	1678683367	13	15	2	15%	0.53
7 Waterloo RT	Subpath	1678683368	2	1	-1	-50%	0.82
11 Dowse Int LT	Subpath	1678683391	31	20	-11	-35%	2.16
11 Dowse Int RT	Subpath	1678683394	15	5	-10	-67%	3.08
11 Hutt Road East LT	Subpath	1678683391	7	24	17	243%	4.32
11 Hutt Road East Thru	Subpath	1678683392	13	22	9	69%	2.15
11 Hutt Road West RT	Subpath	1678683390	12	21	9	75%	2.22
11 Hutt Road West Thru	Subpath	1678683389	6	22	16	267%	4.28
9 Ludlam LT	Subpath	1678683377	18	41	23	128%	4.23
9 Ludlam Thru	Subpath	1678683378	38	26	-12	-32%	2.12
9 Rondwick RT	Subpath	1678683376	38	15	-23	-61%	4.47
9 Rondwick Thru	Subpath	1678683375	27	49	22	81%	3.57
9 White Lines E LT	Subpath	1678683379	44	23	-21	-48%	3.63
9 White Lines E RT	Subpath	1678683380	15	18	3	20%	0.74
8 Hutt Park - Seaview LT	Subpath	1678683355	0	0	0	#DIV/0!	0.00
8 Hutt Park - Rondwick RT	Subpath	1678683358	1	0	-1	-100%	0.00
8 Hutt Park - Port Road Thru	Subpath	1678683356	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	1678683357	0	0	0	#DIV/0!	0.00
8 Hutt Park - Hutt Park U-Turn	Subpath	1678683359	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1678683361	23	7	-16	-70%	3.92
8 Port Road - Seaview RT	Subpath	1678683408	4	3	-1	-25%	0.53
8 Port Road - Hutt Park RT	Subpath	1678683367	0	0	0	#DIV/0!	0.00
8 Port Road - Rondwick Thru	Subpath	1678683366	7	19	12	171%	3.33
8 Port Road - Port Road U-Turn	Subpath	1678683368	0	0	0	#DIV/0!	0.00
8 Rondwick - Hutt Park LT	Subpath	1678683350	0	0	0	#DIV/0!	0.00
8 Rondwick - Waione RT	Subpath	1678683353	18	16	-2	-11%	0.49
8 Rondwick - Port Road Thru	Subpath	1678683352	13	13	-1	-8%	0.28
8 Rondwick - Seaview Thru	Subpath	1678683351	48	25	-23	-48%	3.81
8 Rondwick - Rondwick U-Turn	Subpath	1678683354	0	0	0	#DIV/0!	0.00
8 Seaview - Port LT	Subpath	1678683362	6	3	-3	-50%	1.41
8 Seaview - Hutt Park RT	Subpath	1678683363	0	0	0	#DIV/0!	0.00
8 Seaview - Rondwick RT	Subpath	1678683362	36	23	-13	-36%	2.38
8 Seaview - Waione Thru	Subpath	1678683361	70	93	23	33%	2.55
8 Seaview - Seaview U-Turn	Subpath	1678683364	3	0	-3	-100%	0.00
8 Waione Street - Rondwick LT	Subpath	1678683369	22	19	-3	-14%	0.66
8 Waione Street - Port Road RT	Subpath	1678683372	41	20	-21	-51%	3.83
8 Waione Street - Hutt Park Thru	Subpath	1678683370	0	0	0	#DIV/0!	0.00
8 Waione Street - Seaview Thru	Subpath	1678683371	79	90	11	14%	1.20
8 Waione Street - Waione U-Turn	Subpath	1678683373	0	0	0	#DIV/0!	0.00
6 Queens LT	Subpath	1678683480	13	1	-12	-92%	4.54
6 Queens Thru	Subpath	1678683481	30	34	4	13%	0.71
6 Railway RT	Subpath	1678683439	33	35	2	6%	0.34
6 Railway Thru	Subpath	1678683438	26	65	39	150%	5.79
6 Woburn LT	Subpath	1678684336	16	34	18	113%	3.65
6 Woburn RT	Subpath	1678684337	13	4	-9	-69%	2.98
Dowse Drive LT (A-D)	Subpath	1690978844					
Dowse Drive Thru (A-C)	Subpath	1690978845					
Dowse Drive RT (A-B)	Subpath	1690978846					
SH2 (South) LT (B-A)	Subpath	1690978842					
SH2 (South) Thru (B-D)	Subpath	1690978843					
SH2 (South) RT (B-C)	Subpath	1690978841					
Connection to Hutt Road LT (C-A)	Subpath	1690978850					
Connection to Hutt Road Thru (C->)	Subpath	1690978851					
Connection to Hutt Road RT (C-D)	Subpath	1690978852					
SH2 (North) LT (D-C)	Subpath	1690978847					
SH2 (North) Thru (D->B)	Subpath	1690978849					
SH2 (North) RT (D->A)	Subpath	1690978848					



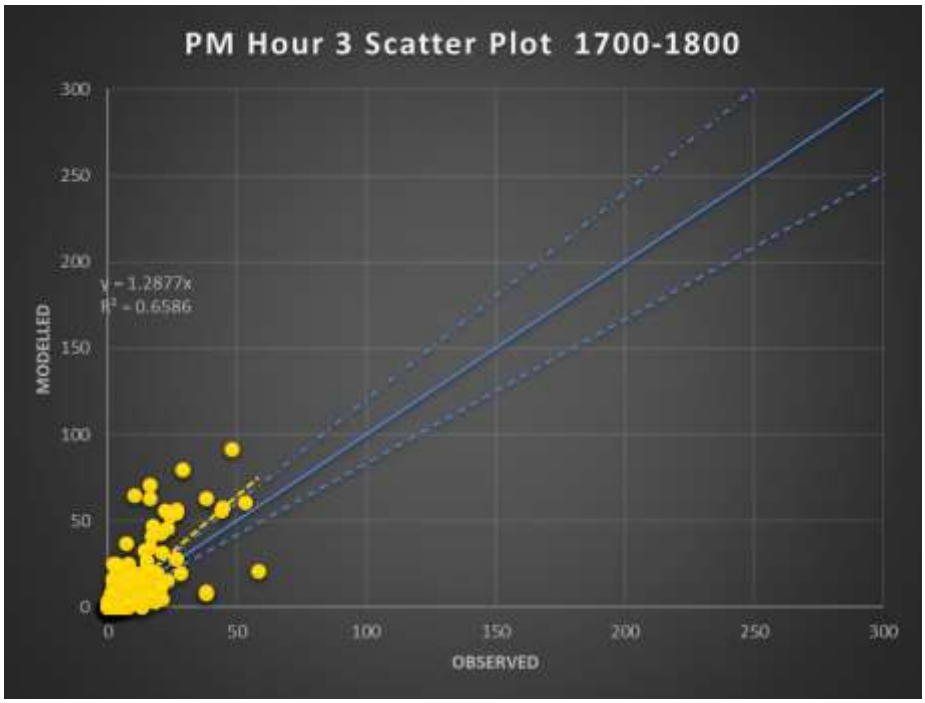
Individual turn counts GEH & XY scatter plot – heavy vehicles – hybrid layer– PM Hour 1

Location	Turn/Subpath	Aimsun Id	PM 2Hour 1600-1700				
			Obs	Mod	diff	% diff	GEH
KGB-MAUD4-SH2_C-A	Turn	875975110	2.666667	9	6.333333	238%	2.61
KGB-MAUD4-SH2_C-B	Turn	875975114	45.66667	50	4.333333	9%	0.63
KGB-MAUD4-SH2_B-C	Turn	102513825	5	1	-4	-80%	1.41
KGB-MAUD4-SH2_A-B	Turn	875975135	4	1	-3	-75%	1.22
KGB-MAUD4-SH2_B-C	Turn	102513826	88.33333	80	-8.33333	-9%	0.90
KGB-MAUD4-SH2_F-D	Turn	875975131	60.33333	35	-25.33333	-19%	3.47
KGB-MAUD4-SH2_E-F	Turn	875975116	25	109	84	336%	8.07
KGB-MAUD4-SH2_D-F	Turn	875975136	79.66667	50	-29.66667	-37%	3.68
KGB-MAUD4-SH2_E-E	Turn	875975137	13.66667	32	18.33333	134%	4.68
KGB-MAUD4-SH2_A-D	Turn	875975109	8	25	17	213%	4.19
KGB-MAUD4-SH2_F-E	Turn	875972298	45	25	-20	-44%	3.38
KGB-MAUD4-SH2_B-A	Turn	875975291	3	2	-1	-33%	0.62
Melling-Block-Rd-SH2_D-C	Turn	875959985	8.333333	14	5.666667	68%	1.78
Melling-Block-Rd-SH2_G-H	Turn	875959971	10.33333	14	3.666667	35%	1.05
Melling-Block-Rd-SH2_G-G	Turn	875959974	0.333333	0	-0.33333	-100%	0.58
Melling-Block-Rd-SH2_H-F	Turn	875959976	61.66667	28	-3.66667	-9%	0.56
Melling-Block-Rd-SH2_H-E	Turn	875959978	0	0	0	#DIV/0!	0.00
Melling-Block-Rd-SH2_F-G	Turn	875959979	0	0	0	#DIV/0!	0.00
Melling-Block-Rd-SH2_F-H	Turn	875959980	45	67	22	49%	2.94
Melling-Block-Rd-SH2_F-E	Turn	875959981	0	0	0	#DIV/0!	0.00
Melling-Block-Rd-SH2_E-G	Turn	875959982	0	0	0	#DIV/0!	0.00
Melling-Block-Rd-SH2_E-H	Turn	875959984	0	0	0	#DIV/0!	0.00
Melling-Block-Rd-SH2_E-F	Turn	875959985	1	0	-1	-100%	0.00
Melling-Block-Rd-SH2_B-D	Turn	875959991	45	68	7	17%	1.05
Melling-Block-Rd-SH2_B-C	Turn	875959992	6.666667	26	9.333333	140%	2.77
Melling-Block-Rd-SH2_D-B	Turn	875959993	35.33333	26	-9.33333	-26%	1.69
Melling-Block-Rd-SH2_D-A	Turn	875959994	0	0	0	#DIV/0!	0.00
Melling-Block-Rd-SH2_C-D	Turn	875959995	4	18	14	350%	4.22
Melling-Block-Rd-SH2_C-A	Turn	875959996	0	0	0	#DIV/0!	0.00
Melling-Block-Rd-SH2_A-B	Turn	875959997	0.666667	0	-0.66667	-100%	0.00
Melling-Block-Rd-SH2_A-D	Turn	875959998	0	0	0	#DIV/0!	0.00
Melling-Block-Rd-SH2_A-C	Turn	875959999	0	0	0	#DIV/0!	0.00
Melling-Block-Rd-SH2_C-B	Turn	875960000	7.666667	21	13.33333	174%	3.52
Melling-Block-Rd-SH2_G-F	Turn	875960001	1	0	-1	-100%	0.00
Melling-Block-Rd-SH2_B-A	Turn	875960002	0	0	0	#DIV/0!	0.00
Melling-Block-Rd-SH2_H-G	Turn	875962827	17	6	-11	-65%	3.24
C2 - Cuba St (South) - Left into Jackson St (West)	Turn	875875711	1	0	-1	-100%	0.00
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875713	7	5	-2	-29%	0.82
C4 - Cuba St (South) - Right into Jackson St (East)	Turn	875875714	3	0	-3	-100%	0.00
C1 - Jackson St (West) - Right into Cuba St (South)	Turn	875875715	1	0	-1	-100%	0.00
C4 - Jackson St (West) - Left into Cuba St (North)	Turn	875875716	9	6	-3	-33%	1.10
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	875875717	13	12	-1	-8%	0.29
C2 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875718	8	14	6	75%	1.81
C1 - Cuba St (North) - Right into Jackson St (West)	Turn	875875719	10	1	-9	-90%	3.84
C4 - Cuba St (North) - Left into Jackson St (East)	Turn	875875720	10	1	-9	-90%	3.84
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	875875721	0	0	0	#DIV/0!	0.00
C4 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875722	8	4	-4	-50%	1.63
C1 - Jackson St (East) - Right into Cuba St (North)	Turn	875875723	1	11	10	1000%	4.06
C6 - Weaone St - Left into Rendwick Rd	Turn	875895747	14	15	1	7%	0.26
C7 - Hutt Rd (West) - Right into Jackson St	Turn	875896994	15	0	-15	-100%	0.00
C8 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875896996	9	13	4	44%	1.21
C9 - Jackson St - Left into Hutt Rd (West)	Turn	875896998	6	7	1	17%	0.39
C2 - Jackson St - Right into Hutt Rd (East)	Turn	875896999	8	0	-8	-100%	0.00
C1 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	9	8	-1	-11%	0.34
C2 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	2	0	-2	-100%	0.00
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	875914911	16	7	-9	-56%	2.65
C7 - Whites Line E (West) - Thru to Whites Line E (Ea	Turn	875914946	14	21	7	50%	1.67
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	875914961	1	3	2	200%	1.41
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	875914957	1	1	0	0%	0.00
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914998	4	0	-4	-100%	0.00
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	875914999	7	18	11	157%	3.11
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	875915000	1	0	-1	-100%	0.00
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	875915001	1	0	-1	-100%	0.00
C7 - Whites Line E (East) - Thru to Whites Line E (We	Turn	875915002	8	10	2	25%	0.67
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915003	5	0	-5	-100%	0.00
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	875915004	0	1	1	#DIV/0!	0.00
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	875915005	1	0	-1	-100%	0.00
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	875918841	15	13	-2	-13%	0.53
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922266	5	14	9	180%	2.94
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922269	1	0	-1	-100%	0.00
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	2	10	8	400%	3.27
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922212	25	22	-3	-12%	0.62
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	2	0	-2	-100%	0.00
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922151	30	24	-6	-20%	1.15
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	875915154	5	2	-3	-60%	1.58
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	875915156	2	4	2	100%	1.15
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	875915157	2	0	-2	-100%	0.00
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875915159	3	1	-2	-67%	1.41
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	875915160	2	1	-1	-50%	0.82
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875915161	2	0	-2	-100%	0.00
C8 - Queens Dr (S/W) - Left into Longs Rd (N/W)	Turn	875915631	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Thru to Longs Rd (S/E)	Turn	875938800	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Right into Queens Dr (S/W)	Turn	875938802	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Left into Queens Dr (N/E)	Turn	875938803	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Left into Queens Dr (S/W)	Turn	875938804	18	14	-4	-22%	1.00
C8 - Longs Rd (S/E) - Thru to Longs Rd (N/W)	Turn	875938805	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Right into Queens Dr (N/E)	Turn	875938806	6	0	-6	-100%	0.00
C8 - Queens Dr (S/W) - Right into Longs Rd (S/E)	Turn	875938807	4	12	8	200%	2.49
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875938809	20	1	-19	-95%	5.36
C8 - Queens Dr (N/E) - Left into Longs Rd (S/E)	Turn	875938810	1	0	-1	-100%	0.00
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875938811	4	1	-3	-75%	0.47
C8 - Queens Dr (N/E) - Right into Longs Rd (N/W)	Turn	875938812	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Left into Waterloo Rd (W	Turn	875943297	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Thru to Cornwall St (Sout	Turn	875943301	1	2	-3	-60%	1.40
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	875943302	2	4	2	100%	1.15
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	875943305	0	0	0	#DIV/0!	0.00
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	875943307	7	0	-7	-100%	0.00
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (East	Turn	875943308	4	0	-4	-100%	0.00
C12 - Cornwall St (South) - Thru to Cornwall St (Nort	Turn	875943309	5	1	-4	-80%	2.31
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	875943310	7	0	-7	-100%	0.00
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	875943311	11	0	-11	-100%	0.00
C12 - Waterloo Rd (East) - Right into Cornwall St (No	Turn	875943312	1	6	5	500%	2.67
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (West	Turn	875943313	8	2	-6	-75%	2.08
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	875943314	1	0	-1	-100%	0.00
C11 - Knights Rd (West) - Left into Cornwall St	Turn	875946645	13	1	-12	-92%	4.54
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	875946646	7	10	3	43%	1.03
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946647	1	2	1	100%	0.82
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946648	12	0	-12	-100%	0.00
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946649	12	10	-2	-17%	0.60
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946650	10	0	-10	-100%	0.00
C15 - High St (West) - Thru to High St (East)	Turn	875958161	16	23	7	44%	1.59
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875989838	30	35	5	17%	0.88
C21 - SH2 (North) - Thru to SH2 (South)	Turn	875995751	72	47	-25	-35%	3.54
C23 - SH2 (North) - Left into Fergusson Dr	Turn	875995777	9	35	26	289%	5.14
C21 - SH2 (South) - Thru to SH2 (North)	Turn	875995291	44	20	-24	-54%	4.24
C23 - Fergusson Dr - Right into SH2 (North)	Turn	875995981	16	0	-16	-100%	0.00
C21 - SH2 (South) - Right into Fergusson Dr	Turn	875995982	38	11	-27	-71%	5.45
C23 - Fergusson Dr - Left into SH2 (South)	Turn	875995985	19	2	-17	-89%	5.25
C19 - SH2 Southbound Off Ramp - Left into Manor Pl	Turn	905083332	0	0	0	#DIV/0!	0.00
C19 - Manor Park Rd - Left into SH2 Southbound On T	Turn	905083334	0	0	0	#DIV/0!	0.00
C19 - SH2 Northbound Off Ramp - Left into Hayward Tce	Turn	905083339	32	63	31	97%	4.50
C19 - Hayworth Hill (SH2@ - Left into SH 2 Northbou	Turn	905083341	39	8	-31	-79%	6.29
10 Hutt Road - Esplanade LT	Subpath	1674843891	1	0	-1	-100%	0.00
10 Hutt Road - Onslamp Thru	Subpath	1674843884	13	12	-1	-8%	0.28
10 Off Ramp - Hutt Road Thru	Subpath	1674843892	19	13	-6	-32%	1.50
10 Off Ramp - Esplanade RT	Subpath	1674843893	70	61	-9	-13%	1.11
10 Esplanade - Hutt Road RT	Subpath	1674843897	1	0	-1	-100%	0.00
10 Esplanade - Onslamp Thru	Subpath	1674843896	69	63	-6	-9%	0.74
2 High Street East LT	Subpath	1674842991	1	0	-1	-100%	0.00
2 High Street East RT	Subpath	1674842997	3	0	-3	-100%	0.00
2 High Street East Thru	Subpath	1674842996	13	4	-9	-69%	2.09
2 High Street West LT	Subpath	1674843031	4	2	-2	-50%	1.15
2 High Street West RT	Subpath	1674843033	1	3	2	200%	1.41
2 High Street West Thru	Subpath	1674843032	16	12	-4	-25%	1.27
2 Melling North LT	Subpath	1674842991	1	0	-1	-100%	0.00
2 Melling North RT	Subpath	1674842994	4	4	0	0%	0.00
2 Melling North Thru	Subpath	1674842993	4	4	0	0%	0.00
2 Pretoria South LT	Subpath	1674842998	1	0	-1	-100%	0.00
2 Pretoria South RT	Subpath	1674843000	1	0	-1	-100%	0.00
2 Pretoria South Thru	Subpath	1674842999	2	7	5	250%	2.36
1 Melling North LT	Subpath	1674842279	14	10	-4	-29%	1.41
1 Melling North RT	Subpath	1674842281	3	11	8	267%	3.02
1 Melling North Thru	Subpath	1674842280	7	7	0	0%	0.00
1 Melling South LT	Subpath	1674842285	2	0	-2	-100%	0.00
1 Melling South RT	Subpath	1674842287	1	0	-1	-100%	0.00
1 Melling South Thru	Subpath	1674842286	7	8	1	14%	0.37
1 Rutherford East LT	Subpath	1674842282	2	0	-2	-100%	0.00
1 Rutherford East RT	Subpath	1674842284	8	16	8	100%	2.31
1 Rutherford East Thru	Subpath	1674842283	4	5	1	25%	0.47
1 Rutherford West LT	Subpath	1674842288	4	18	14	350%	4.22
1 Rutherford West RT	Subpath	1674842290	1	0	-1	-100%	0.00
1 Rutherford West Thru	Subpath	1674842289	5	11	6	120%	2.12
3 High Street East LT	Subpath	1674843037	6	1	-5	-83%	2.47
3 High Street East Thru	Subpath	1674843038	14	12	-2	-14%	0.55
3 High Street West Thru	Subpath	1674843039	16	23	7	44%	1.59
3 High Street West RT	Subpath	1674843035	0	0	0	#DIV/0!	0.00
3 Kings Cres LT	Subpath	1674843045	3	9	6	200%	2.45
3 Kings Cres RT	Subpath	1674843046	0	0	0	#DIV/0!	0.00
4 Doyth St South LT	Subpath	1674843017	2	0	-2	-100%	0.00
4 Doyth St South RT	Subpath	1674843019	3	0	-3	-100%	0.00
4 Doyth St South Thru	Subpath	1674843018	24	45	21	88%	3.66
4 Fairway North LT	Subpath	1674843011	4	13	9	225%	3.09
4 Fairway North Thru	Subpath	1674843012	4	20	16	233%	3.88
4 Fairway North RT	Subpath	1674843013	29	5	-24	-83%	5.42
4 High Street East LT	Subpath	1674843014	4	2	-2	-50%	1.15
4 High Street East RT	Subpath	1674843016	2	4	2	100%	1.15
4 High Street East Thru	Subpath	1674843015	10	6	-4	-40%	1.41
4 High Street West LT	Subpath	1674843020	1	16	15	1500%	5.14
4 High Street West RT	Subpath	1674843022	4	0	-4	-100%	0.00
4 High Street West Thru	Subpath	1674843021	13	11	-2	-15%	0.53
5 Hutt Road West Thru	Subpath	1674843829					
5 Hutt Road West RT	Subpath	1674843830					
5 Eastern Hutt Road South LT	Subpath	1674843931	2	1	-1	-50%	0.82
5 Eastern Hutt Road South RT	Subpath	1674843932	41	41	0	0%	0.00
5 Eastern Hutt Road East LT	Subpath	1674843933					
5 Eastern Hutt Road East Thru	Subpath	1674843934					
12 SH2 LT	Subpath	1674843999	39	8	-31	-79%	6.29
12 SH2 RT	Subpath	1674844001	29	28	-1	-3%	0.19
12 SH2 Thru	Subpath	1674844000	1	0	-1	-100%	0.00
12 Manor Park LT	Subpath	1674844002	0	0	0	#DIV/0!	0.00
12 Manor Park RT	Subpath	1674844004	2	0	-2	-100%	0.00
12 Manor Park Thru	Subpath	1674844003	1	0	-1	-100%	0.00
12 SH2 West LT	Subpath	1674843996	32	63	31	97%	4.50
12 SH2 West RT	Subpath	1674843998	2	0	-2	-100%	0.00
12 SH2 West Thru	Subpath	1674843997	3	6	3	100%	0.53
12 SH2 East LT	Subpath	1674844005	0	0	0	#DIV/0!	0.00
12 SH2 RT	Subpath	1674844007	38	20	-18	-47%	3.34
12 SH2 Thru	Subpath	1674844006	2	0	-2	-100%	0.00
7 Wanaeta East RT	Subpath	1674843846	6	6	0	0%	0.00
7 Wanaeta East Thru	Subpath	1674843845	25	11	-14	-56%	3.30
7 Wanaeta West LT	Subpath	1674843843	2	0	-2	-100%	0.00
7 Wanaeta West Thru	Subpath	1674843844	19	4	-15	-79%	4.42
7 Waterloo LT	Subpath	1674843847	6	11	5	83%	1.71
7 Waterloo RT	Subpath	1674843848	8	0	-8	-100%	0.00
11 Dowse Int LT	Subpath	1674843891	15	13	-2	-13%	0.53
11 Dowse Int RT	Subpath	1674843894	11	4	-7	-64%	2.56
11 Hutt Road East LT	Subpath	1674843891	14	20	6	43%	1.46
11 Hutt Road East Thru	Subpath	1674843892	8	14	6	75%	1.81
11 Hutt Road West RT	Subpath	1674843890	14	18	4	29%	1.00
11 Hutt Road West Thru	Subpath	1674843889	16	17	1	6%	0.25
9 Ludlam LT	Subpath	1674843877	13	23	10	77%	2.36
9 Ludlam Thru	Subpath	1674843878	29	19	-10	-34%	2.06
9 Randwick RT	Subpath	1674843876	21	7	-14	-67%	3.74
9 Randwick Thru	Subpath	1674843875	23	32	9	39%	1.72
9 White Lines E LT	Subpath	1674843879	8	18	10	125%	2.77
9 White Lines E RT	Subpath	1674843880	10	11	1	10%	0.31
8 Hutt Park - Seaview LT	Subpath	1674843931	1	0	-1	-100%	0.00
8 Hutt Park - Randwick RT	Subpath	1674843934	0	0	0	#DIV/0!	0.00
8 Hutt Park - Port Road Thru	Subpath	1674843936	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	1674843937	0	0	0	#DIV/0!	0.00
8 Hutt Park - Hutt Park U-Turn	Subpath	1674843939	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1674843941	10	13	3	30%	0.88
8 Port Road - Seaview RT	Subpath	1674843948	4	1	-3	-75%	1.90
8 Port Road - Hutt Park RT	Subpath	1674843947	0	0	0	#DIV/0!	0.00
8 Port Road - Randwick Thru	Subpath	1674843946	10	9	-1	-10%	0.32
8 Port Road - Port Road U-Turn	Subpath	1674843948	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	1674843950	1	0	-1	-100%	0.00
8 Randwick - Waione RT	Subpath	1674843953	8	12	4	50%	1.26
8 Randwick - Port Road Thru	Subpath	1674843952	10	8	-2	-20%	0.67
8 Randwick - Seaview Thru	Subpath	1674843951	19	18	-1	-5%	0.23
8 Randwick - Randwick U-Turn	Subpath	1674843954	0	0	0	#DIV/0!	0.00
8 Seaview - Port LT	Subpath	1674843960	3	0	-3	-100%	0.00
8 Seaview - Hutt Park RT	Subpath	1674843963	0	0	0	#DIV/0!	0.00
8 Seaview - Randwick RT	Subpath	1674843962	18	18	0	0%	0.00
8 Seaview - Waione Thru	Subpath	1674843961	13	56	3	6%	0.41
8 Seaview - Seaview U-Turn	Subpath	1674843964	4	0	-4	-100%	0.00
8 Waione Street - Randwick LT	Subpath	1674843969	14	14	0	0%	0.00
8 Waione Street - Port Road RT	Subpath	1674843972	18	11	-7	-39%	1.84
8 Waione Street - Hutt Park Thru	Subpath	1674843970	0	0	0	#DIV/0!	0.00
8 Waione Street - Seaview Thru	Subpath	1674843971	49	56	7	14%	0.97
8 Waione Street - Waione U-Turn	Subpath	1674843973	0	0	0	#DIV/0!	0.00
6 Queens LT	Subpath	1674843987	10	2	-8	-80%	2.27
6 Queens Thru	Subpath	1674843991	25	27	2	8%	0.39
6 Railway RT	Subpath	1674843989	22	25	3	14%	0.62
6 Railway Thru	Subpath	1674843988	23	53	30	130%	4.87
6 Woburn LT	Subpath	1674843836	13	21	8	62%	1.94
6 Woburn RT	Subpath	1674843837	11	2	-9	-82%	3.53
Dowse Drive LT (A-D)	Subpath	1680978845	0	0	0	#DIV/0!	0.00
Dowse Drive Thru (A-C)	Subpath	1680978841	0	2	2	#DIV/0!	0.00
Dowse Drive RT (A-B)	Subpath	1680978846	0	3	3	#DIV/0!	0.00
SH2 (South) LT (B-A)	Subpath	1680978842	0	1	1	#DIV/0!	0.00
SH2 (South) Thru (B-D)	Subpath	1680978843	0	46	46	#DIV/0!	0.00
SH2 (South) RT (B-C)	Subpath	1680978841	0	2	2	#DIV/0!	0.00
Connection to Hutt Road LT (C-A)	Subpath	1680978850	0	20	20	#DIV/0!	0.00
Connection to Hutt Road Thru (C-A)	Subpath	1680978851	0	1	1	#DIV/0!	0.00
Connection to Hutt Road RT (C-D)	Subpath	1680978852	0	15	15	#DIV/0!	0.00
SH2 (North) LT (D-C)	Subpath	1680978847	0	12	12	#DIV/0!	0.00
SH2 (North) Thru (D-A)	Subpath	1680978848	0	39	39	#DIV/0!	0.00
SH2 (North) RT (D-A)	Subpath	1680978848	0	0	0	#DIV/0!	0.00



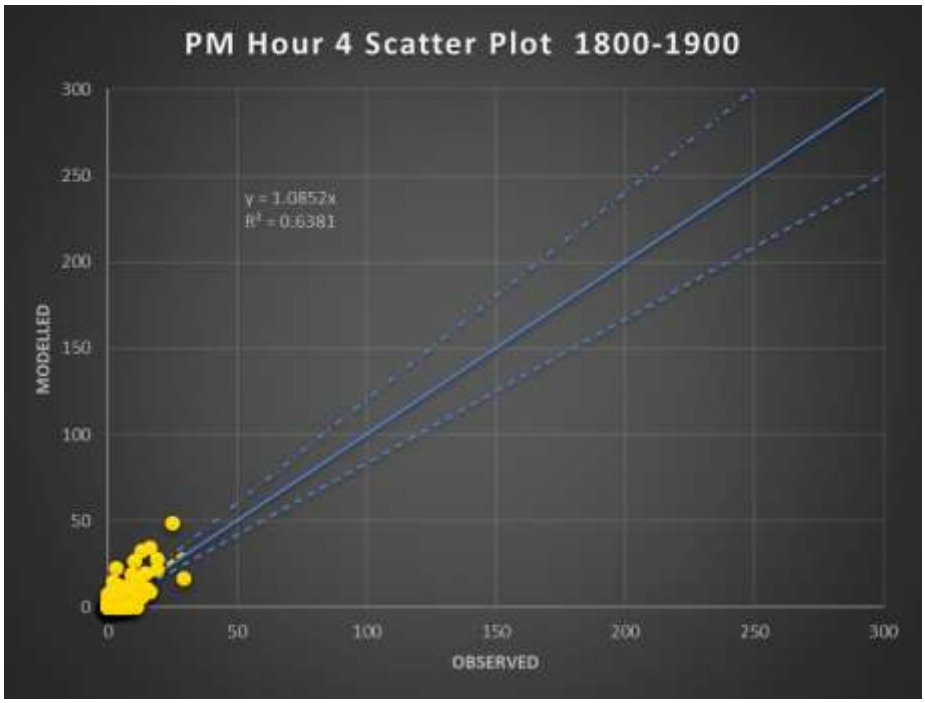
Individual turn counts GEH & XY scatter plot – heavy vehicles – hybrid layer– PM Hour 2

Location	Turn/Subpath	Aimsun Id	PM 2Hour 1600-1800				
			Obs	Mod	diff	% diff	GEH
KGB-MAUO4-SH2_C-A	Turn	875975110	2	10	8	400%	3.27
KGB-MAUO4-SH2_C-B	Turn	875975114	26.33333	57	30.66667	116%	4.97
KGB-MAUO4-SH2_B-C	Turn	102513825	0.666667	0	-0.66667	-100%	0.82
KGB-MAUO4-SH2_A-B	Turn	875975139	0.666667	0	-0.66667	-100%	0.82
KGB-MAUO4-SH2_B-C	Turn	102513826	47.66667	92	44.33333	93%	6.35
KGB-MAUO4-SH2_F-D	Turn	875975131	20.33333	43	22.66667	111%	4.82
KGB-MAUO4-SH2_E-F	Turn	875975116	10.33333	65	54.66667	529%	14.40
KGB-MAUO4-SH2_D-F	Turn	875975130	44.33333	58	13.66667	31%	1.96
KGB-MAUO4-SH2_E-E	Turn	875975137	7	37	30	429%	6.48
KGB-MAUO4-SH2_E-D	Turn	875975109	8	24	16	200%	4.00
KGB-MAUO4-SH2_F-E	Turn	875975298	26.33333	28	1.666667	6%	0.32
KGB-MAUO4-SH2_B-A	Turn	875975251	1	4	3	300%	1.90
Melling-Block-N3-SH2_D-C	Turn	875959985	6.333333	16	11.66667	268%	3.66
Melling-Block-N3-SH2_G-H	Turn	875959971	6.333333	19	12.66667	200%	3.56
Melling-Block-N3-SH2_G-G	Turn	875959974	0	0	0	#DIV/0!	0.00
Melling-Block-N3-SH2_H-F	Turn	875959976	17.33333	47	29.66667	171%	5.23
Melling-Block-N3-SH2_H-E	Turn	875959978	0	0	0	#DIV/0!	0.00
Melling-Block-N3-SH2_F-G	Turn	875959979	0.333333	0	-0.33333	-100%	0.00
Melling-Block-N3-SH2_F-H	Turn	875959980	29	80	51	176%	6.91
Melling-Block-N3-SH2_F-E	Turn	875959981	0	0	0	#DIV/0!	0.00
Melling-Block-N3-SH2_E-G	Turn	875959982	0.333333	1	0.666667	200%	0.82
Melling-Block-N3-SH2_E-H	Turn	875959984	1	0	-1	-100%	0.00
Melling-Block-N3-SH2_E-F	Turn	875959985	0.333333	0	-0.33333	-100%	0.00
Melling-Block-N3-SH2_B-D	Turn	875959991	26.33333	55	28.66667	109%	4.50
Melling-Block-N3-SH2_B-C	Turn	875959992	4	35	31	775%	5.57
Melling-Block-N3-SH2_D-B	Turn	875959993	14	33	19	136%	3.92
Melling-Block-N3-SH2_D-A	Turn	875959994	0	0	0	#DIV/0!	0.00
Melling-Block-N3-SH2_C-D	Turn	875959995	3	25	22	733%	5.89
Melling-Block-N3-SH2_C-A	Turn	875959996	0.333333	0	-0.33333	-100%	0.00
Melling-Block-N3-SH2_A-B	Turn	875959997	0	0	0	#DIV/0!	0.00
Melling-Block-N3-SH2_A-D	Turn	875959998	0	0	0	#DIV/0!	0.00
Melling-Block-N3-SH2_A-C	Turn	875959999	0	0	0	#DIV/0!	0.00
Melling-Block-N3-SH2_C-B	Turn	875960000	6.333333	19	12.66667	200%	4.24
Melling-Block-N3-SH2_G-F	Turn	875960001	0.666667	0	-0.66667	-100%	0.00
Melling-Block-N3-SH2_B-A	Turn	875960002	0	0	0	#DIV/0!	0.00
Melling-Block-N3-SH2_H-G	Turn	875962327	0.666667	8	-0.66667	-8%	0.23
C1 - Cuba St (South) - Left into Jackson St (West)	Turn	875875711	0	0	0	#DIV/0!	0.00
C1 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875713	4	5	1	25%	0.47
C1 - Cuba St (South) - Right into Jackson St (East)	Turn	875875714	0	0	0	#DIV/0!	0.00
C2 - Jackson St (West) - Right into Cuba St (South)	Turn	875875715	0	0	0	#DIV/0!	0.00
C2 - Jackson St (West) - Left into Cuba St (North)	Turn	875875716	8	6	-2	-25%	0.76
C2 - Jackson St (West) - Thru to Jackson St (East)	Turn	875875717	12	14	2	17%	0.55
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875718	2	12	10	500%	3.78
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	875875719	7	0	-7	-100%	0.00
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	875875720	1	0	-1	-100%	0.00
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	875875721	1	0	-1	-100%	0.00
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875722	7	4	-3	-43%	1.28
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	875875723	4	10	6	150%	2.27
C4 - Weaone St - Left into Randwick Rd	Turn	875895747	12	16	4	33%	1.07
C4 - Hutt Rd (West) - Right into Jackson St	Turn	875896994	13	0	-13	-100%	0.00
C4 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875896996	2	17	15	750%	4.87
C4 - Jackson St - Left into Hutt Rd (West)	Turn	875896998	4	7	3	75%	1.26
C4 - Jackson St - Right into Hutt Rd (East)	Turn	875896999	4	0	-4	-100%	0.00
C4 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	6	6	0	0%	0.00
C4 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	2	0	-2	-100%	0.00
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	875914911	12	8	-4	-33%	1.26
C7 - Whites Line E (West) - Thru to Whites Line E (Eas	Turn	875914944	8	21	13	162%	3.41
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	875914946	3	2	-1	-33%	0.63
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	875914957	1	0	-1	-100%	0.00
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914998	2	0	-2	-100%	0.00
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	875914999	11	16	5	45%	1.36
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	875915000	1	0	-1	-100%	0.00
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	875915001	2	0	-2	-100%	0.00
C7 - Whites Line E (East) - Thru to Whites Line E (We	Turn	875915002	5	10	5	100%	1.83
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915003	0	0	0	#DIV/0!	0.00
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	875915004	2	0	-2	-100%	0.00
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	875915005	2	0	-2	-100%	0.00
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	875918841	5	15	10	200%	3.16
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922266	5	13	8	160%	2.67
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922200	0	0	0	#DIV/0!	0.00
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	6	12	6	100%	2.00
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922212	23	16	-7	-30%	1.59
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	0	1	1	#DIV/0!	0.00
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922151	16	19	3	19%	0.72
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	875935154	2	1	-1	-50%	0.82
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	875935156	0	4	4	#DIV/0!	0.00
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	875935157	0	0	0	#DIV/0!	0.00
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875935159	2	1	-1	-50%	0.82
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	875935160	1	0	-1	-100%	0.00
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875935161	2	0	-2	-100%	0.00
C8 - Queens Dr (S/W) - Left into Longs Rd (N/W)	Turn	875935631	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Thru to Longs Rd (S/E)	Turn	875935800	1	0	-1	-100%	0.00
C8 - Longs Rd (N/W) - Right into Queens Dr (S/W)	Turn	875935802	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Left into Queens Dr (N/E)	Turn	875935803	1	0	-1	-100%	0.00
C8 - Longs Rd (S/E) - Left into Queens Dr (S/W)	Turn	875935804	19	16	-3	-16%	0.72
C8 - Longs Rd (S/E) - Thru to Longs Rd (N/W)	Turn	875935805	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Right into Queens Dr (N/E)	Turn	875935806	8	0	-8	-100%	0.00
C8 - Queens Dr (S/W) - Right into Longs Rd (S/E)	Turn	875935807	4	16	12	300%	3.79
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875935808	18	3	-15	-83%	4.64
C8 - Queens Dr (N/E) - Left into Longs Rd (S/E)	Turn	875935810	0	0	0	#DIV/0!	0.00
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875935811	2	4	2	100%	1.15
C8 - Queens Dr (N/E) - Right into Longs Rd (N/W)	Turn	875935812	1	0	-1	-100%	0.00
C12 - Cornwall St (North) - Right into Waterloo Rd (W	Turn	875943297	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Thru to Cornwall St (Sout	Turn	875943301	5	3	-2	-40%	1.00
C12 - Cornwall St (North) - Left into Waterloo Rd (Ea	Turn	875943302	3	4	1	33%	0.53
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	875943305	1	0	-1	-100%	0.00
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	875943307	5	0	-5	-100%	0.00
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (Eas	Turn	875943308	4	1	-3	-75%	1.90
C12 - Cornwall St (South) - Thru to Cornwall St (Nort	Turn	875943309	2	2	0	0%	0.00
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	875943310	5	0	-5	-100%	0.00
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	875943311	13	0	-13	-100%	0.00
C12 - Waterloo Rd (East) - Right into Cornwall St (No	Turn	875943312	3	5	2	67%	1.00
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (West	Turn	875943313	9	2	-7	-78%	2.98
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	875943314	0	0	0	#DIV/0!	0.00
C11 - Knights Rd (West) - Left into Cornwall St	Turn	875946645	13	2	-11	-85%	4.02
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	875946646	7	13	6	86%	1.90
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946647	2	1	-1	-50%	0.82
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946648	7	0	-7	-100%	0.00
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946649	9	12	3	33%	0.93
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946650	6	0	-6	-100%	0.00
C31 - High St (West) - Thru to High St (East)	Turn	875958311	15	23	8	53%	1.84
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875989838	16	35	19	119%	3.76
C25 - SH2 (North) - Thru to SH2 (South)	Turn	875995791	23	46	23	100%	3.82
C25 - SH2 (North) - Left into Fergusson Dr	Turn	875995277	2	25	23	1150%	6.26
C25 - SH2 (South) - Thru to SH2 (North)	Turn	875995291	18	21	-17	-44%	1.89
C25 - Fergusson Dr - Right into SH2 (North)	Turn	875995881	1	0	-1	-100%	0.00
C25 - SH2 (South) - Right into Fergusson Dr	Turn	875995882	28	20	-8	-29%	1.54
C25 - Fergusson Dr - Left into SH2 (South)	Turn	875995885	12	3	-9	-75%	3.29
C19 - SH2 Southbound Off Ramp - Left into Manor Pl Turn		905083532	0	0	0	#DIV/0!	0.00
C19 - Manor Park Rd - Left into SH2 Southbound On T Turn		905083534	0	0	0	#DIV/0!	0.00
C19 - SH2 Northbound Off Ramp - Left into Heywards Turn		905083539	16	71	55	344%	8.34
C19 - Heywards Hill (SH2@ - Left into SH 2 Northbou Turn		905083541	38	9	-29	-76%	5.88
10 Hutt Road - Esplanade LT	Subpath	1674683891	1	0	-1	-100%	0.00
10 Hutt Road - Onkamp Thru	Subpath	1674683886	8	12	4	50%	1.26
10 Off Ramp - Hutt Road Thru	Subpath	1674683892	9	13	4	44%	1.21
10 Off Ramp - Esplanade RT	Subpath	1674683893	53	61	8	15%	1.06
10 Esplanade - Hutt Road RT	Subpath	1674683897	1	0	-1	-100%	0.00
10 Esplanade - Onkamp Thru	Subpath	1674683896	38	63	25	66%	3.52
2 High Street East LT	Subpath	1674684295	1	0	-1	-100%	0.00
2 High Street East RT	Subpath	1674684297	0	0	0	#DIV/0!	0.00
2 High Street East Thru	Subpath	1674684296	10	6	-4	-40%	2.27
2 High Street West LT	Subpath	1674684301	4	2	-2	-50%	1.15
2 High Street West RT	Subpath	1674684303	0	3	3	#DIV/0!	0.00
2 High Street West Thru	Subpath	1674684302	14	12	-2	-14%	0.55
2 Melling North LT	Subpath	1674684291	0	0	0	#DIV/0!	0.00
2 Melling North RT	Subpath	1674684294	7	4	-3	-43%	1.26
2 Melling North Thru	Subpath	1674684293	4	4	0	0%	0.00
2 Pretoria South LT	Subpath	1674684298	0	0	0	#DIV/0!	0.00
2 Pretoria South RT	Subpath	1674684300	0	0	0	#DIV/0!	0.00
2 Pretoria South Thru	Subpath	1674684299	2	7	5	250%	2.36
1 Melling North LT	Subpath	1674684279	11	10	-1	-9%	0.31
1 Melling North RT	Subpath	1674684281	4	11	5	83%	1.71
1 Melling North Thru	Subpath	1674684280	11	7	-4	-36%	1.33
1 Melling South LT	Subpath	1674684285	0	0	0	#DIV/0!	0.00
1 Melling South RT	Subpath	1674684287	0	0	0	#DIV/0!	0.00
1 Melling South Thru	Subpath	1674684286	6	8	2	33%	0.76
1 Rutherford East LT	Subpath	1674684282	0	0	0	#DIV/0!	0.00
1 Rutherford East RT	Subpath	1674684284	2	16	14	700%	4.47
1 Rutherford East Thru	Subpath	1674684283	3	5	2	67%	1.00
1 Rutherford West LT	Subpath	1674684288	6	18	12	200%	3.96
1 Rutherford West RT	Subpath	1674684290	1	0	-1	-100%	0.00
1 Rutherford West Thru	Subpath	1674684289	3	11	8	267%	3.02
3 High Street East LT	Subpath	1674684307	2	1	-1	-50%	0.82
3 High Street East Thru	Subpath	1674684308	9	12	3	33%	0.93
3 High Street West Thru	Subpath	1674684309	15	23	8	53%	1.84
3 High Street West RT	Subpath	1674684310	1	0	-1	-100%	0.00
3 Kings Cres LT	Subpath	1674684305	5	9	4	80%	1.51
3 Kings Cres RT	Subpath	1674684306	2	3	1	50%	0.63
4 Dysrth St South LT	Subpath	1674684317	1	0	-1	-100%	0.00
4 Dysrth St South RT	Subpath	1674684319	2	0	-2	-100%	0.00
4 Dysrth St South Thru	Subpath	1674684318	18	45	27	150%	4.81
4 Fairway North LT	Subpath	1674684311	3	13	10	333%	3.14
4 Fairway North Thru	Subpath	1674684312	3	20	17	567%	5.05
4 Fairway North RT	Subpath	1674684313	21	5	-16	-76%	4.44
4 High Street East LT	Subpath	1674684314	4	2	-2	-50%	1.15
4 High Street East RT	Subpath	1674684316	2	4	2	100%	1.15
4 High Street East Thru	Subpath	1674684315	9	6	-3	-33%	1.10
4 High Street West LT	Subpath	1674684320	2	16	14	700%	4.47
4 High Street West RT	Subpath	1674684322	3	0	-3	-100%	0.00
4 High Street West Thru	Subpath	1674684321	13	11	-2	-15%	0.53
5 Hutt Road West Thru	Subpath	1674684329					
5 Hutt Road West RT	Subpath	1674684330					
5 Eastern Hutt Road South LT	Subpath	1674686331	0	1	1	#DIV/0!	0.00
5 Eastern Hutt Road South RT	Subpath	1674686332	17	41	24	141%	4.46
5 Eastern Hutt Road East LT	Subpath	1674684333					
5 Eastern Hutt Road East Thru	Subpath	1674684334					
12 SH2 LT	Subpath	1674684399	38	8	-30	-79%	6.26
12 SH2B RT	Subpath	1674684401	26	28	2	8%	0.38
12 SH2B Thru	Subpath	1674684400	0	0	0	#DIV/0!	0.00
12 Manor Park LT	Subpath	1674684402	0	0	0	#DIV/0!	0.00
12 Manor Park RT	Subpath	1674684404	0	0	0	#DIV/0!	0.00
12 Manor Park Thru	Subpath	1674684403	0	0	0	#DIV/0!	0.00
12 SH2 West LT	Subpath	1674684396	16	63	47	294%	7.48
12 SH2 West RT	Subpath	1674684398	1	0	-1	-100%	0.00
12 SH2 West Thru	Subpath	1674684397	4	4	0	0%	0.00
12 SH2 East LT	Subpath	1674684405	0	0	0	#DIV/0!	0.00
12 SH2 RT	Subpath	1674684407	19	20	1	5%	0.23
12 SH2 Thru	Subpath	1674684406	0	0	0	#DIV/0!	0.00
7 Wanaeka East RT	Subpath	1674684346	6	6	0	0%	0.00
7 Wanaeka East Thru	Subpath	1674684345	20	11	-9	-45%	2.29
7 Wanaeka West LT	Subpath	1674684343	4	0	-4	-100%	0.00
7 Wanaeka West Thru	Subpath	1674684344	15	4	-11	-73%	3.17
7 Waterloo LT	Subpath	1674684347	6	11	5	83%	1.71
7 Waterloo RT	Subpath	1674684348	6	0	-6	-100%	0.00
11 Dowse Int LT	Subpath	1674684393	5	13	8	160%	2.67
11 Dowse Int RT	Subpath	1674684394	10	4	-6	-60%	2.27
11 Hutt Road East LT	Subpath	1674684391	10	20	10	100%	2.58
11 Hutt Road East Thru	Subpath	1674684392	4	14	10	250%	3.33
11 Hutt Road West RT	Subpath	1674684390	12	18	6	50%	1.55
11 Hutt Road West Thru	Subpath	1674684389	9	17	8	89%	2.12
9 Ludlam LT	Subpath	1674686377	3	23	20	667%	5.55
9 Ludlam Thru	Subpath	1674684378	16	19	3	19%	0.72
9 Randwick RT	Subpath	1674684376	17	7	-10	-59%	2.89
9 Randwick Thru	Subpath	1674684375	21	12	-9	-43%	2.16
9 White Lines E LT	Subpath	1674684379	9	18	9	100%	2.45
9 White Lines E RT	Subpath	1674684380	5	11	6	120%	2.12
8 Hutt Park - Seaview LT	Subpath	1674684355	0	0	0	#DIV/0!	0.00
8 Hutt Park - Randwick RT	Subpath	1674684358	0	0	0	#DIV/0!	0.00
8 Hutt Park - Port Road Thru	Subpath	1674684356	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	1674684357	0	0	0	#DIV/0!	0.00
8 Hutt Park - Hutt Park U-Turn	Subpath	1674684359	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1674684361	8	13	5	63%	1.54
8 Port Road - Seaview RT	Subpath	1674684408	0	1	1	#DIV/0!	0.00
8 Port Road - Hutt Park RT	Subpath	1674684363	0	0	0	#DIV/0!	0.00
8 Port Road - Randwick Thru	Subpath	1674684366	8	9	1	13%	0.34
8 Port Road - Port Road U-Turn	Subpath	1674684368	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	1674684350	1	0	-1	-100%	0.00
8 Randwick - Waione RT	Subpath	1674684353	7	12	5	71%	1.62
8 Randwick - Port Road Thru	Subpath	1674684352	1	8	7	700%	3.30
8 Randwick - Seaview Thru	Subpath	1674684351	13	18	5	38%	1.27
8 Randwick - Randwick U-Turn	Subpath	1674684354	0	0	0	#DIV/0!	0.00
8 Seaview - Port LT	Subpath	1674684360	2	0	-2	-100%	0.00
8 Seaview - Hutt Park RT	Subpath	1674684363	1	0	-1	-100%	0.00
8 Seaview - Randwick RT	Subpath	1674684362	14	10	-4	-29%	1.00
8 Seaview - Waione Thru	Subpath	1674684361	22	66	44	191%	6.48
8 Seaview - Seaview U-Turn	Subpath	1674684364	0	0	0	#DIV/0!	0.00
8 Waione Street - Randwick LT	Subpath	1674686369	12	14	2	17%	0.55
8 Waione Street - Port Road RT	Subpath	1674684372	20	11	-9	-45%	2.29
8 Waione Street - Hutt Park Thru	Subpath	1674684370	0	0	0	#DIV/0!	0.00
8 Waione Street - Seaview Thru	Subpath	1674684371	44	56	12	27%	1.70
8 Waione Street - Waione U-Turn	Subpath	1674686373	0	0	0	#DIV/0!	0.00
9 Queens LT	Subpath	1674684387	8	2	-6	-75%	2.68
9 Queens Thru	Subpath	1674686391	15	27	12	80%	2.62
9 Railway RT	Subpath	1674684389	8	25	17	213%	4.18
9 Railway Thru	Subpath	1674686388	24	53	29	121%	4.67
9 Woburn LT	Subpath	1674684336	16	21	5	31%	1.16
9 Woburn RT	Subpath	1674686337	7	2	-5	-71%	1.96
Dowse Drive LT (A-D)	Subpath	1680097884	0	0	0	#DIV/0!	0.00
Dowse Drive Thru (A-C)	Subpath	1680097885	0	2	2	#DIV/0!	0.00
Dowse Drive RT (A-B)	Subpath	1680097886	0	3	3	#DIV/0!	0.00
SH2 (South) LT (B-A)	Subpath	1680097862	0	1	1	#DIV/0!	0.00
SH2 (South) Thru (B-D)	Subpath	1680097863	0	46	46	#DIV/0!	0.00
SH2 (South) RT (B-C)	Subpath	1680097861	0	2	2	#DIV/0!	0.00
Connection to Hutt Road LT (C-A)	Subpath	1680097850	0	20	20	#DIV/0!	0.00
Connection to Hutt Road Thru (C-A)	Subpath	1680097851	0	1	1	#DIV/0!	0.00
Connection to Hutt Road RT (C-D)	Subpath	1680097852	0	15	15	#DIV/0!	0.00
SH2 (North) LT (D-C)	Subpath	1680097847	0	12	12	#DIV/0!	0.00
SH2 (North) Thru (D-A)	Subpath	1680097848	0	39	39	#DIV/0!	0.00
SH2 (North) RT (D-A)	Subpath	1680097846	0	0	0	#DIV/0!	0.00



Individual turn counts GEH & XY scatter plot – heavy vehicles – hybrid layer– PM Hour 3

Location	Turn/Subpath	Aimsun Id	PM 2Hour 1600-1800 Obs	Mod	Diff	% diff	GEH
KGB-MAUD9-SH2_C->A	Turn	875975160					
KGB-MAUD9-SH2_C->B	Turn	875975164					
KGB-MAUD9-SH2_A->C	Turn	102553825					
KGB-MAUD9-SH2_A->B	Turn	875975159					
KGB-MAUD9-SH2_B->C	Turn	102553826					
KGB-MAUD9-SH2_F->D	Turn	875975161					
KGB-MAUD9-SH2_E->F	Turn	875975162					
KGB-MAUD9-SH2_D->F	Turn	875975166					
KGB-MAUD9-SH2_D->E	Turn	875975157					
KGB-MAUD9-SH2_E->D	Turn	875975169					
KGB-MAUD9-SH2_F->E	Turn	875972298					
KGB-MAUD9-SH2_B->A	Turn	875975225					
Melling-Block Rd-SH2_D->C	Turn	875958989					
Melling-Block Rd-SH2_G->H	Turn	875958971					
Melling-Block Rd-SH2_G->E	Turn	875958974					
Melling-Block Rd-SH2_H->F	Turn	875958976					
Melling-Block Rd-SH2_H->E	Turn	875958978					
Melling-Block Rd-SH2_F->G	Turn	875958979					
Melling-Block Rd-SH2_F->H	Turn	875958980					
Melling-Block Rd-SH2_F->E	Turn	875958981					
Melling-Block Rd-SH2_E->G	Turn	875958982					
Melling-Block Rd-SH2_E->H	Turn	875958984					
Melling-Block Rd-SH2_E->F	Turn	875958985					
Melling-Block Rd-SH2_B->D	Turn	875958991					
Melling-Block Rd-SH2_B->C	Turn	875958992					
Melling-Block Rd-SH2_D->B	Turn	875958993					
Melling-Block Rd-SH2_D->A	Turn	875958994					
Melling-Block Rd-SH2_C->D	Turn	875958995					
Melling-Block Rd-SH2_C->A	Turn	875958996					
Melling-Block Rd-SH2_A->B	Turn	875958997					
Melling-Block Rd-SH2_A->D	Turn	875958998					
Melling-Block Rd-SH2_A->C	Turn	875958999					
Melling-Block Rd-SH2_C->B	Turn	875960000					
Melling-Block Rd-SH2_G->F	Turn	875960001					
Melling-Block Rd-SH2_B->A	Turn	875960002					
Melling-Block Rd-SH2_H->G	Turn	875962827					
C3 - Cuba St (South) - Left into Jackson St (West)	Turn	875875711	0	0	0	#DIV/0!	0.00
C3 - Cuba St (South) - Thru to Cuba St (North)	Turn	875875713	2	3	1	50%	0.63
C3 - Cuba St (South) - Right into Jackson St (East)	Turn	875875714	0	0	0	#DIV/0!	0.00
C3 - Jackson St (West) - Right into Cuba St (South)	Turn	875875715	2	0	-2	-100%	0.00
C3 - Jackson St (West) - Left into Cuba St (North)	Turn	875875716	5	3	-2	-40%	1.00
C3 - Jackson St (West) - Thru to Jackson St (East)	Turn	875875717	5	4	-1	-20%	0.47
C3 - Cuba St (North) - Thru to Cuba St (South)	Turn	875875718	0	6	6	#DIV/0!	0.00
C3 - Cuba St (North) - Right into Jackson St (West)	Turn	875875719	5	0	-5	-100%	0.00
C3 - Cuba St (North) - Left into Jackson St (East)	Turn	875875720	0	1	1	#DIV/0!	0.00
C3 - Jackson St (East) - Left into Cuba St (South)	Turn	875875721	1	0	-1	-100%	0.00
C3 - Jackson St (East) - Thru to Jackson St (West)	Turn	875875722	4	1	-3	-75%	1.00
C3 - Jackson St (East) - Right into Cuba St (North)	Turn	875875723	1	5	4	400%	2.21
C6 - Weaone St - Left into Randwick Rd	Turn	875895747	8	9	1	13%	0.34
C7 - Hutt Rd (West) - Right into Jackson St	Turn	875899946	8	0	-8	-100%	0.00
C7 - Hutt Rd (West) - Thru to Hutt Rd (East)	Turn	875899996	3	12	9	300%	3.29
C7 - Jackson St - Left into Hutt Rd (West)	Turn	875899998	2	1	-1	-50%	0.82
C7 - Jackson St - Right into Hutt Rd (East)	Turn	875899999	1	0	-1	-100%	0.00
C7 - Hutt Rd (East) - Thru to Hutt Rd (West)	Turn	875900000	3	6	3	100%	1.41
C7 - Hutt Rd (East) - Left into Jackson St	Turn	875900001	0	0	0	#DIV/0!	0.00
C7 - Whites Line E (West) - Left into Cambridge Tce	Turn	875914911	6	6	0	0%	0.00
C7 - Whites Line E (West) - Thru to Whites Line E (Eas	Turn	875914944	6	10	4	67%	1.41
C7 - Whites Line E (West) - Right into Leighton Ave	Turn	875914966	0	1	1	#DIV/0!	0.00
C7 - Cambridge Tce - Left into Whites Line E (East)	Turn	875914967	0	0	0	#DIV/0!	0.00
C7 - Cambridge Tce - Thru to Leighton Ave	Turn	875914968	0	0	0	#DIV/0!	0.00
C7 - Cambridge Tce - Right into Whites Line E (West)	Turn	875914969	2	9	7	350%	2.38
C7 - Whites Line E (East) - Right into Cambridge Tce	Turn	875915000	1	0	-1	-100%	0.00
C7 - Whites Line E (East) - Left into Leighton Ave	Turn	875915001	0	0	0	#DIV/0!	0.00
C7 - Whites Line E (East) - Thru to Whites Line E (We	Turn	875915002	2	4	2	100%	1.15
C7 - Leighton Ave - Thru to Cambridge Tce	Turn	875915003	0	0	0	#DIV/0!	0.00
C7 - Leighton Ave - Right into Whites Line E (East)	Turn	875915004	0	0	0	#DIV/0!	0.00
C7 - Leighton Ave - Left into Whites Line E (West)	Turn	875915005	1	0	-1	-100%	0.00
C4 - Dowse Interchange - Left into Hutt Rd (West)	Turn	875918841	3	11	8	267%	2.02
C10 - Bellevue Rd - Left into Ludlam Cres	Turn	875922206	0	8	8	#DIV/0!	0.00
C10 - Bellevue Rd - Right into Woburn Rd	Turn	875922209	0	0	0	#DIV/0!	0.00
C10 - Ludlam Cres - Right into Bellevue Rd	Turn	875922211	0	0	0	#DIV/0!	0.00
C10 - Ludlam Cres - Thru to Woburn Rd	Turn	875922212	7	5	-2	-29%	0.82
C10 - Woburn Rd - Left into Bellevue Rd	Turn	875922214	0	0	0	#DIV/0!	0.00
C10 - Woburn Rd - Thru to Ludlam Cres	Turn	875922215	14	10	-4	-29%	1.15
C18 - Bridge St (S/E) - Thru to Bridge St (N/W)	Turn	875935154	2	0	-2	-100%	0.00
C18 - Bridge St (S/E) - Right into Normandale Rd	Turn	875935156	1	2	1	100%	0.82
C18 - Bridge St (N/W) - Thru to Bridge St (S/E)	Turn	875935157	0	0	0	#DIV/0!	0.00
C18 - Bridge St (N/W) - Left into Normandale Rd	Turn	875935159	3	0	-3	-100%	0.00
C18 - Normandale Rd - Left into Bridge St (S/E)	Turn	875935160	0	1	1	#DIV/0!	0.00
C18 - Normandale Rd - Right into Bridge St (N/W)	Turn	875935161	3	0	-3	-100%	0.00
C8 - Queens Dr (S/W) - Left into Longs Rd (N/W)	Turn	875936261	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Thru to Longs Rd (S/E)	Turn	875938800	1	0	-1	-100%	0.00
C8 - Longs Rd (N/W) - Right into Queens Dr (S/W)	Turn	875938802	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (N/W) - Left into Queens Dr (N/E)	Turn	875938803	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Left into Queens Dr (S/W)	Turn	875938804	13	6	-7	-54%	2.27
C8 - Longs Rd (S/E) - Thru to Longs Rd (N/W)	Turn	875938805	0	0	0	#DIV/0!	0.00
C8 - Longs Rd (S/E) - Right into Queens Dr (N/E)	Turn	875938806	5	0	-5	-100%	0.00
C8 - Queens Dr (S/W) - Right into Longs Rd (S/E)	Turn	875938807	1	9	8	800%	3.56
C8 - Queens Dr (S/W) - Thru to Queens Dr (N/E)	Turn	875938808	11	0	-11	-100%	0.00
C8 - Queens Dr (N/E) - Left into Longs Rd (S/E)	Turn	875938810	0	0	0	#DIV/0!	0.00
C8 - Queens Dr (N/E) - Thru to Queens Dr (S/W)	Turn	875938811	2	3	1	50%	0.63
C8 - Queens Dr (N/E) - Right into Longs Rd (N/W)	Turn	875938812	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Left into Cornwall St (South	Turn	875943297	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Thru to Cornwall St (South	Turn	875943301	0	0	0	#DIV/0!	0.00
C12 - Cornwall St (North) - Left into Waterloo Rd (Eas	Turn	875943303	3	4	1	33%	0.53
C12 - Waterloo Rd (West) - Left into Cornwall St (Nor	Turn	875943305	1	0	-1	-100%	0.00
C12 - Waterloo Rd (West) - Right into Cornwall St (So	Turn	875943307	7	0	-7	-100%	0.00
C12 - Waterloo Rd (West) - Thru to Waterloo Rd (East	Turn	875943308	2	0	-2	-100%	0.00
C12 - Cornwall St (South) - Thru to Cornwall St (North	Turn	875943309	3	1	-2	-67%	1.41
C12 - Cornwall St (South) - Left into Waterloo Rd (We	Turn	875943310	4	0	-4	-100%	0.00
C12 - Cornwall St (South) - Right into Waterloo Rd (E	Turn	875943311	8	0	-8	-100%	0.00
C12 - Waterloo Rd (East) - Right into Cornwall St (No	Turn	875943312	1	2	1	100%	0.82
C12 - Waterloo Rd (East) - Thru to Waterloo Rd (West	Turn	875943313	7	1	-6	-86%	2.00
C12 - Waterloo Rd (East) - Left into Cornwall St (Sou	Turn	875943314	0	0	0	#DIV/0!	0.00
C11 - Knights Rd (West) - Left into Cornwall St	Turn	875946645	9	1	-8	-89%	3.16
C11 - Knights Rd (West) - Thru to Knights Rd (East)	Turn	875946646	6	5	-1	-17%	0.43
C11 - Cornwall St - Right into Knights Rd (West)	Turn	875946647	0	0	0	#DIV/0!	0.00
C11 - Cornwall St - Left into Knights Rd (East)	Turn	875946648	6	0	-6	-100%	0.00
C11 - Knights Rd (East) - Thru to Knights Rd (West)	Turn	875946649	4	6	2	50%	0.89
C11 - Knights Rd (East) - Right into Cornwall St	Turn	875946650	4	0	-4	-100%	0.00
C15 - High St (West) - Thru to High St (East)	Turn	875958311	14	20	6	43%	1.46
C17 - High St (West) - Left into Eastern Hutt Rd (East)	Turn	875989838	9	19	10	111%	2.47
C25 - SH2 (North) - Thru to SH2 (South)	Turn	875990791	19	28	9	47%	1.96
C25 - SH2 (North) - Left into Fergusson Dr	Turn	875990727	2	15	13	650%	4.46
C25 - SH2 (South) - Thru to SH2 (North)	Turn	875990291	29	17	-12	-41%	2.50
C25 - Fergusson Dr - Right into SH2 (North)	Turn	875990381	2	0	-2	-100%	0.00
C25 - SH2 (South) - Right into Fergusson Dr	Turn	875990382	16	9	-7	-44%	1.94
C25 - Fergusson Dr - Left into SH2 (South)	Turn	875990385	9	1	-8	-89%	3.16
C19 - SH2 Southbound Off Ramp - Left into Manor Pl Turn		90508310	0	0	0	#DIV/0!	0.00
C19 - Manor Park Rd - Left into SH2 Southbound On T Turn		90508316	0	0	0	#DIV/0!	0.00
C19 - SH2 Northbound Off Ramp - Left into Heywards Turn		90508399	10	27	17	170%	3.96
C19 - Heywards Hill (SH2@) - Left into SH 2 Northbou Turn		90508341	9	7	-2	-22%	0.71
10 Hutt Road - Esplanade LT	Subpath	1678681881	0	0	0	#DIV/0!	0.00
10 Hutt Road - Onkamp Thru	Subpath	1678681884	1	1	0	0%	0.00
10 Off Ramp - Hutt Road Thru	Subpath	1678681882	8	11	3	38%	0.97
10 Off Ramp - Esplanade RT	Subpath	1678681883	25	49	24	96%	3.95
10 Esplanade - Hutt Road RT	Subpath	1678681887	1	0	-1	-100%	0.00
10 Esplanade - Onkamp Thru	Subpath	1678681886	19	22	3	16%	0.66
2 High Street East LT	Subpath	1678682991	1	0	-1	-100%	0.00
2 High Street East RT	Subpath	1678682997	1	0	-1	-100%	0.00
2 High Street East Thru	Subpath	1678682996	8	0	-8	-100%	0.00
2 High Street West LT	Subpath	1678683001	3	0	-3	-100%	0.00
2 High Street West RT	Subpath	1678683003	0	3	3	#DIV/0!	0.00
2 High Street West Thru	Subpath	1678683002	10	7	-3	-30%	1.02
2 Melling North LT	Subpath	1678682991	2	0	-2	-100%	0.00
2 Melling North RT	Subpath	1678682994	2	1	-1	-50%	0.82
2 Melling North Thru	Subpath	1678682992	4	6	0	0%	0.00
2 Pretoria South LT	Subpath	1678682998	0	0	0	#DIV/0!	0.00
2 Pretoria South RT	Subpath	1678683000	0	0	0	#DIV/0!	0.00
2 Pretoria South Thru	Subpath	1678682999	4	3	-1	-25%	0.53
1 Melling North LT	Subpath	1678682279	6	12	6	100%	2.00
1 Melling North RT	Subpath	1678682281	3	6	3	100%	1.41
1 Melling North Thru	Subpath	1678682280	6	6	0	0%	0.00
1 Melling South LT	Subpath	1678682285	0	0	0	#DIV/0!	0.00
1 Melling South RT	Subpath	1678682287	2	0	-2	-100%	0.00
1 Melling South Thru	Subpath	1678682286	7	3	-4	-57%	1.79
1 Rutherford East LT	Subpath	1678682282	0	0	0	#DIV/0!	0.00
1 Rutherford East RT	Subpath	1678682284	1	9	8	800%	3.56
1 Rutherford East Thru	Subpath	1678682283	5	2	-3	-60%	1.40
1 Rutherford West LT	Subpath	1678682288	3	9	6	200%	2.45
1 Rutherford West RT	Subpath	1678682290	1	0	-1	-100%	0.00
1 Rutherford West Thru	Subpath	1678682289	1	8	7	700%	3.30
3 High Street East LT	Subpath	1678683007	5	2	-3	-60%	1.40
3 High Street East Thru	Subpath	1678683008	9	4	-5	-56%	1.96
3 High Street West Thru	Subpath	1678683009	14	20	6	43%	1.46
3 High Street West RT	Subpath	1678683010	0	0	0	#DIV/0!	0.00
3 Kings Cres LT	Subpath	1678683005	3	23	20	667%	5.45
3 Kings Cres RT	Subpath	1678683006	1	1	0	0%	0.00
4 Dysrth St South LT	Subpath	1678683017	2	0	-2	-100%	0.00
4 Dysrth St South RT	Subpath	1678683019	2	1	-1	-50%	0.82
4 Dysrth St South Thru	Subpath	1678683018	11	14	3	27%	0.85
4 Fairway North LT	Subpath	1678683011	4	11	7	175%	2.56
4 Fairway North Thru	Subpath	1678683012	4	13	9	225%	3.09
4 Fairway North RT	Subpath	1678683013	10	9	-1	-10%	0.33
4 High Street East LT	Subpath	1678683014	2	0	-2	-100%	0.00
4 High Street East RT	Subpath	1678683016	1	3	2	200%	1.41
4 High Street East Thru	Subpath	1678683015	8	3	-5	-63%	2.13
4 High Street West LT	Subpath	1678683020	0	3	3	#DIV/0!	0.00
4 High Street West RT	Subpath	1678683022	5	0	-5	-100%	0.00
4 High Street West Thru	Subpath	1678683021	7	9	2	29%	0.71
5 Hutt Road West Thru	Subpath	1678683029					
5 Hutt Road West RT	Subpath	1678683030					
5 Eastern Hutt Road South LT	Subpath	1678683031	0	1	1	#DIV/0!	0.00
5 Eastern Hutt Road South RT	Subpath	1678683032	10	16	6	60%	1.66
5 Eastern Hutt Road East LT	Subpath	1678683033					
5 Eastern Hutt Road East Thru	Subpath	1678683034					
12 SH1B LT	Subpath	1678683999	9	7	-2	-22%	0.71
12 SH1B RT	Subpath	1678684001	7	12	5	71%	1.62
12 SH1B Thru	Subpath	1678684000	0	0	0	#DIV/0!	0.00
12 Manor Park LT	Subpath	1678684002	0	0	0	#DIV/0!	0.00
12 Manor Park RT	Subpath	1678684004	0	0	0	#DIV/0!	0.00
12 Manor Park Thru	Subpath	1678684003	0	0	0	#DIV/0!	0.00
12 SH2 West LT	Subpath	1678683996	10	27	17	170%	3.96
12 SH2 West RT	Subpath	1678683998	1	0	-1	-100%	0.00
12 SH2 West Thru	Subpath	1678683997	0	4	4	#DIV/0!	0.00
12 SH2 East LT	Subpath	1678684005	0	0	0	#DIV/0!	0.00
12 SH2 RT	Subpath	1678684007	9	11	2	22%	0.63
12 SH2 Thru	Subpath	1678684006	0	0	0	#DIV/0!	0.00
7 Wanaeta East RT	Subpath	1678683946	3	4	1	33%	0.53
7 Wanaeta East Thru	Subpath	1678683945	8	5	-3	-38%	1.18
7 Wanaeta West LT	Subpath	1678683943	1	0	-1	-100%	0.00
7 Wanaeta West Thru	Subpath	1678683944	9	3	-6	-67%	2.45
7 Waterloo LT	Subpath	1678683947	4	4	-2	-33%	0.89
7 Waterloo RT	Subpath	1678683948	3	0	-3	-100%	0.00
11 Dowse Int LT	Subpath	1678683993	3	11	8	267%	2.02
11 Dowse Int RT	Subpath	1678683994	1	1	-0	-45%	2.31
11 Hutt Road East LT	Subpath	1678683991	4	10	6	150%	2.27
11 Hutt Road East Thru	Subpath	1678683992	3	5	2	67%	1.00
11 Hutt Road West RT	Subpath	1678683990	8	13	5	64%	1.54
11 Hutt Road West Thru	Subpath	1678683989	3	11	8	267%	2.02
9 Ludlam LT	Subpath	1678683977	4	11	7	175%	2.56
9 Ludlam Thru	Subpath	1678683978	16	9	-7	-44%	1.94
9 Randwick RT	Subpath	1678683976	8	5	-3	-38%	1.18
9 Randwick Thru	Subpath	1678683975	7	11	4	57%	1.13
9 White Lines E LT	Subpath	1678683979	2	10	8	400%	3.27
9 White Lines E RT	Subpath	1678683980	1	4	3	300%	1.90
8 Hutt Park - Seaview LT	Subpath	1678683931	0	0	0	#DIV/0!	0.00
8 Hutt Park - Randwick RT	Subpath	1678683938	0	0	0	#DIV/0!	0.00
8 Hutt Park - Port Road Thru	Subpath	1678683936	0	0	0	#DIV/0!	0.00
8 Hutt Park - Waione Thru	Subpath	1678683937	1	0	-1	-100%	0.00
8 Hutt Park - Hutt Park U-Turn	Subpath	1678683939	0	0	0	#DIV/0!	0.00
8 Port Road - Waione LT	Subpath	1678683941	7	3	-4	-57%	1.79
8 Port Road - Seaview RT	Subpath	1678683940	0	1	1	#DIV/0!	0.00
8 Port Road - Hutt Park RT	Subpath	1678683942	0	0	0	#DIV/0!	0.00
8 Port Road - Randwick Thru	Subpath	1678683946	2	1	-1	-50%	0.82
8 Port Road - Port Road U-Turn	Subpath	1678683948	0	0	0	#DIV/0!	0.00
8 Randwick - Hutt Park LT	Subpath	1678683950	1	0	-1	-100%	0.00
8 Randwick - Waione RT	Subpath	1678683953	4	4	0	0%	0.00
8 Randwick - Port Road Thru	Subpath	1678683952	5	4	-1	-20%	0.47
8 Randwick - Seaview Thru	Subpath	1678683951	8	11	3	38%	0.97
8 Randwick - Randwick U-Turn	Subpath	1678683954	0	0	0	#DIV/0!	0.00
8 Seaview - Port LT	Subpath	1678683960	0	0	0	#DIV/0!	0.00
8 Seaview - Hutt Park RT	Subpath	1678683963	0	0	0	#DIV/0!	0.00
8 Seaview - Randwick RT	Subpath	1678683962	7	8	1	14%	0.37
8 Seaview - Waione Thru	Subpath	1678683961	11	17	6	55%	1.60
8 Seaview - Seaview U-Turn	Subpath	1678683964	0	0	0	#DIV/0!	0.00
8 Waione Street - Randwick LT	Subpath	1678683969	8	9	1	13%	0.34
8 Waione Street - Port Road RT	Subpath	1678683972	12	7	-5	-42%	1.62
8 Waione Street - Hutt Park Thru	Subpath	1678683970	2	0	-2	-100%	0.00
8 Waione Street - Seaview Thru	Subpath	1678683971	16	30	14	119%	2.76
8 Waione Street - Waione U-Turn	Subpath	1678683973	0	0	0	#DIV/0!	0.00
6 Queens LT	Subpath	1678683480	8	0	-8	-100%	0.00
6 Queens Thru	Subpath	1678683481	12	12	0	0%	0.00
6 Railway RT	Subpath	1678683439	15	11	-4	-27%	1.11
6 Railway Thru	Subpath	1678683438	13	33	20	154%	4.17
6 Woburn LT	Subpath	1678684336	2	6	4	200%	2.00
6 Woburn RT	Subpath	1678684337	8	1	-7	-88%	2.38
Dowse Drive LT (A-D)	Subpath	1690978844					
Dowse Drive Thru (A-C)	Subpath	1690978845					
Dowse Drive RT (A-B)	Subpath	1690978846					
SH2 (South) LT (B-A)	Subpath	1690978842					
SH2 (South) Thru (B-D)	Subpath	1690978843					
SH2 (South) RT (B-C)	Subpath	1690978841					
Connection to Hutt Road LT (C-B)	Subpath	1690978850					
Connection to Hutt Road Thru (C->)	Subpath	1690978851					
Connection to Hutt Road RT (C-D)	Subpath	1690978852					
SH2 (North) LT (D-C)	Subpath	1690978847					
SH2 (North) Thru (D->B)	Subpath	1690978849					
SH2 (North) RT (D->A)	Subpath	1690978848					

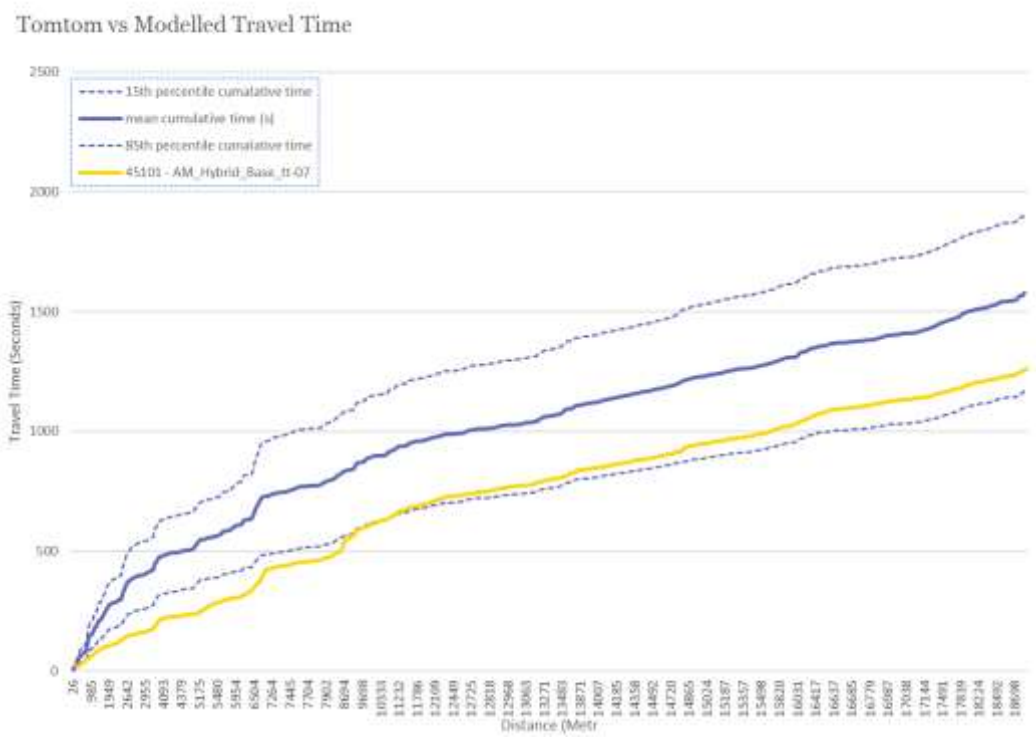


Individual turn counts GEH & XY scatter plot – heavy vehicles – hybrid layer– PM Hour 4

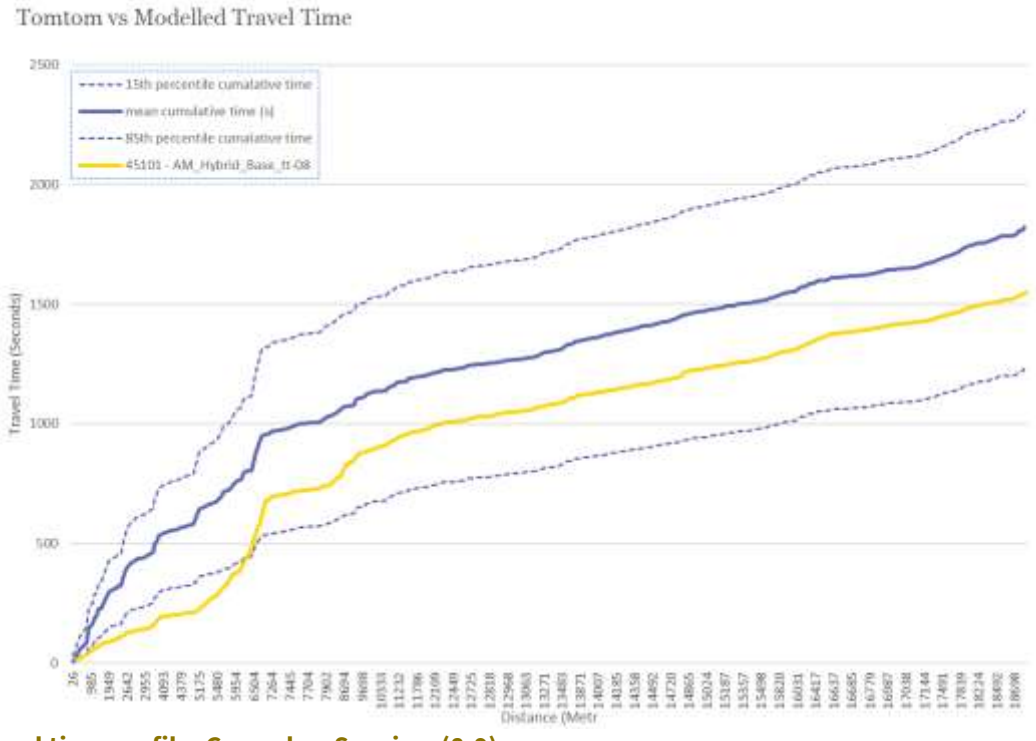
Appendix B

Travel Time Profile Comparisons

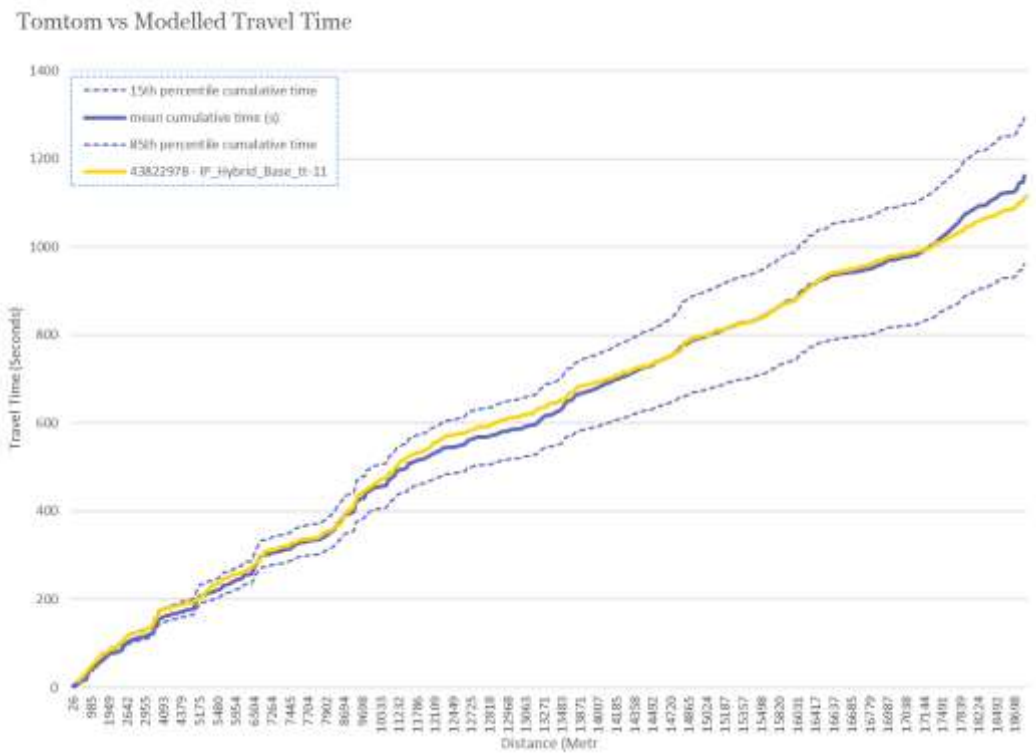
The following figures show the profile of travel time against the distance for each route of the middle 2-hour peak.



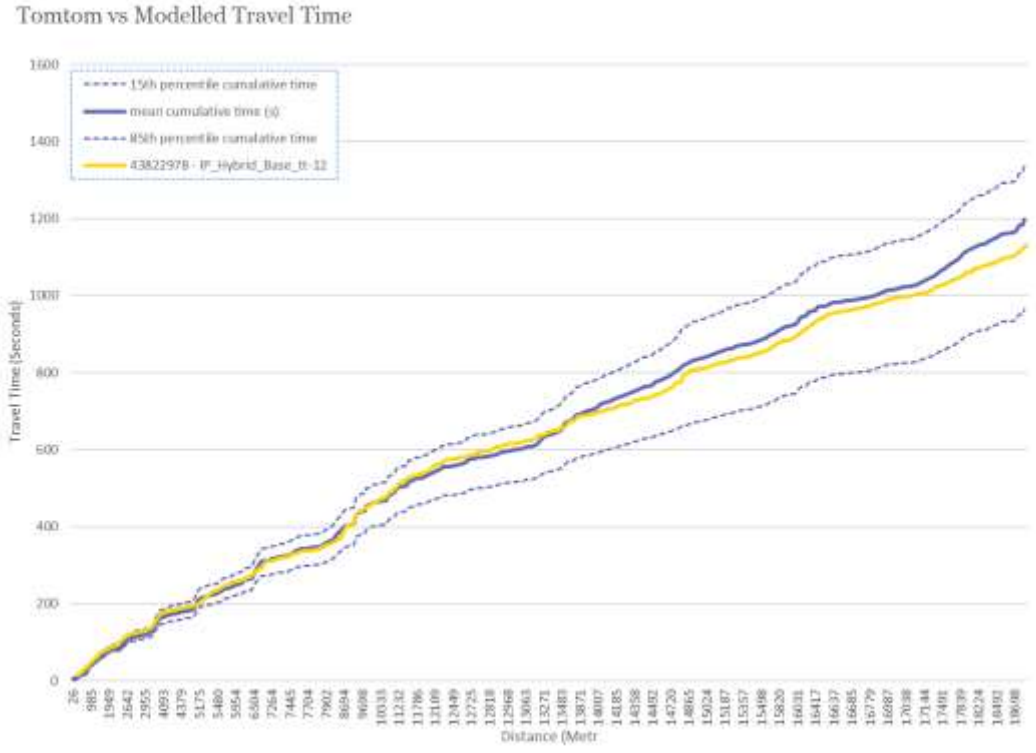
Travel time profile: Grenada – Seaview (7-8)



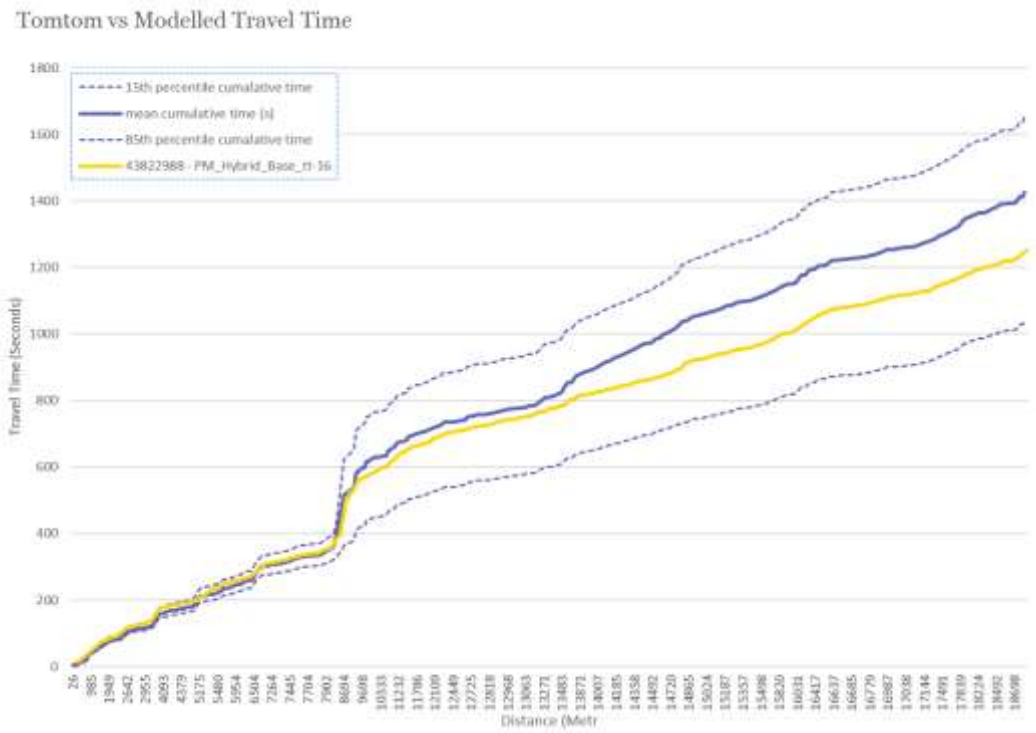
Travel time profile: Grenada – Seaview (8-9)



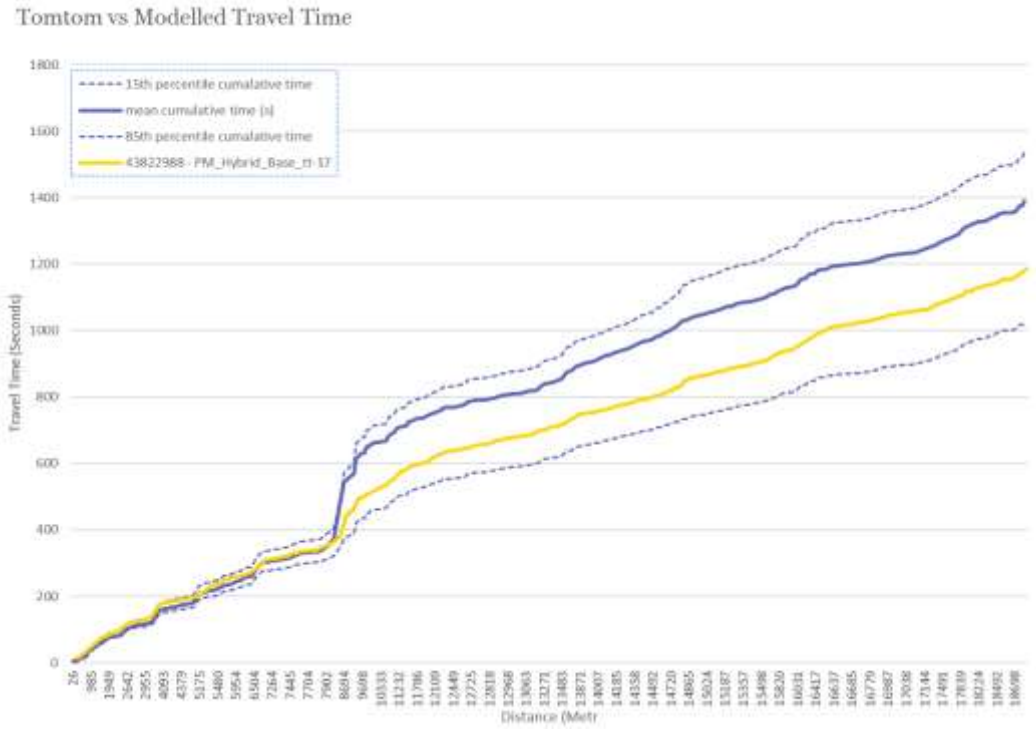
Travel time profile: Grenada – Seaview (11-12)



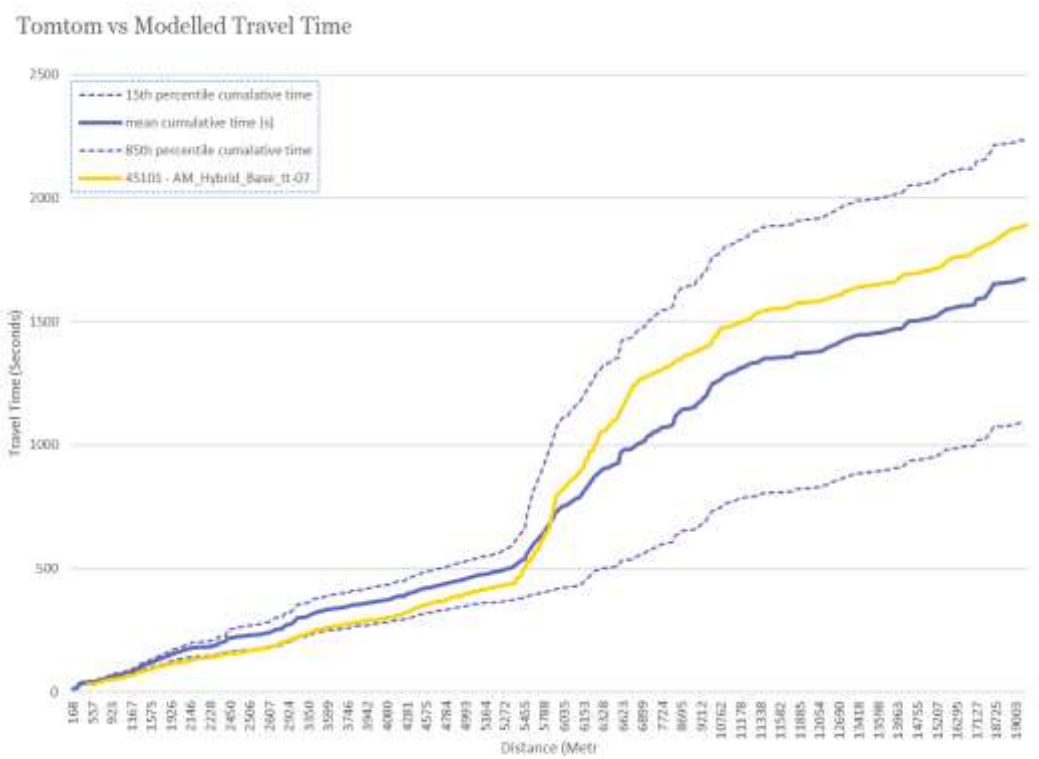
Travel time profile: Grenada – Seaview (12-13)



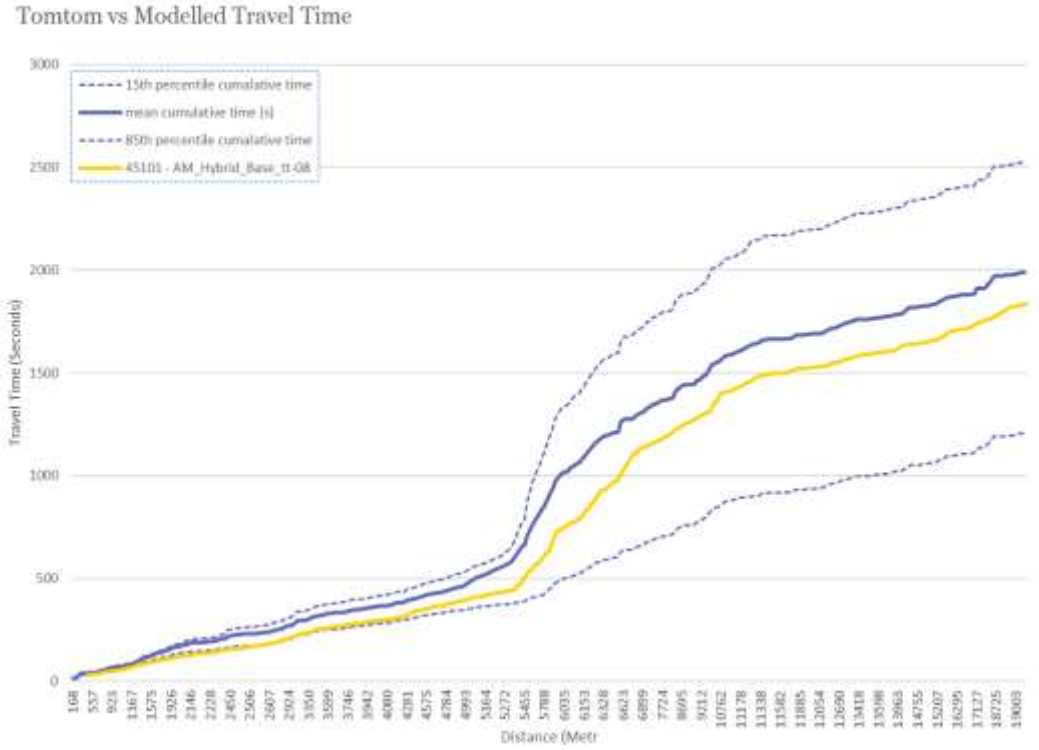
Travel time profile: Grenada – Seaview (16-17)



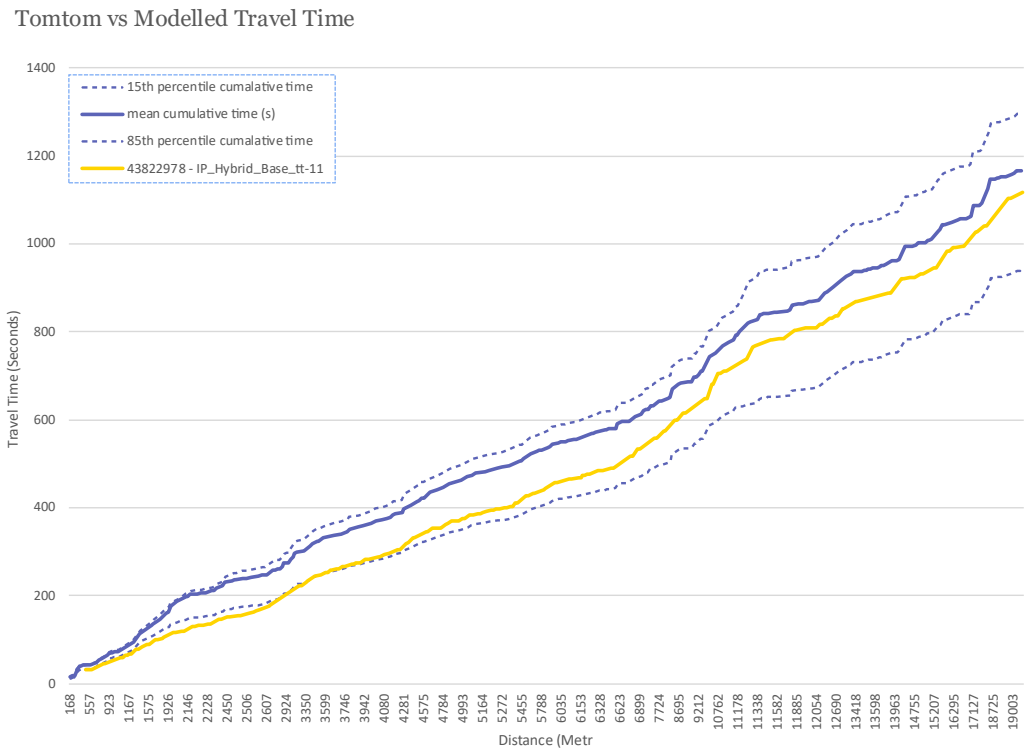
Travel time profile: Grenada – Seaview (17-18)



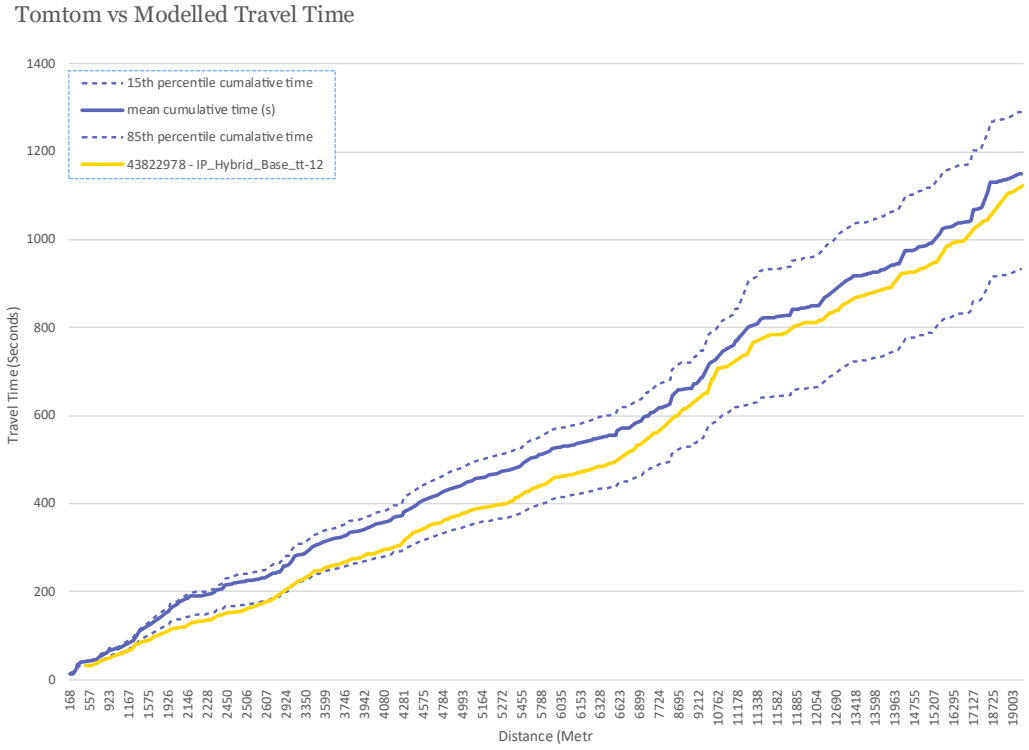
Travel time profile: Seaview – Grenada (7-8)



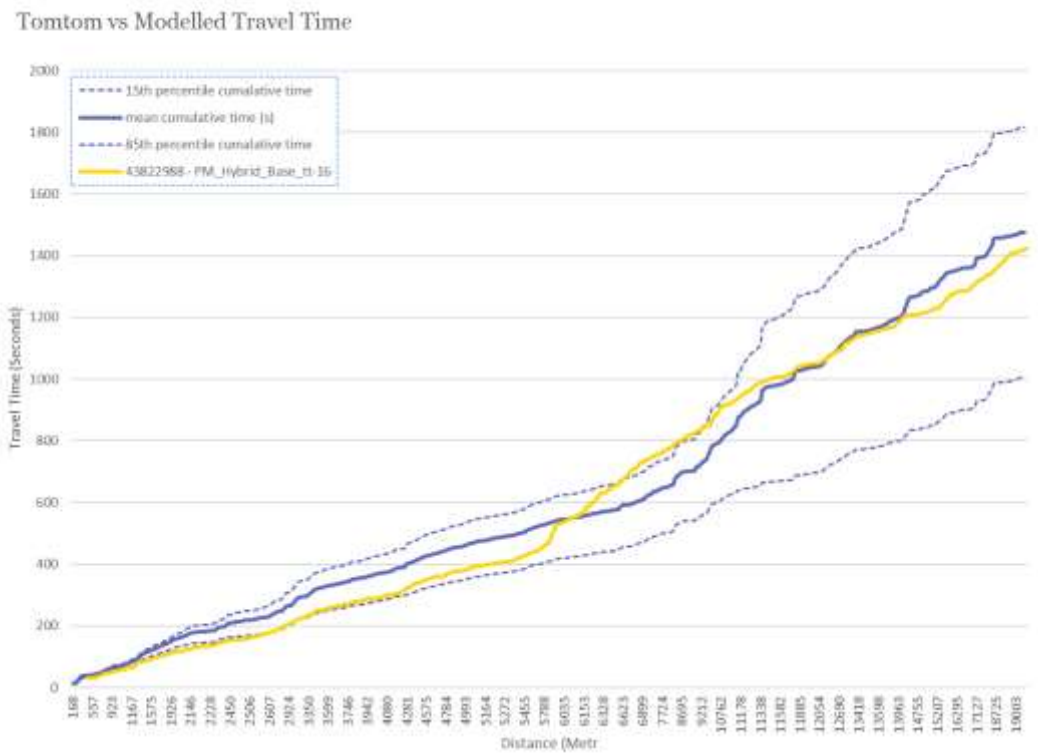
Travel time profile: Seaview – Grenada (8-9)



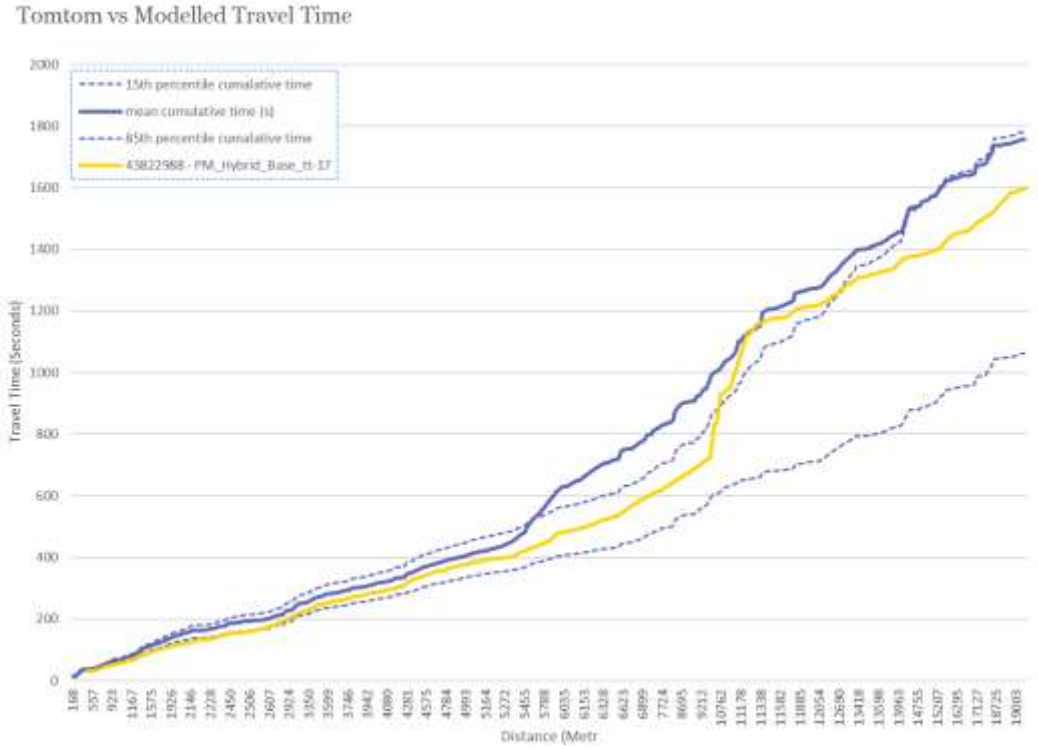
Travel time profile: Seaview – Grenada (11-12)



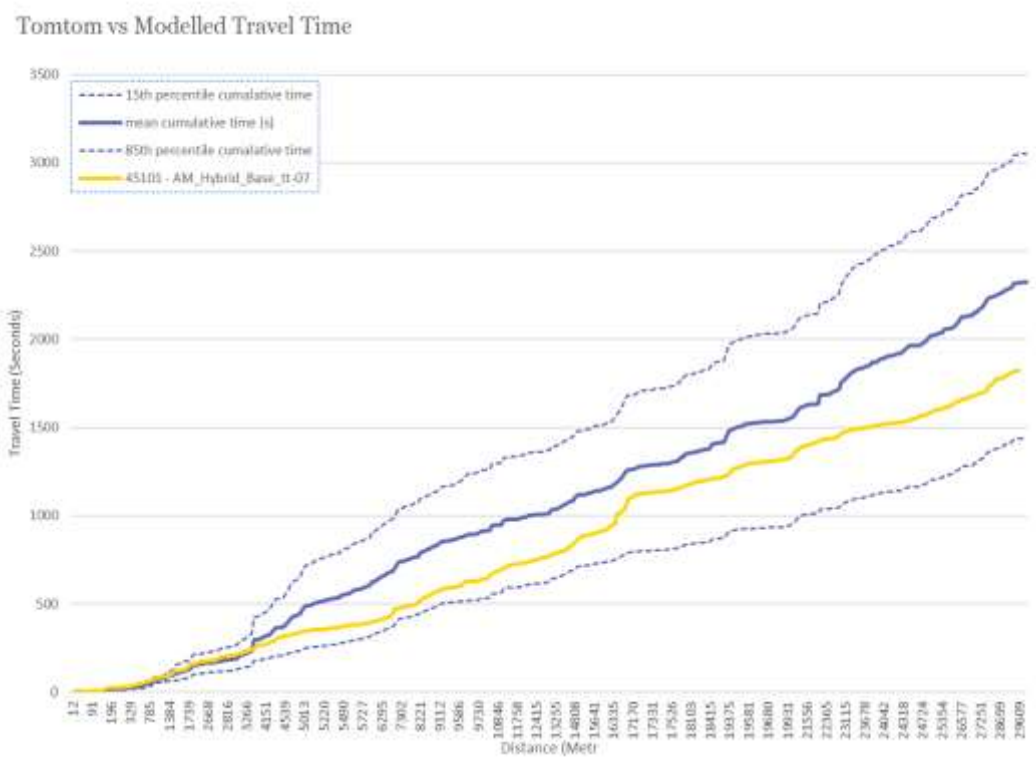
Travel time profile: Seaview – Grenada (12-13)



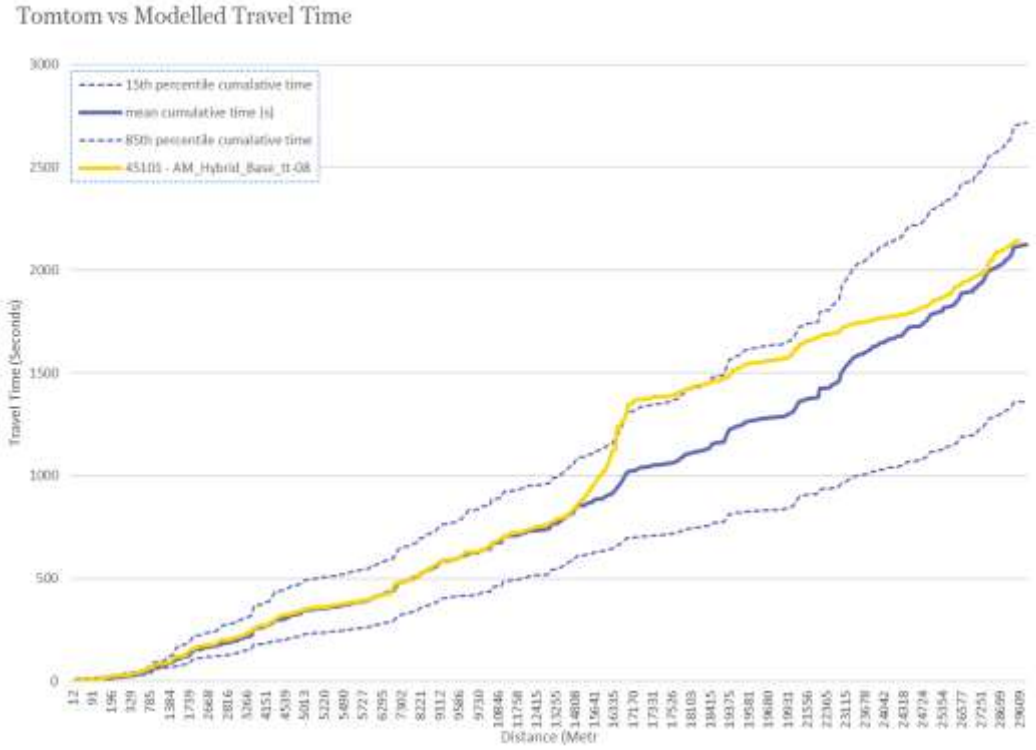
Travel time profile: Seaview – Grenada (16-17)



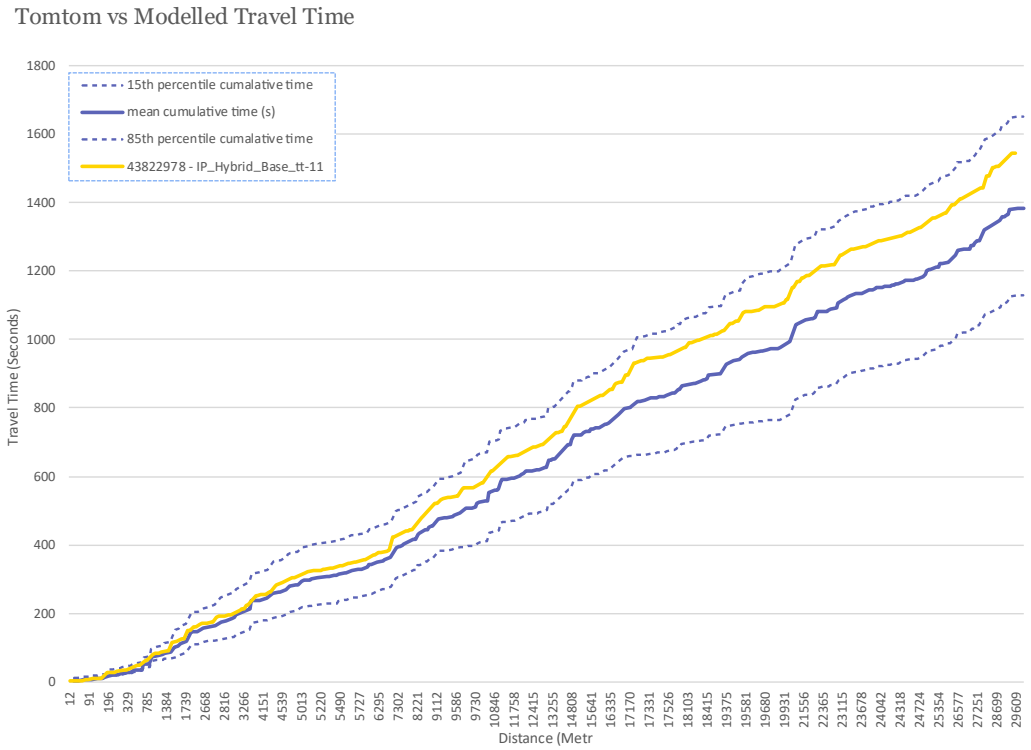
Travel time profile: Seaview – Grenada (17-18)



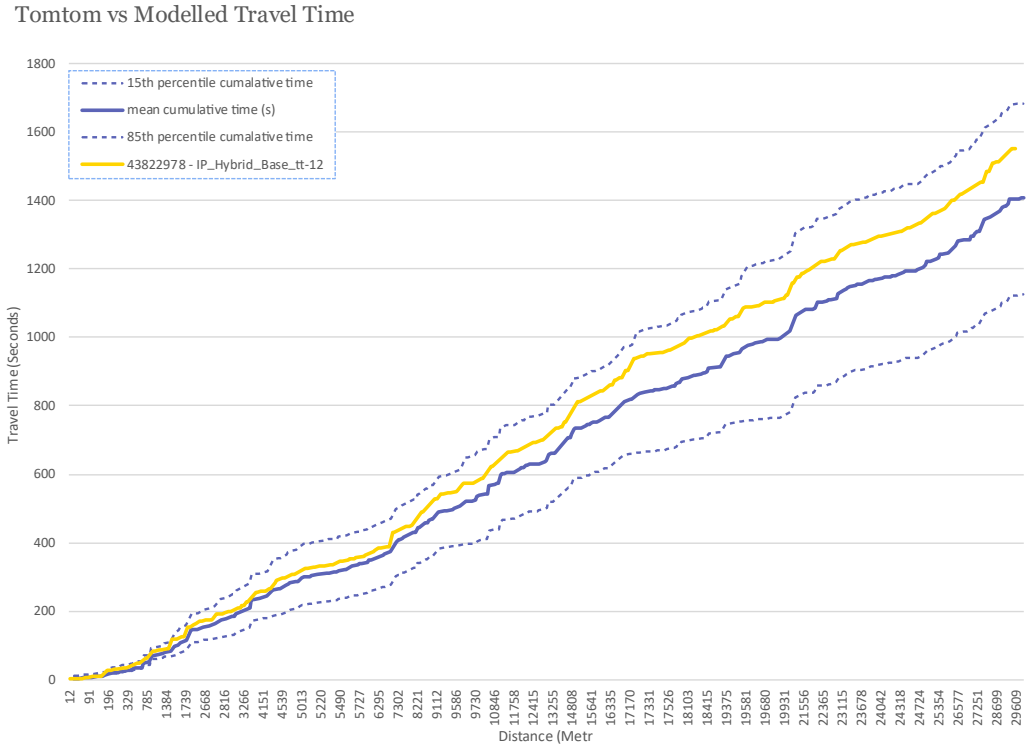
Travel time profile: SH2: Maoribank - Ngauranga (7-8)



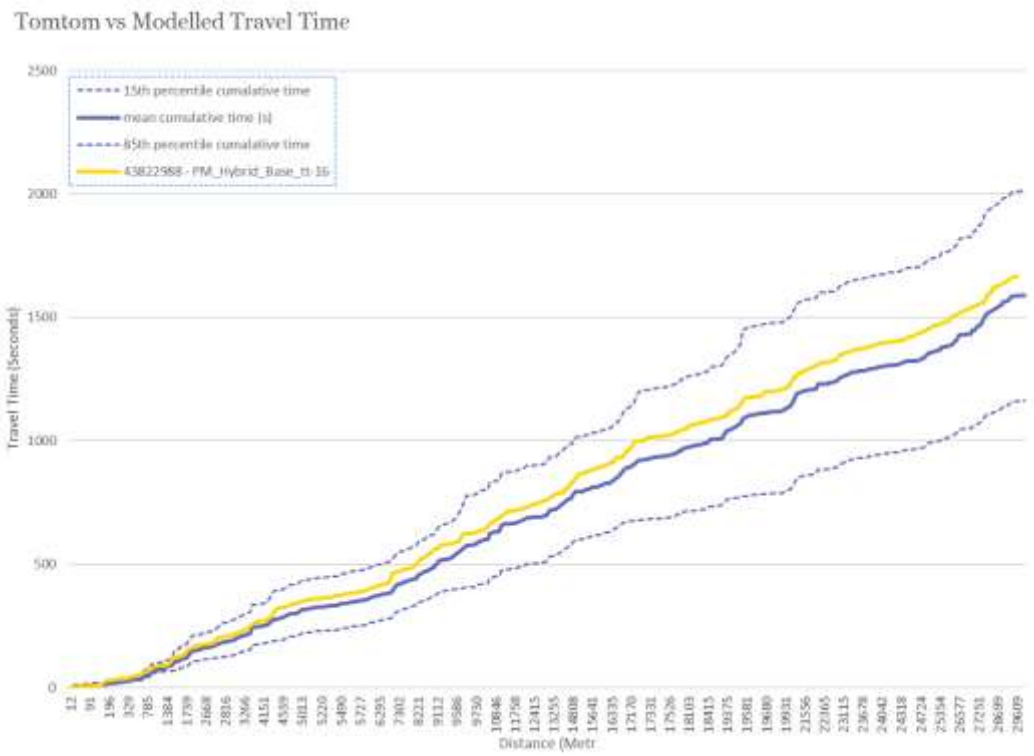
Travel time profile: SH2: Maoribank - Ngauranga (8-9)



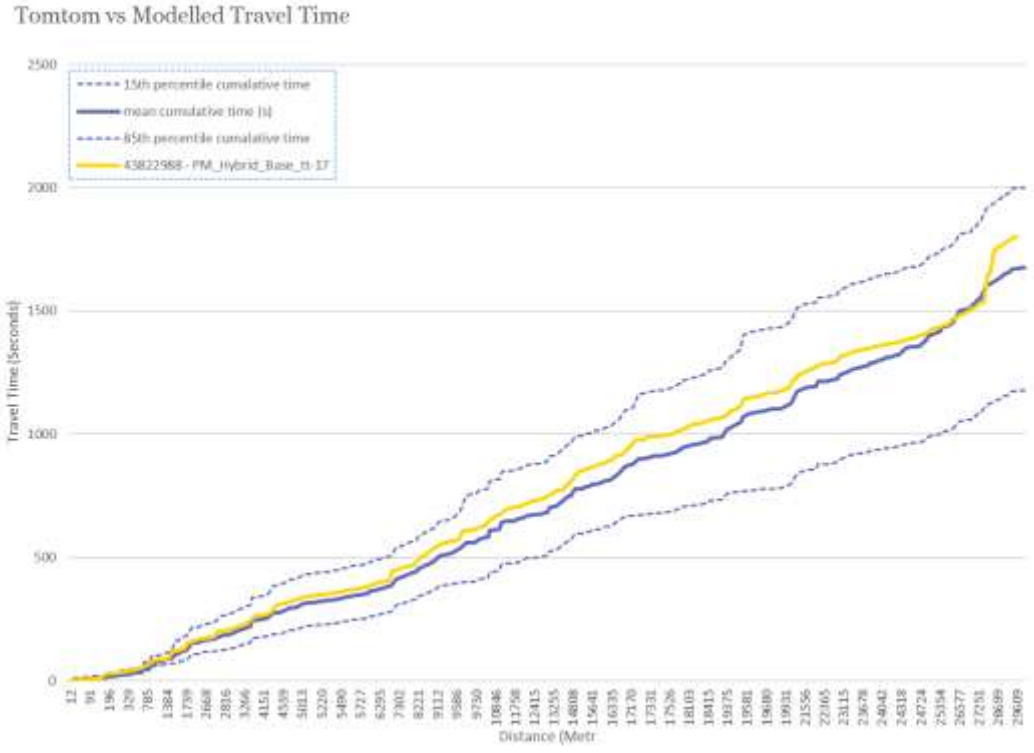
Travel time profile: SH2: Maoribank - Ngauranga (11-12)



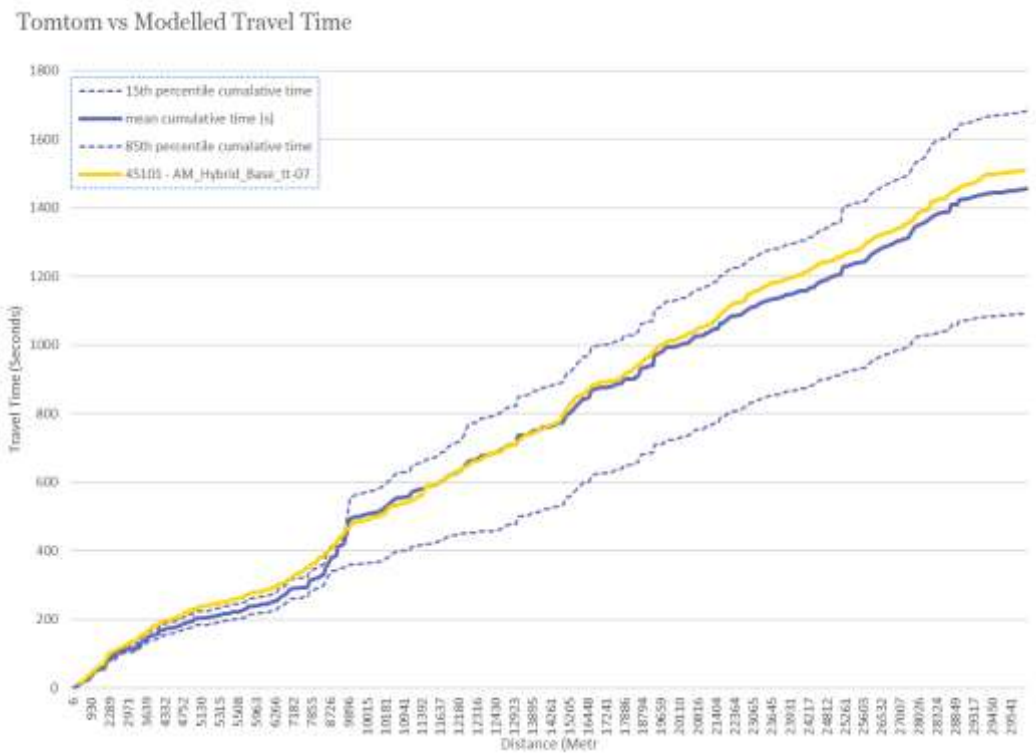
Travel time profile: SH2: Maoribank - Ngauranga (12-13)



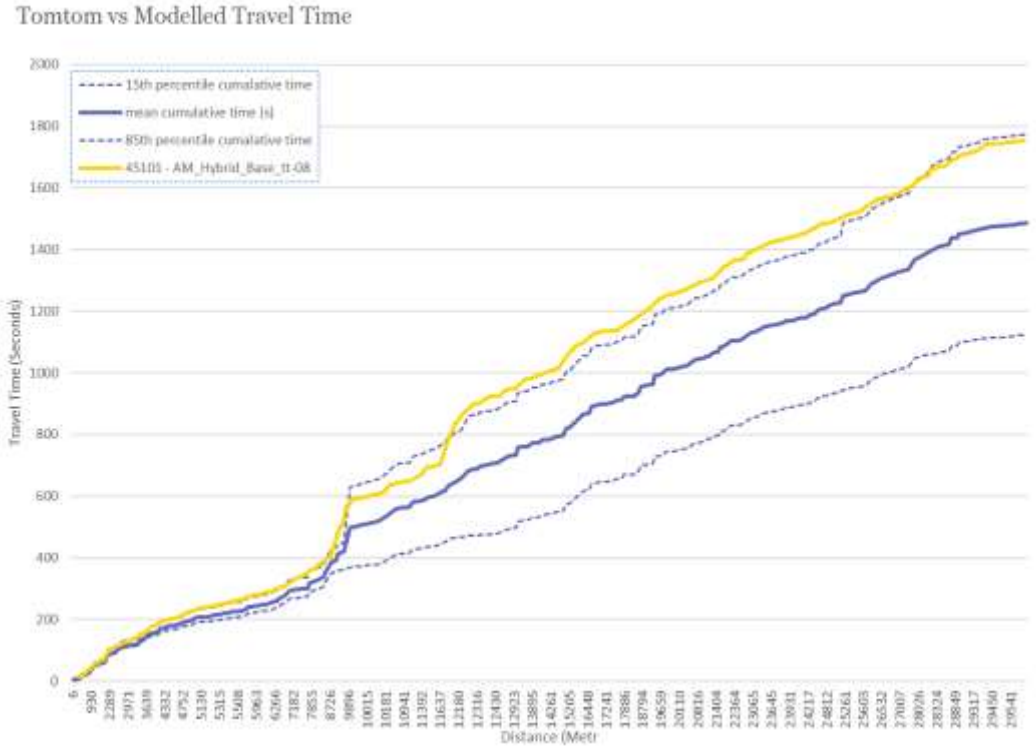
Travel time profile: SH2: Maoribank - Ngauranga (16-17)



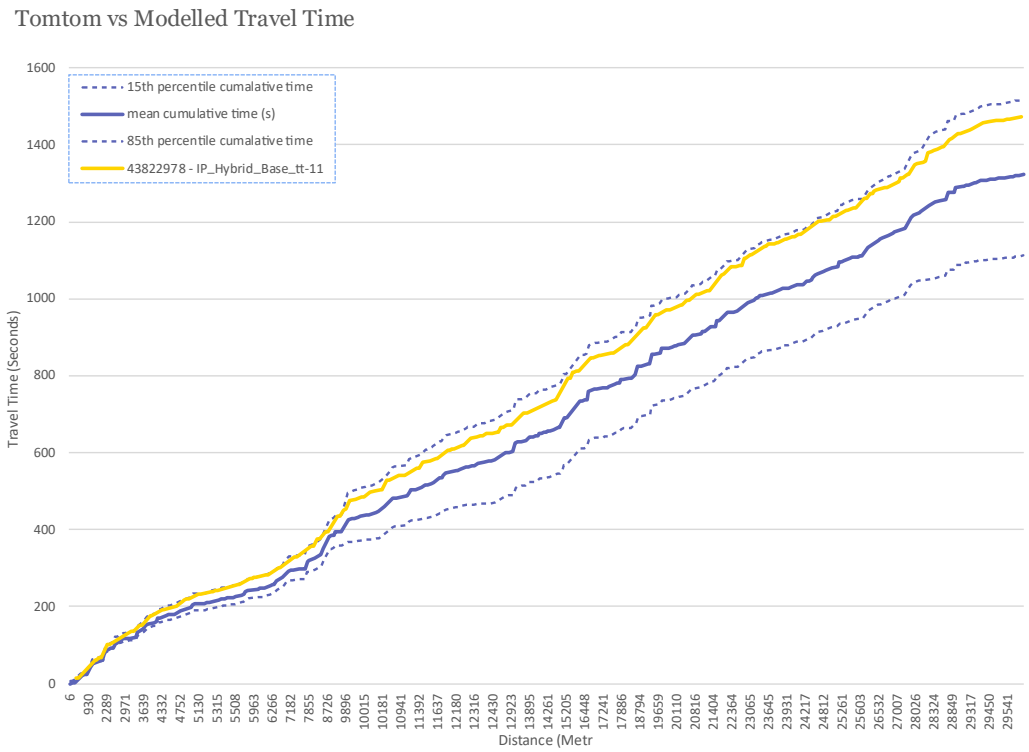
Travel time profile: SH2: Maoribank - Ngauranga (17-18)



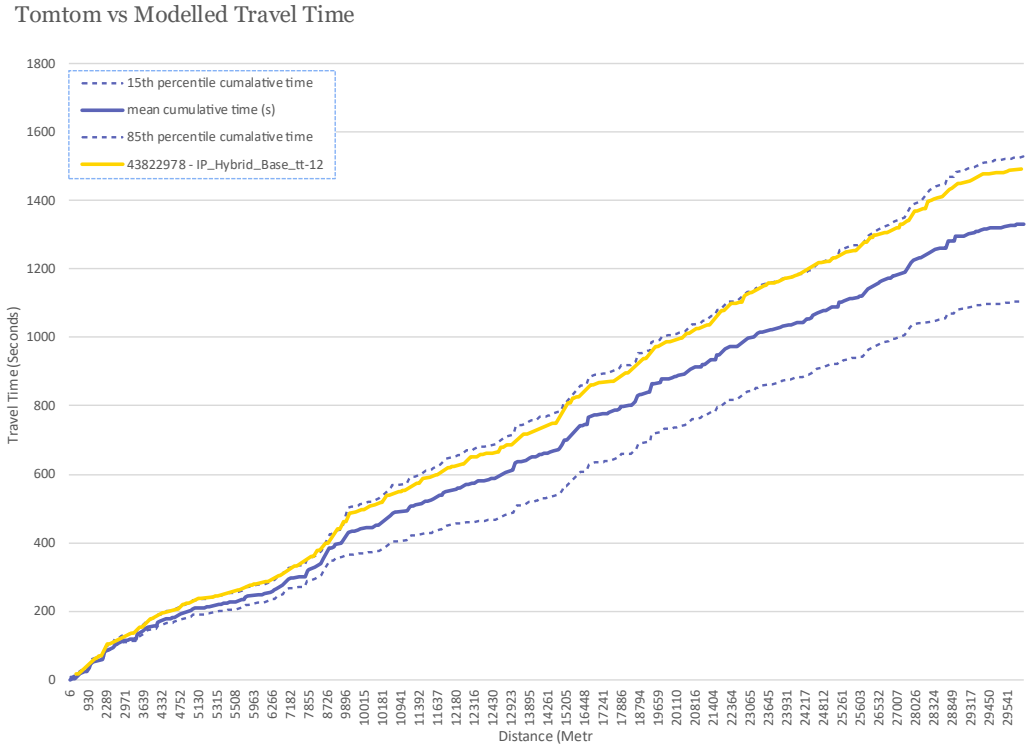
Travel time profile: SH2: Ngauranga – Maoribank (7-8)



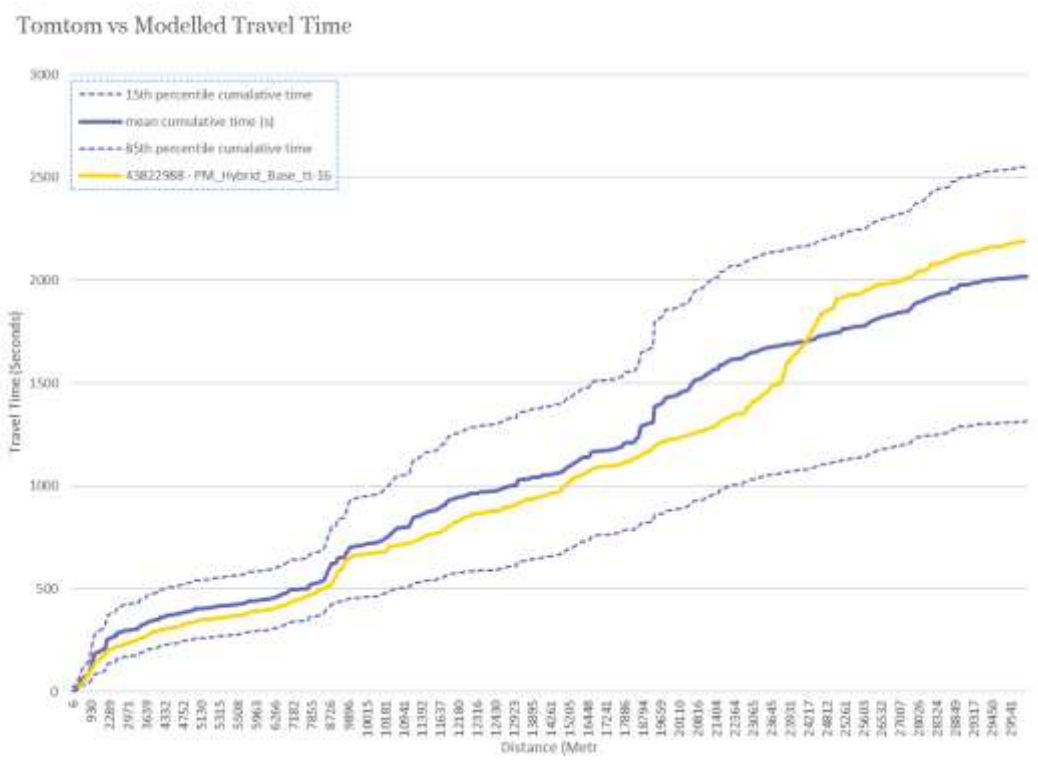
Travel time profile: Ngauranga – Maoribank (8-9)



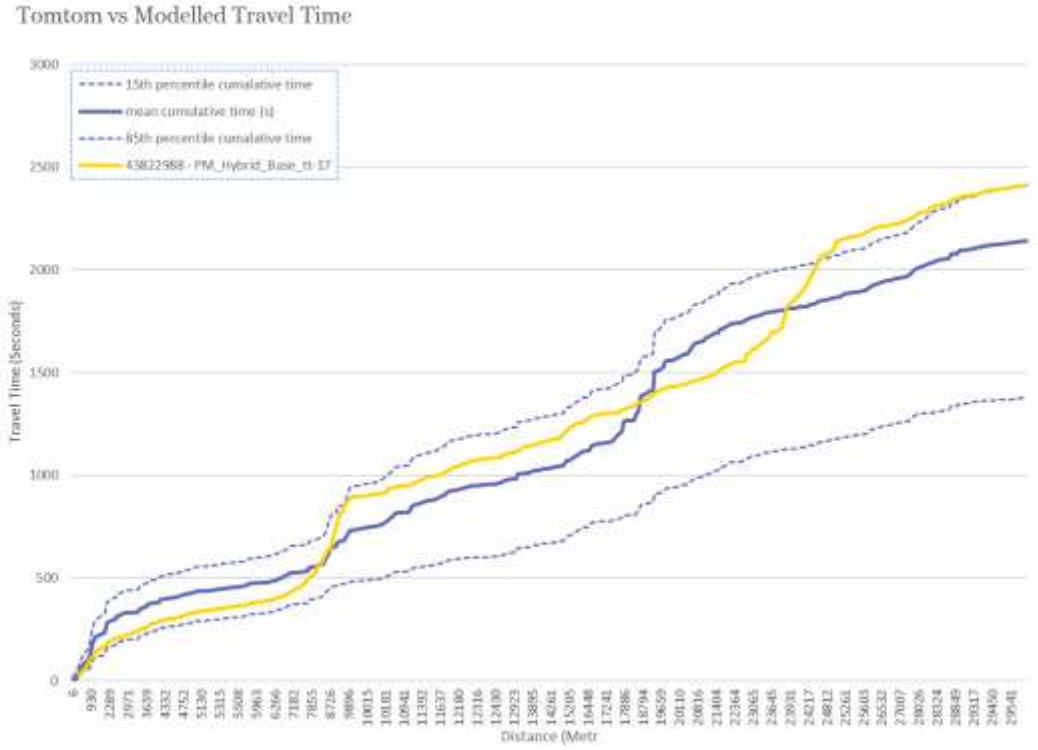
Travel time profile: Ngauranga – Maoribank (11-12)



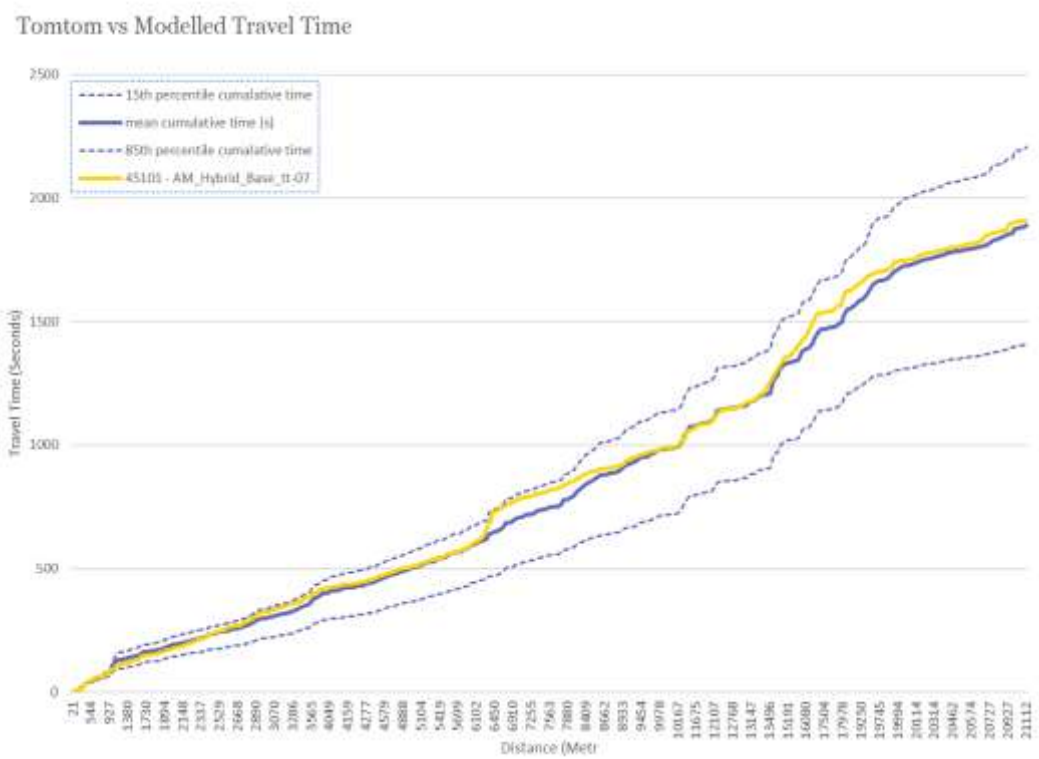
Travel time profile: Ngauranga – Maoribank (12-13)



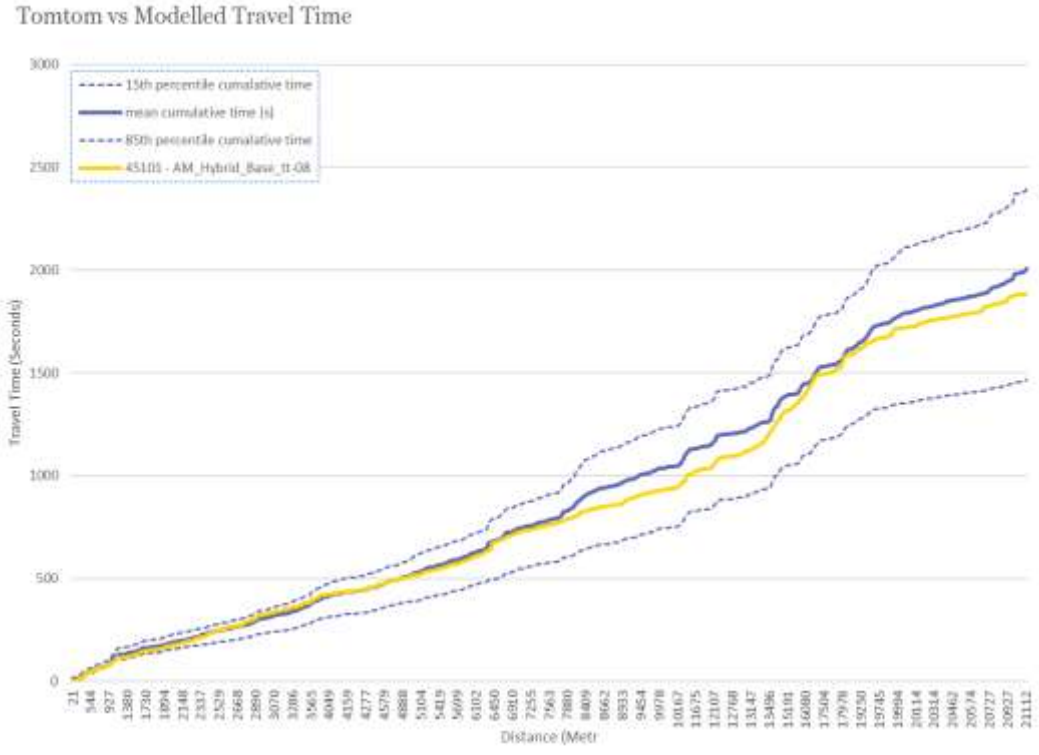
Travel time profile: Ngauranga – Maoribank (16-17)



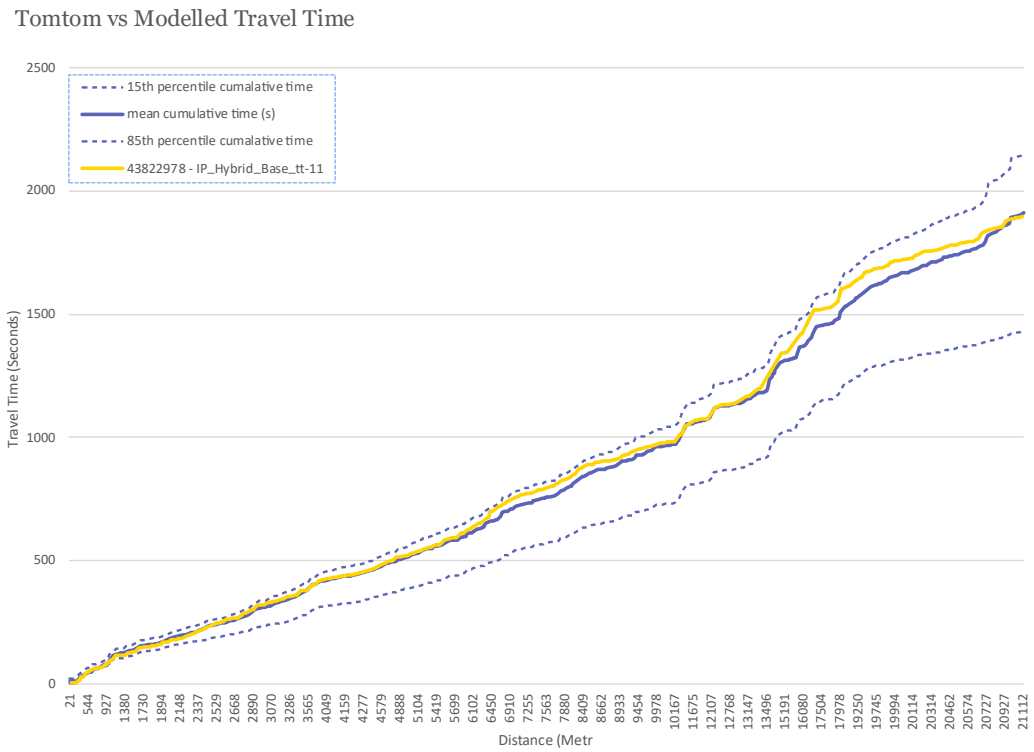
Travel time profile: Ngauranga – Maoribank (17-18)



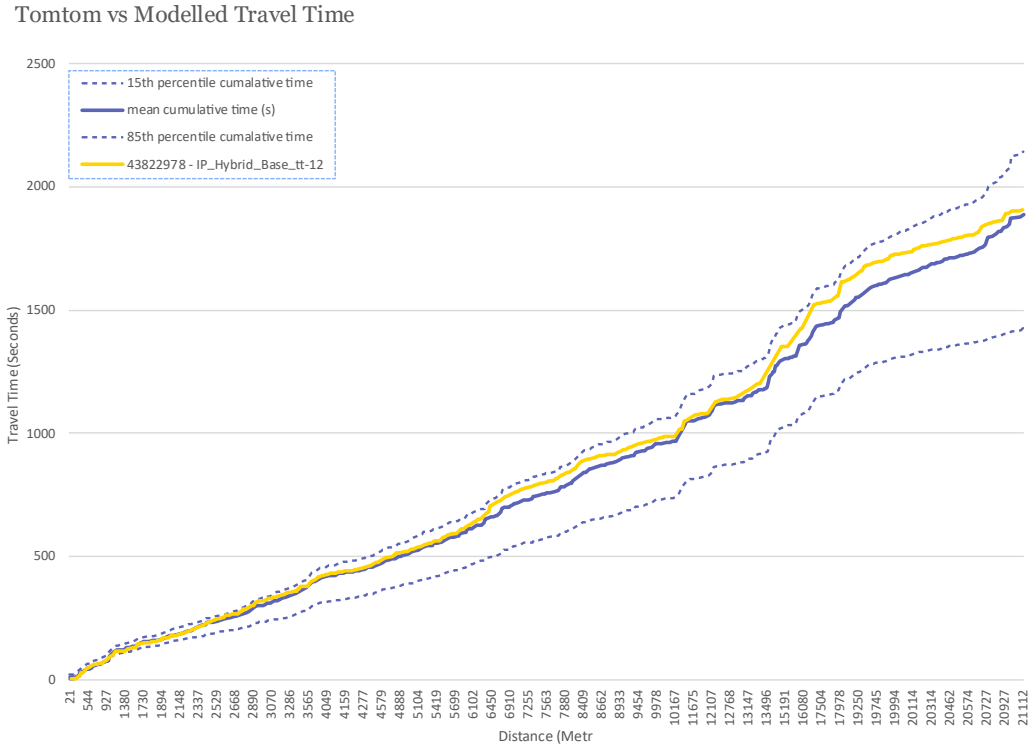
Travel time profile: Fergusson Dr – Harcourt Werry Dr (7-8)



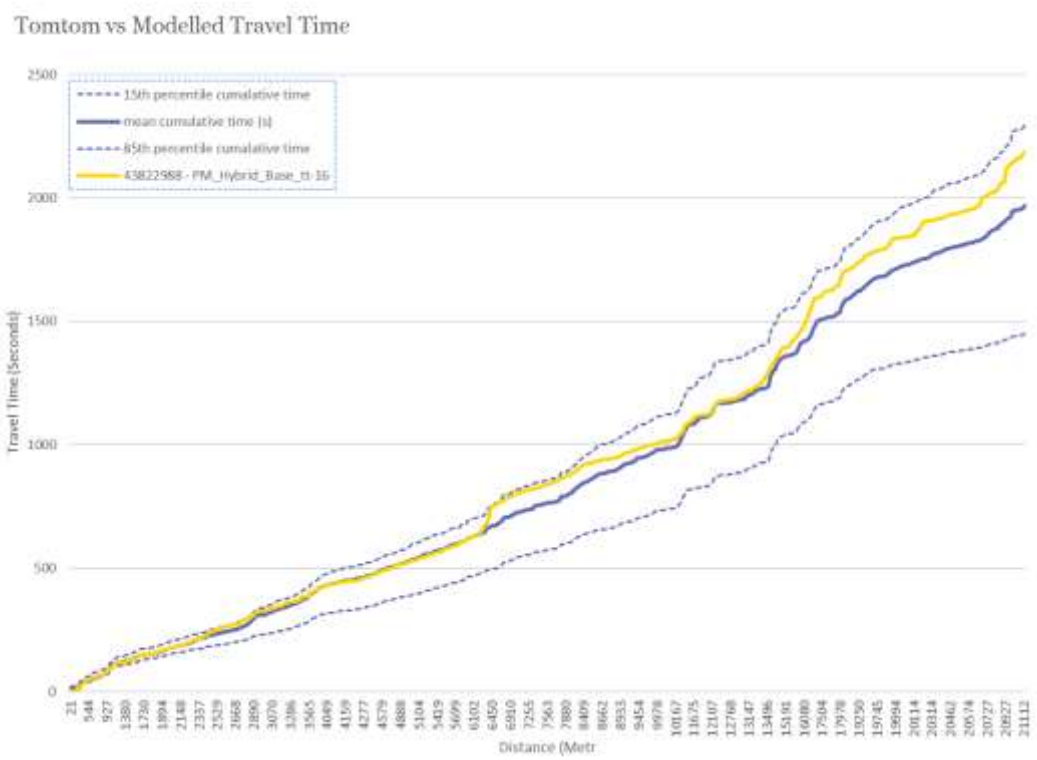
Travel time profile: Fergusson Dr – Harcourt Werry Dr (8-9)



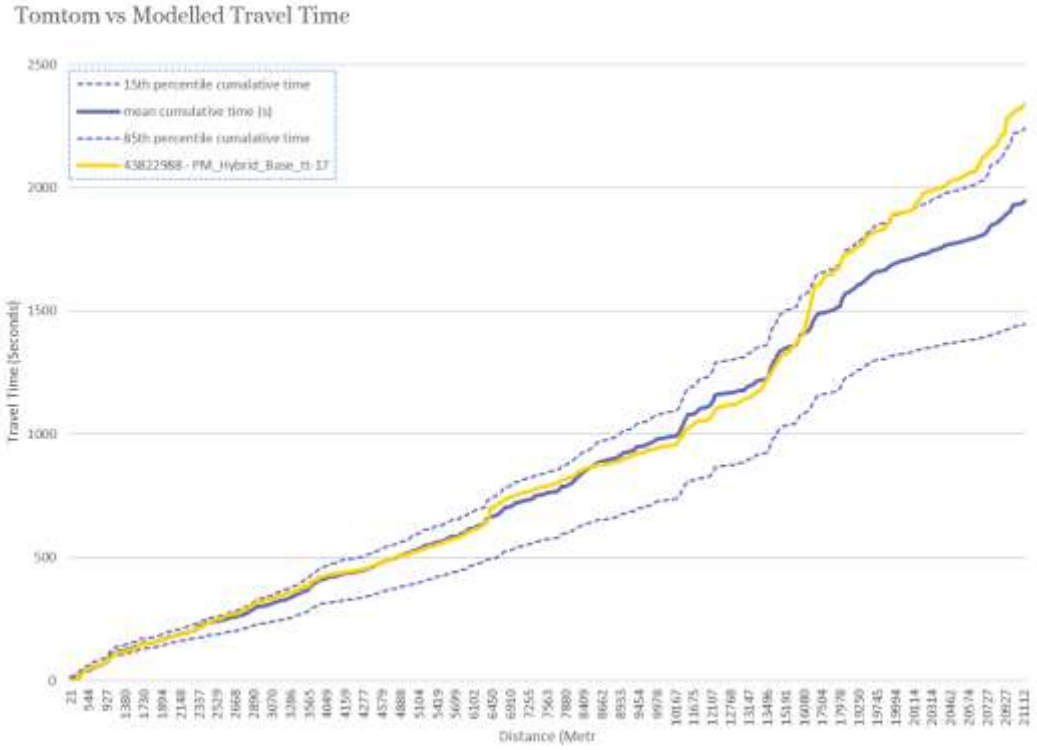
Travel time profile: Fergusson Dr – Harcourt Werry Dr (11-12)



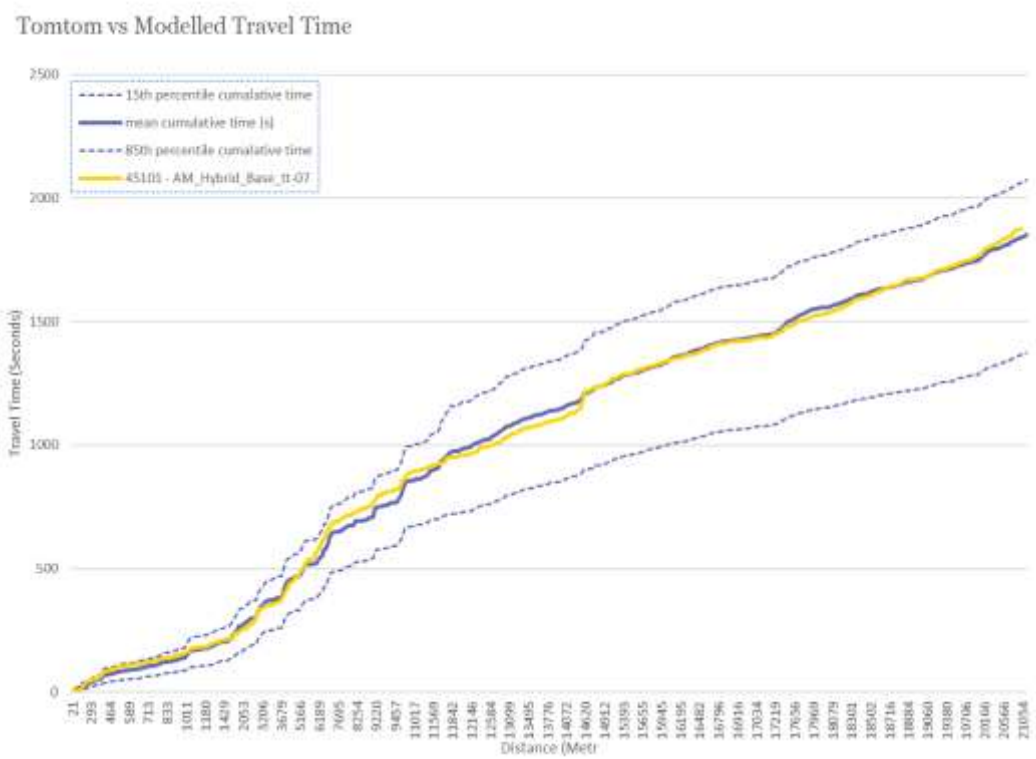
Travel time profile: Fergusson Dr – Harcourt Werry Dr (12-13)



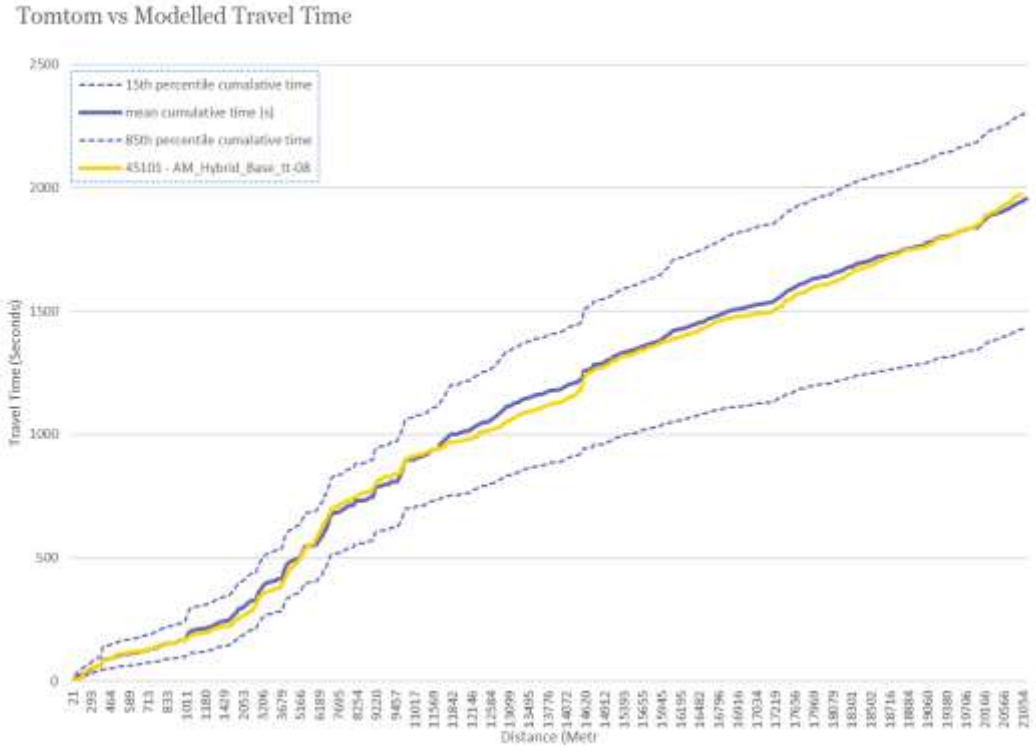
Travel time profile: Fergusson Dr – Harcourt Werry Dr (16-17)



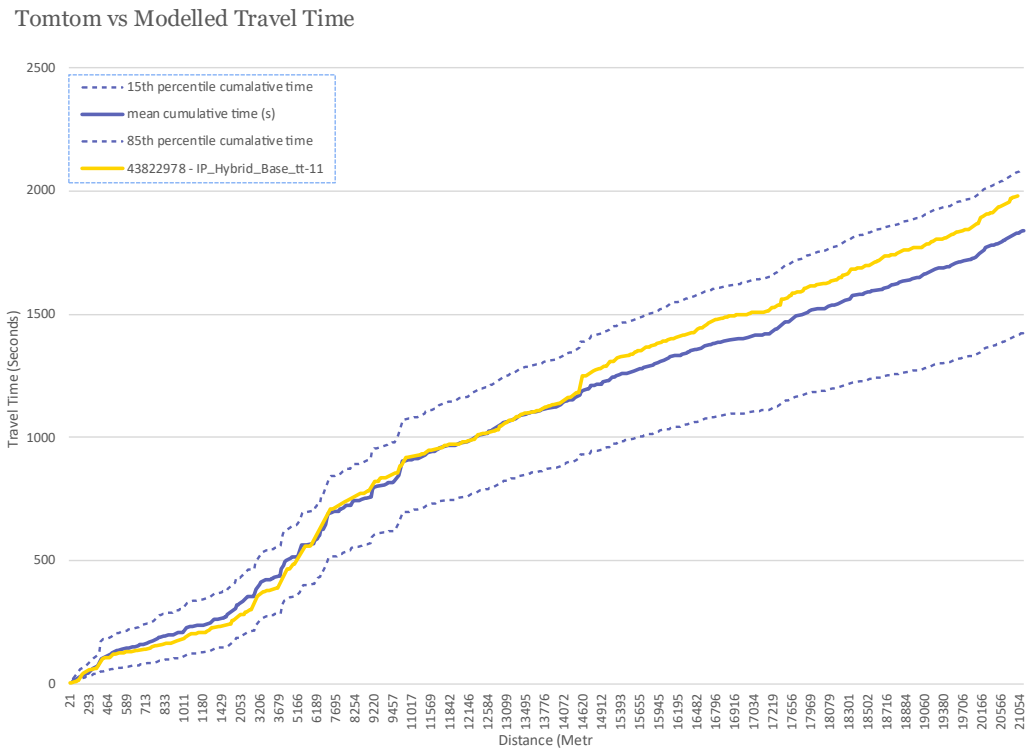
Travel time profile: Fergusson Dr – Harcourt Werry Dr (17-18)



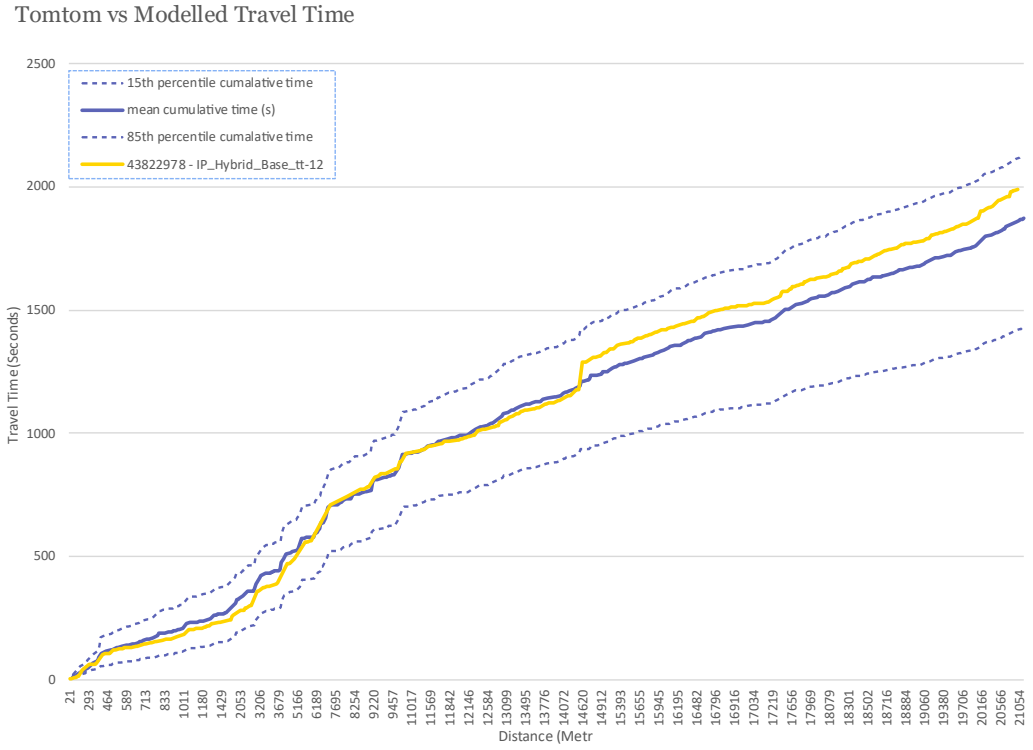
Travel time profile: Harcourt Werry Dr – Fergusson Dr (7-8)



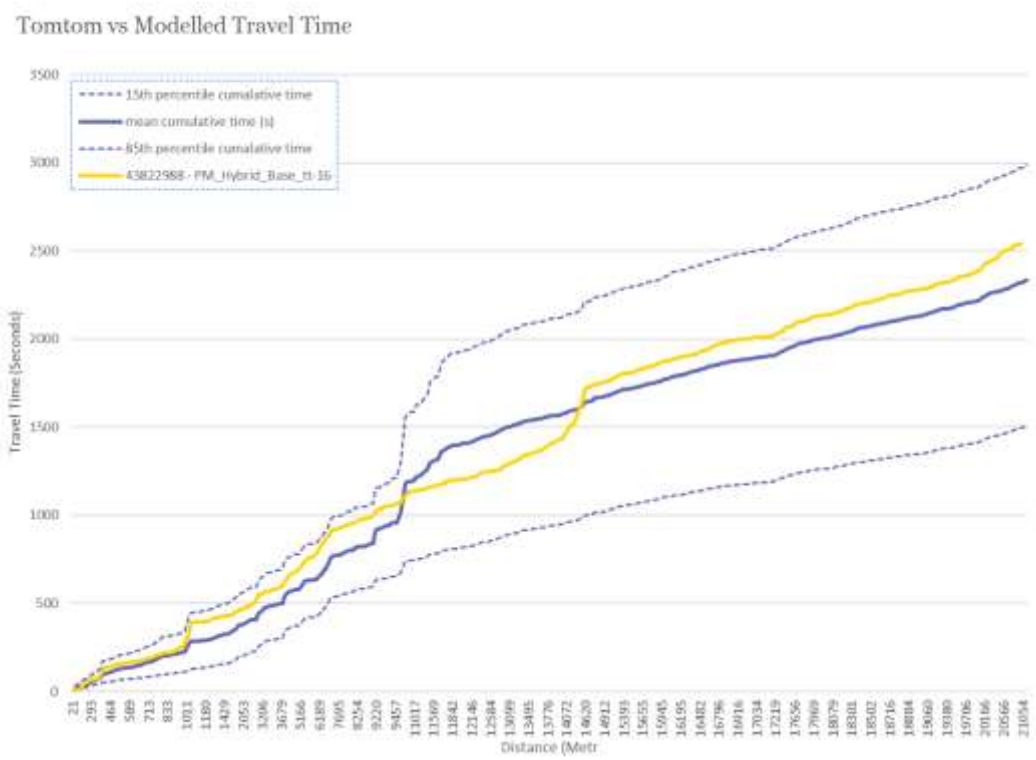
Travel time profile: Harcourt Werry Dr – Fergusson Dr (8-9)



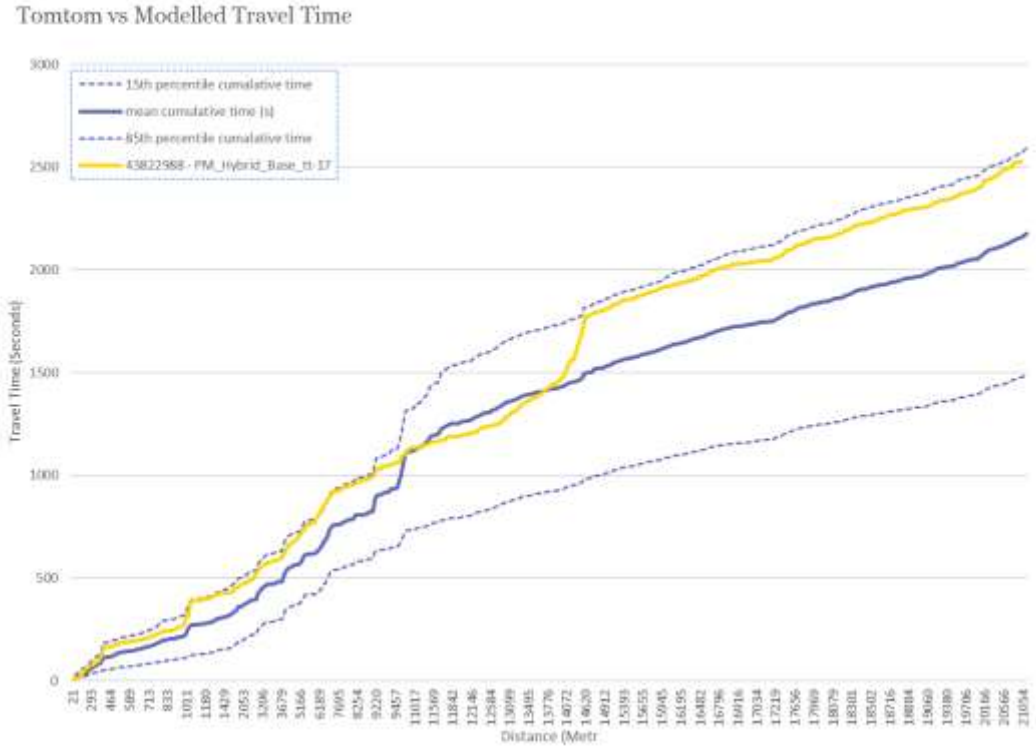
Travel time profile: Harcourt Werry Dr – Fergusson Dr (11-12)



Travel time profile: Harcourt Werry Dr – Fergusson Dr (12-13)



Travel time profile: Harcourt Werry Dr – Fergusson Dr (16-17)



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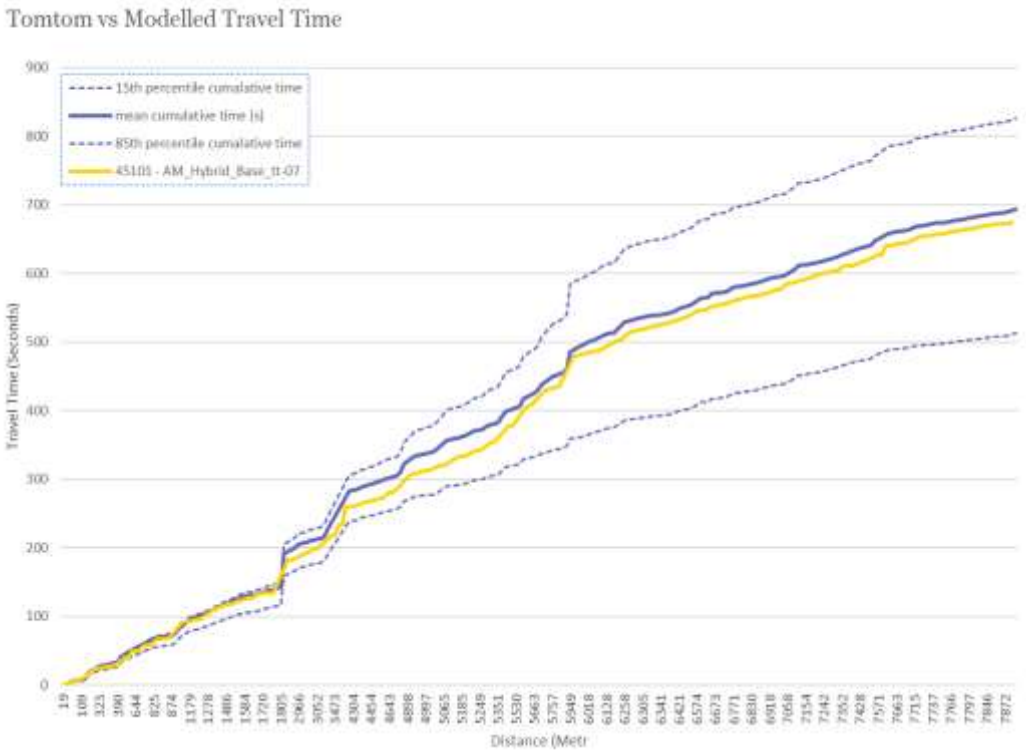
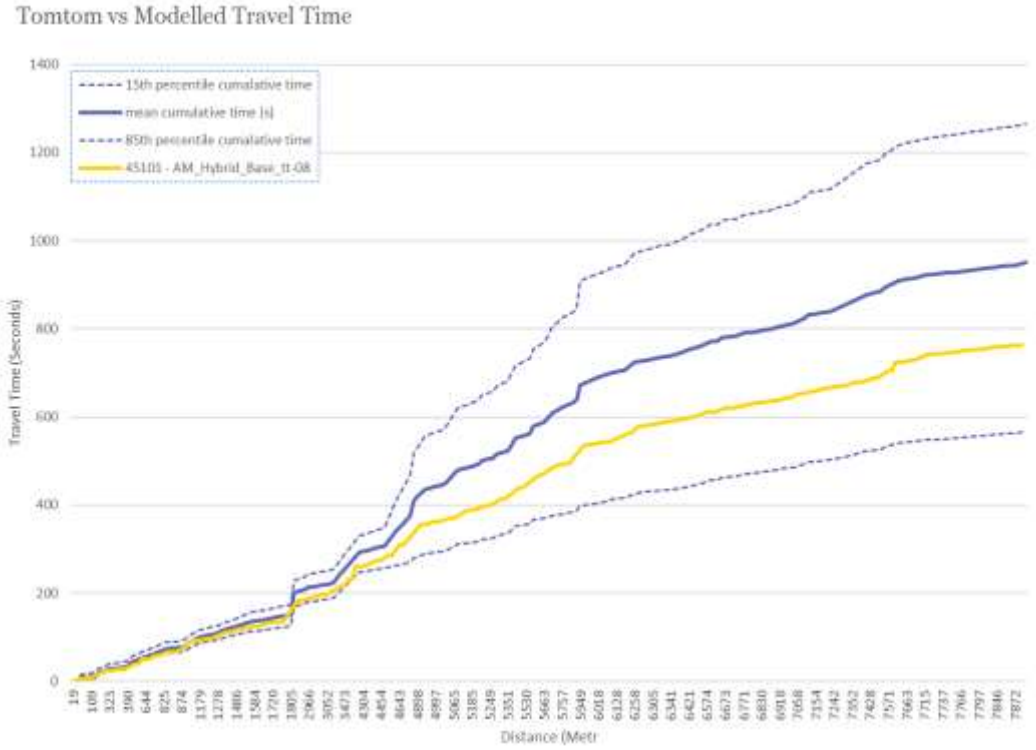
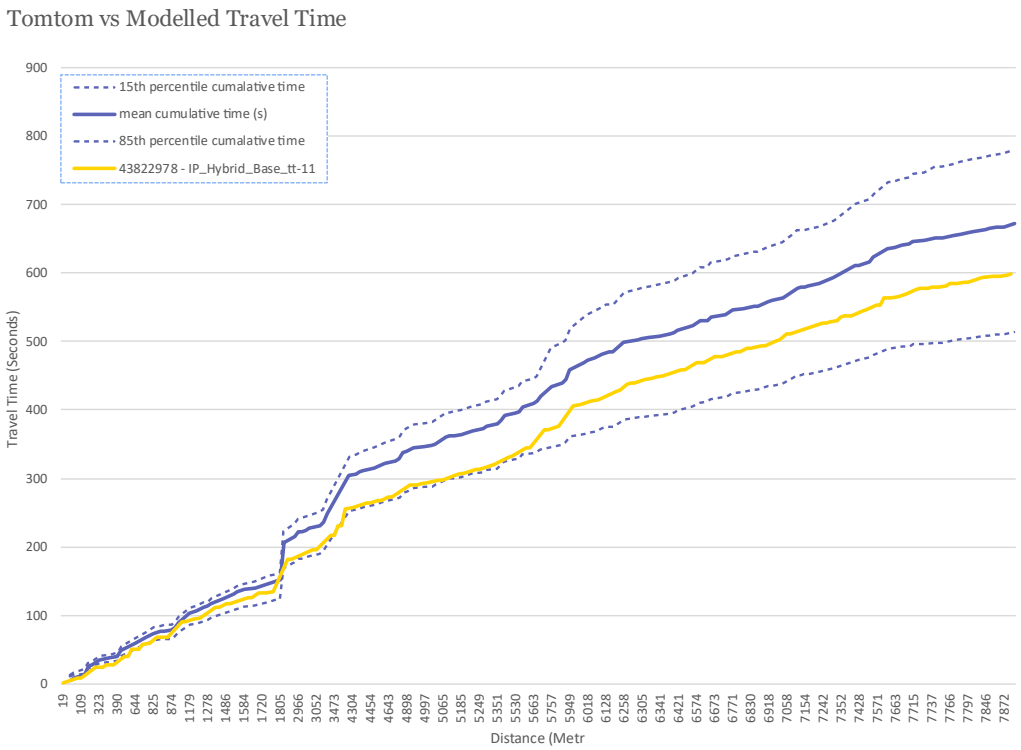


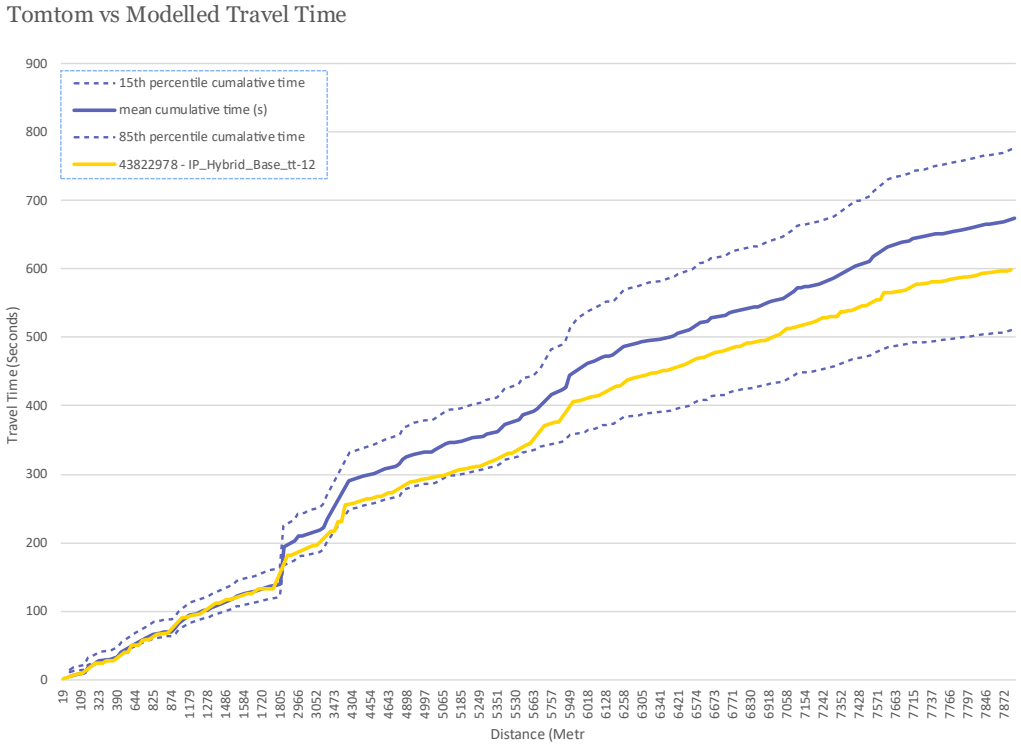
Travel time profile: Wainuiomata – CBD (7-8)



Travel time profile: Wainuiomata – CBD (8-9)



Travel time profile: Wainuiomata – CBD (11-12)



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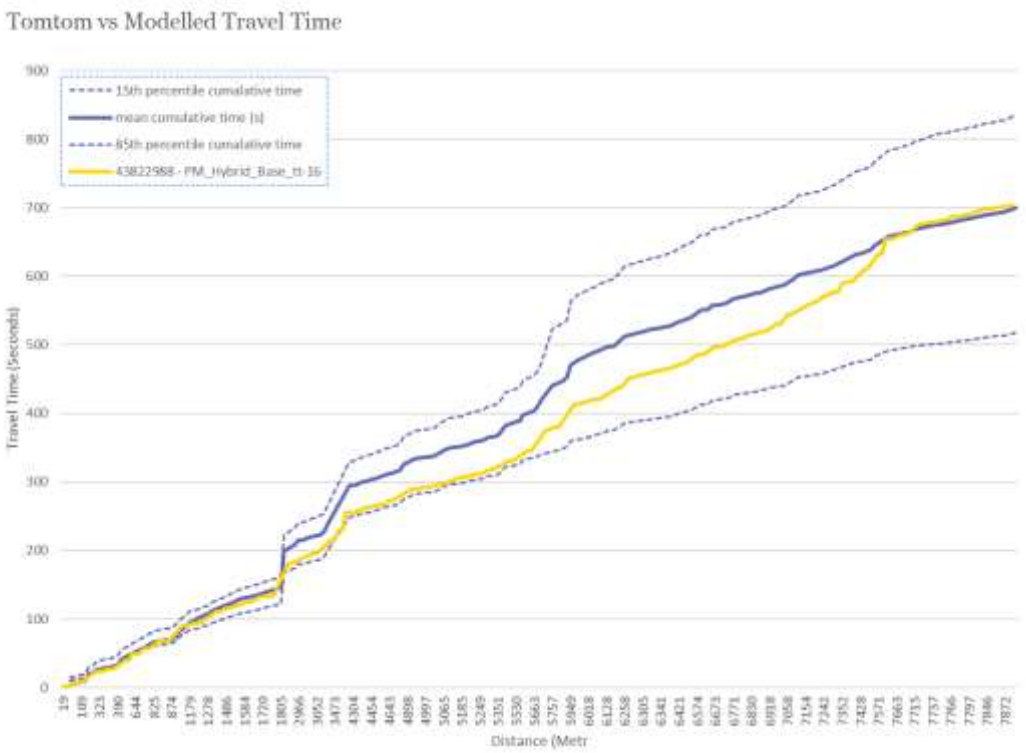

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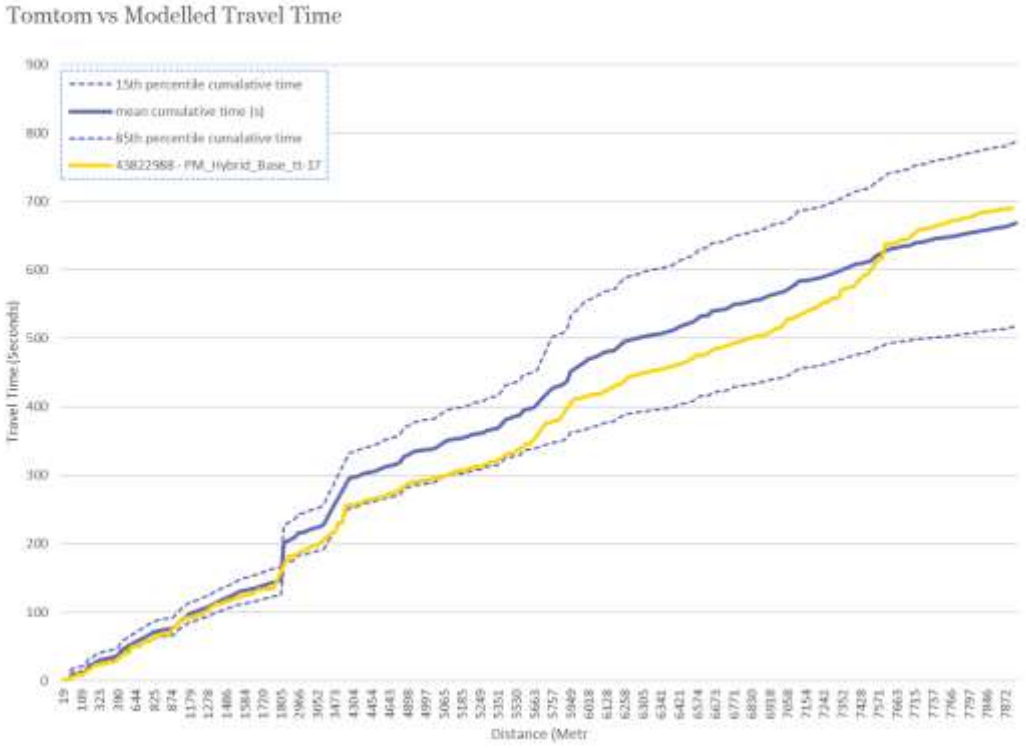
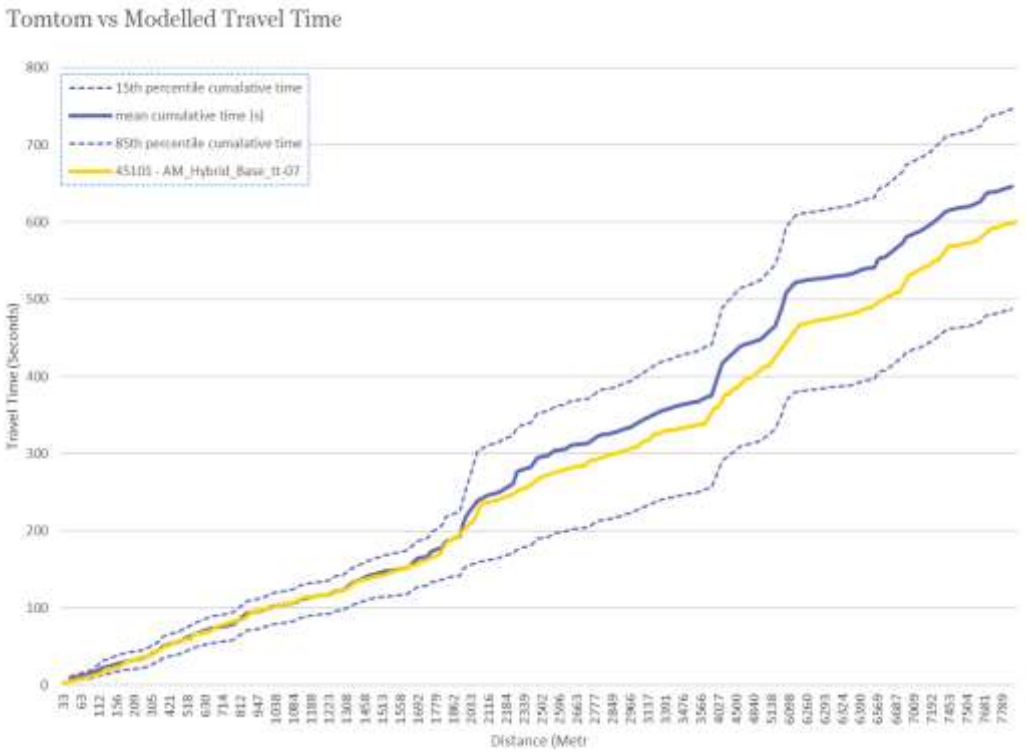
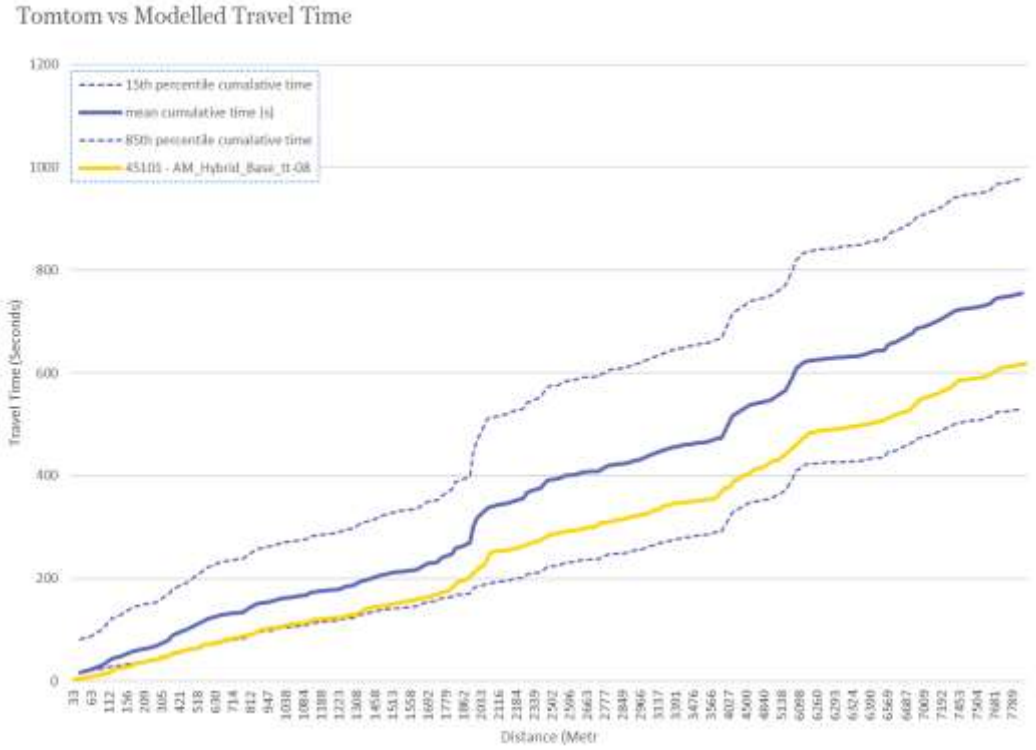


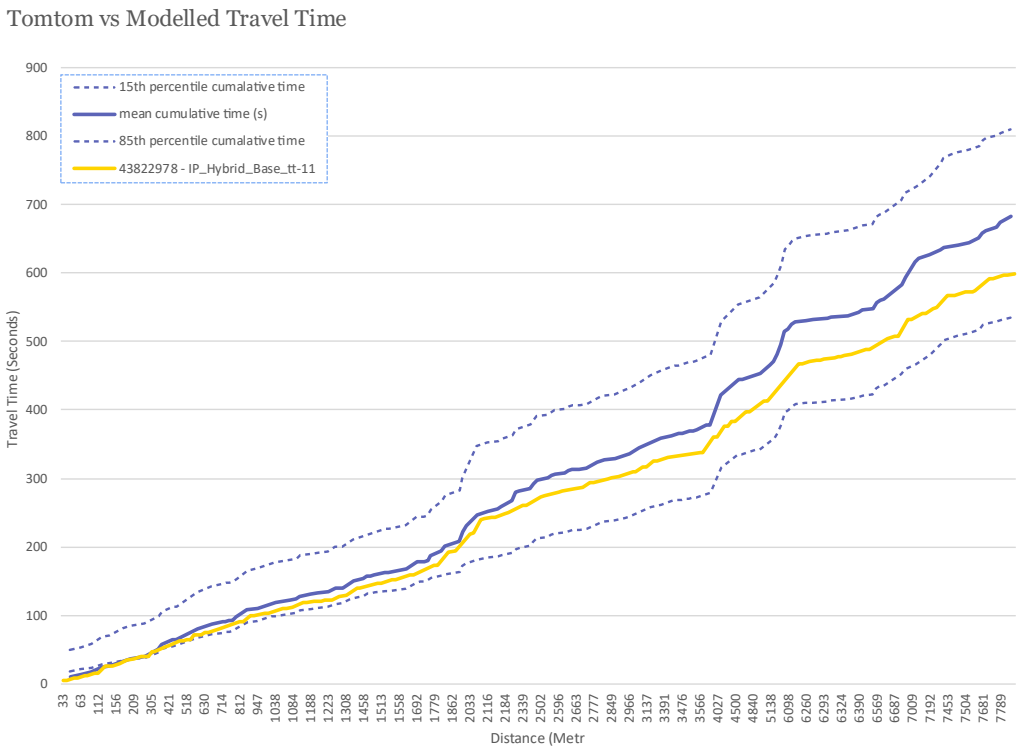
Travel time profile: Wainuiomata – CBD (17-18)



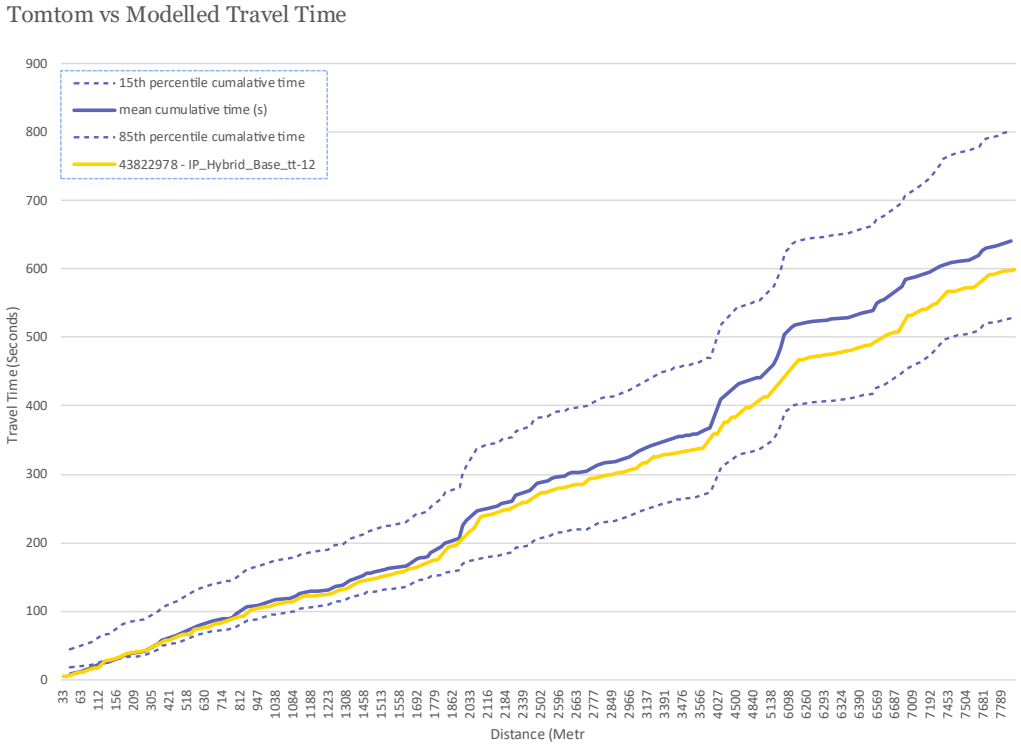
Travel time profile: CBD – Wainuiomata (7-8)



Travel time profile: CBD – Wainuiomata (8-9)



Travel time profile: CBD – Wainuiomata (11-12)



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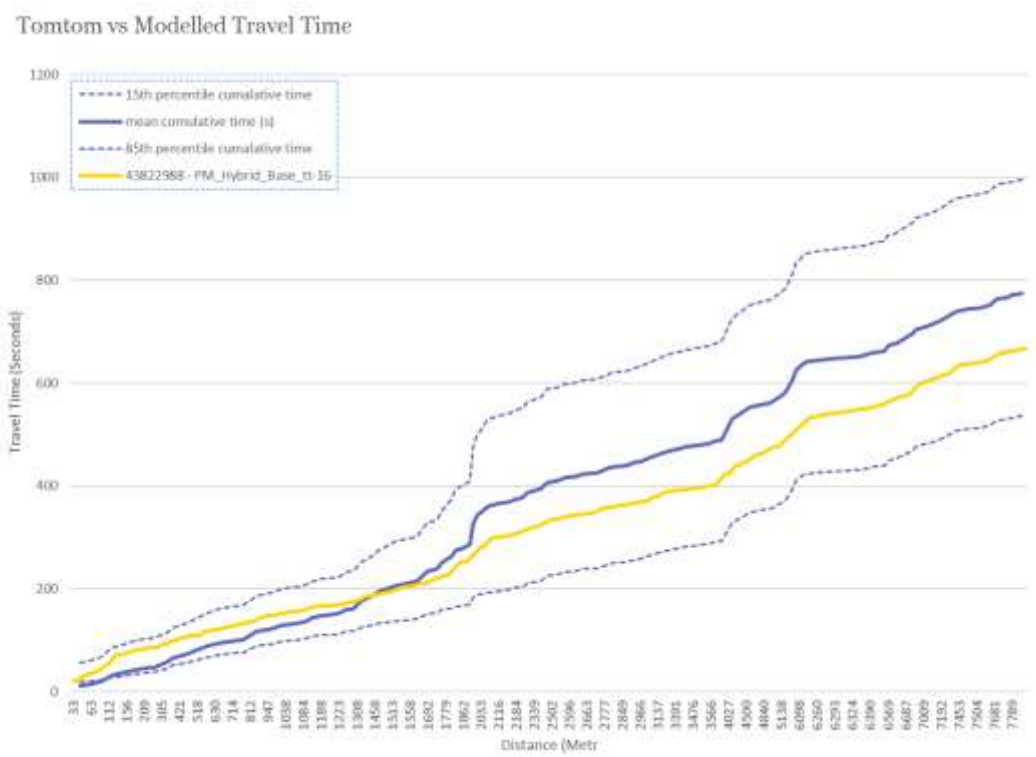

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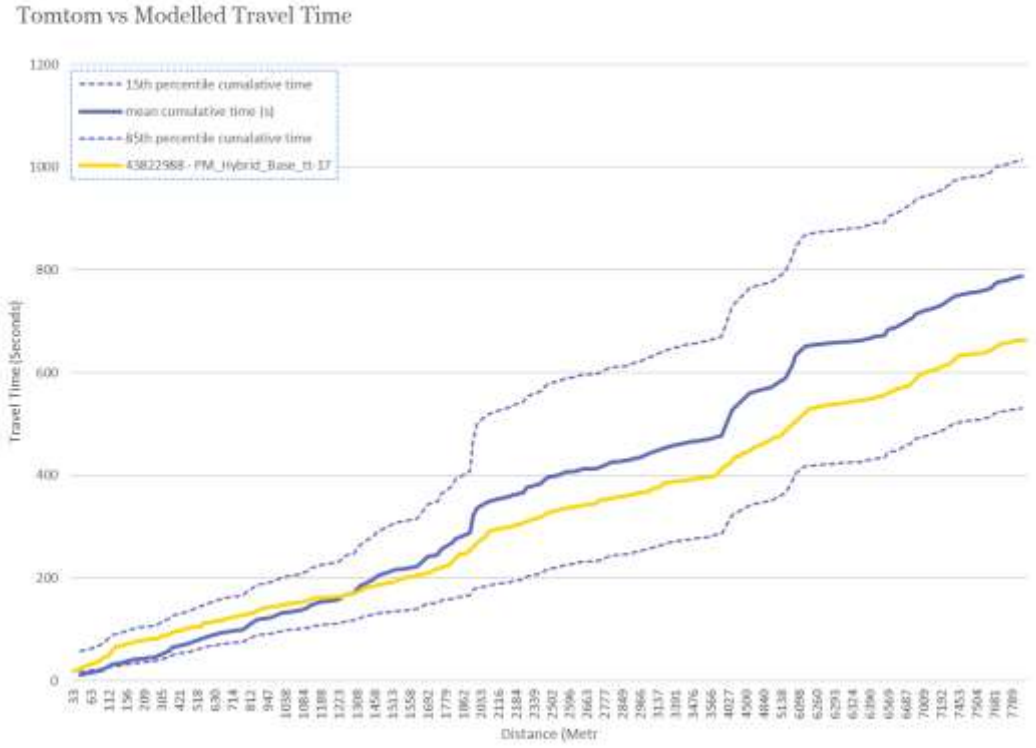
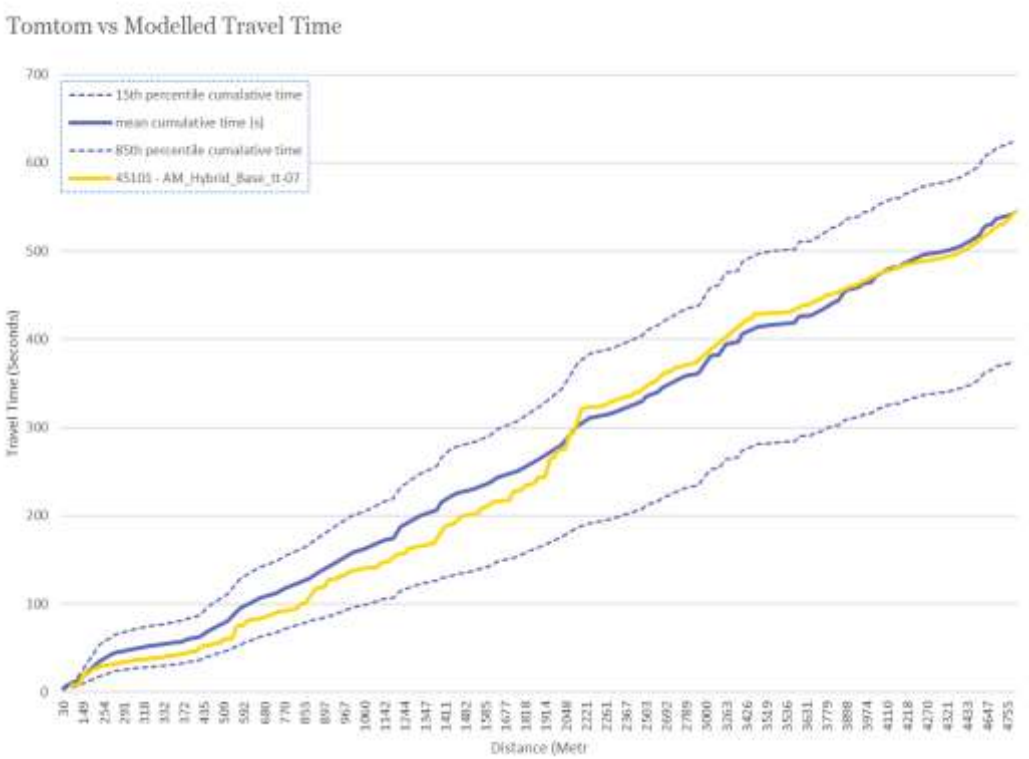
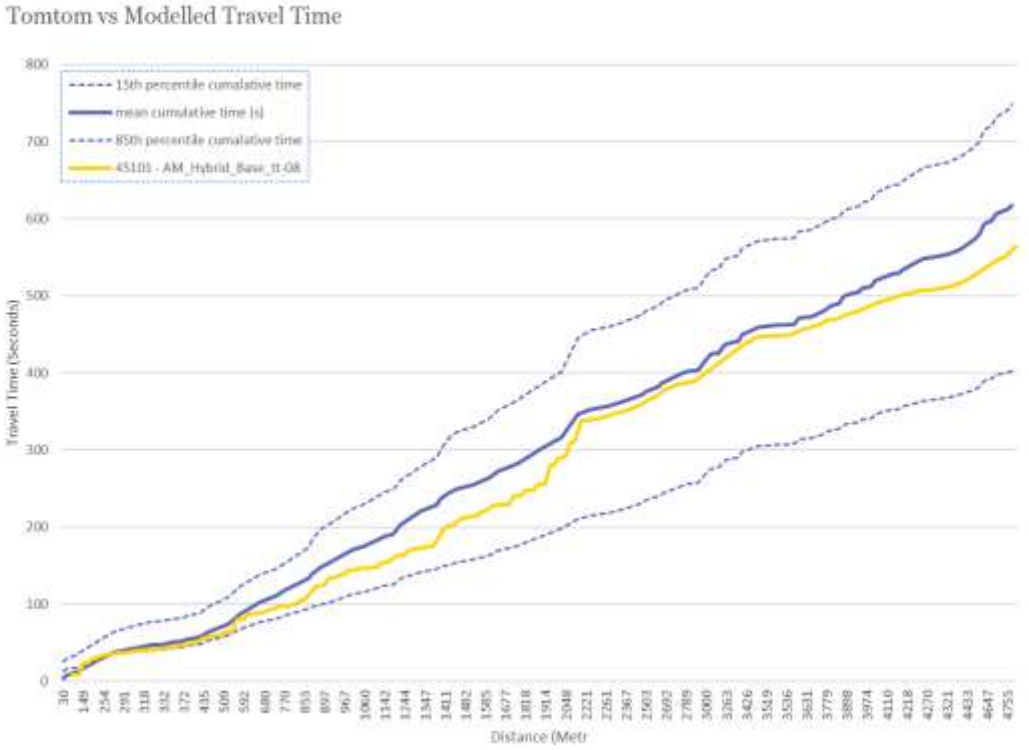


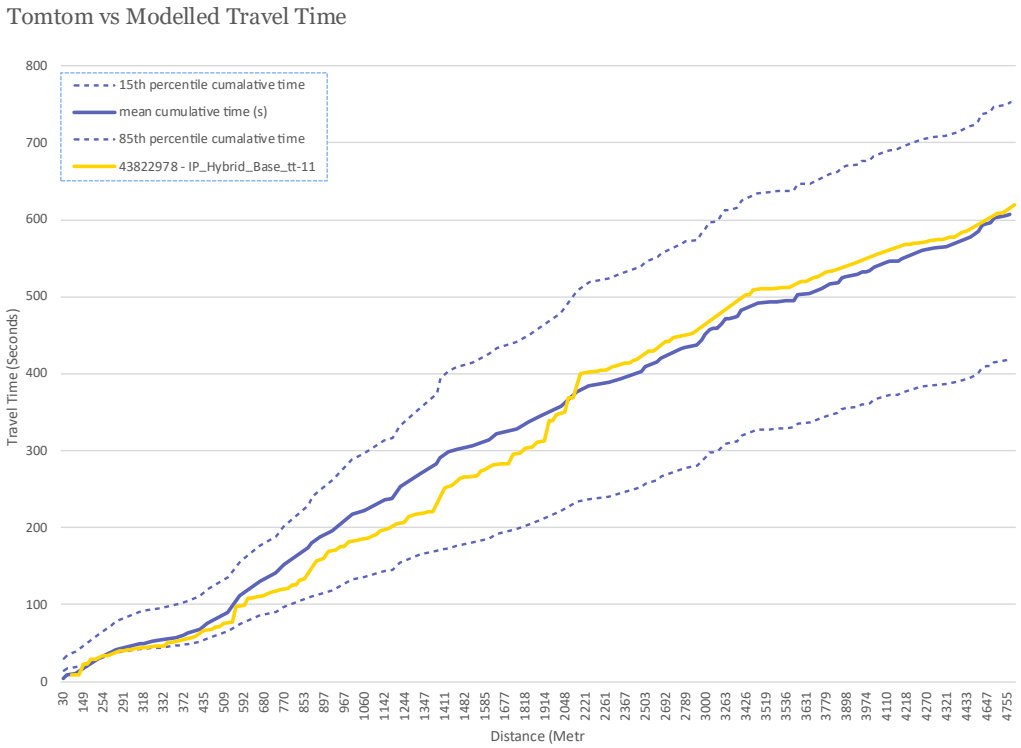
Travel time profile: CBD – Wainuiomata (17-18)



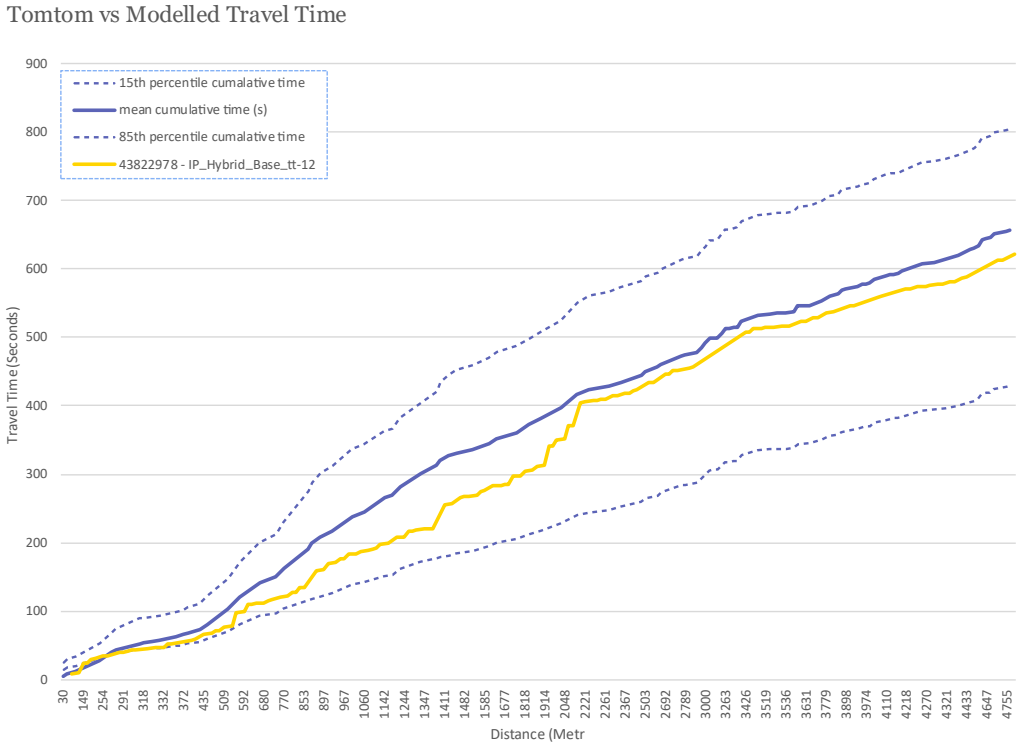
Travel time profile: Jackson St – Randwick Rd (7-8)



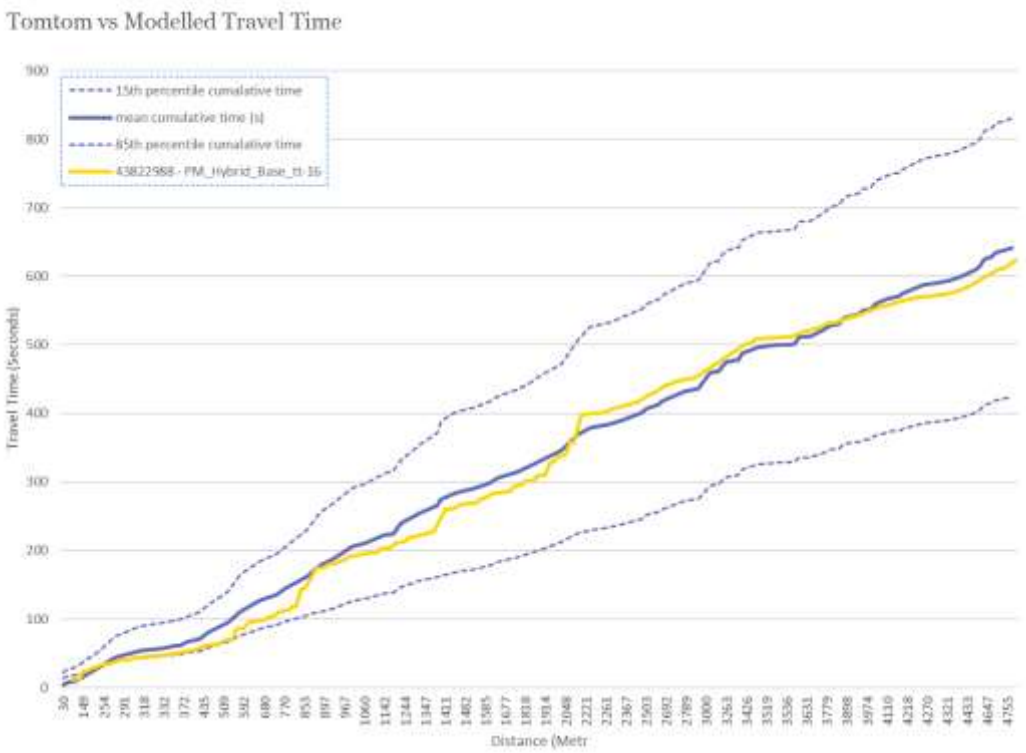
Travel time profile: Jackson St – Randwick Rd (8-9)



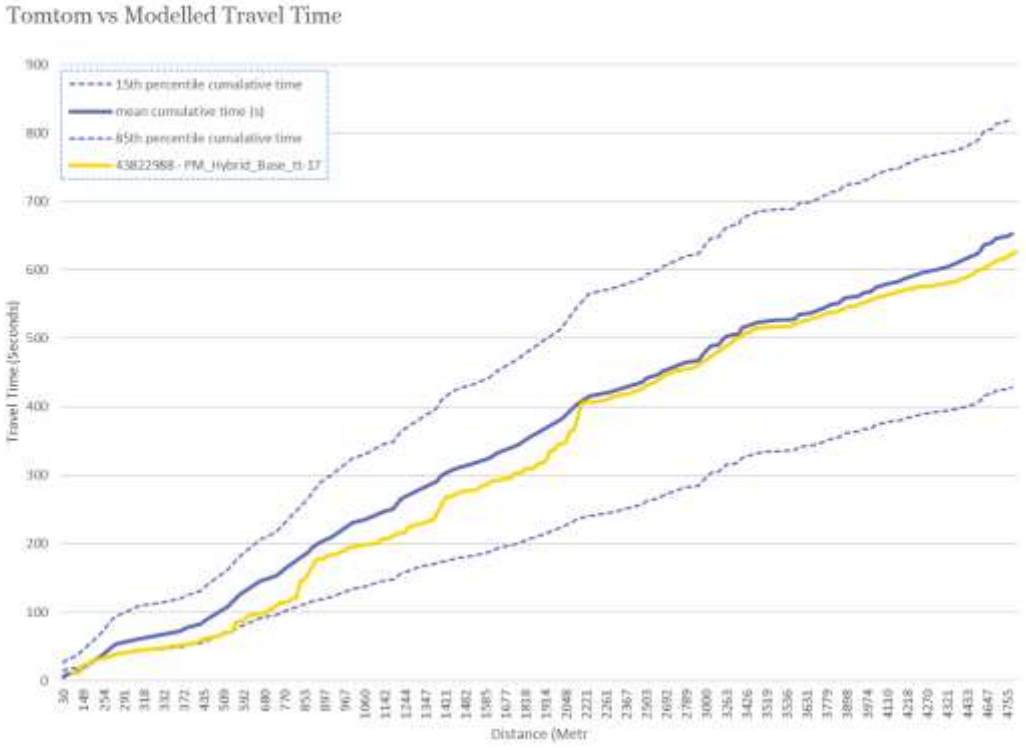
Travel time profile: Jackson St – Randwick Rd (11-12)



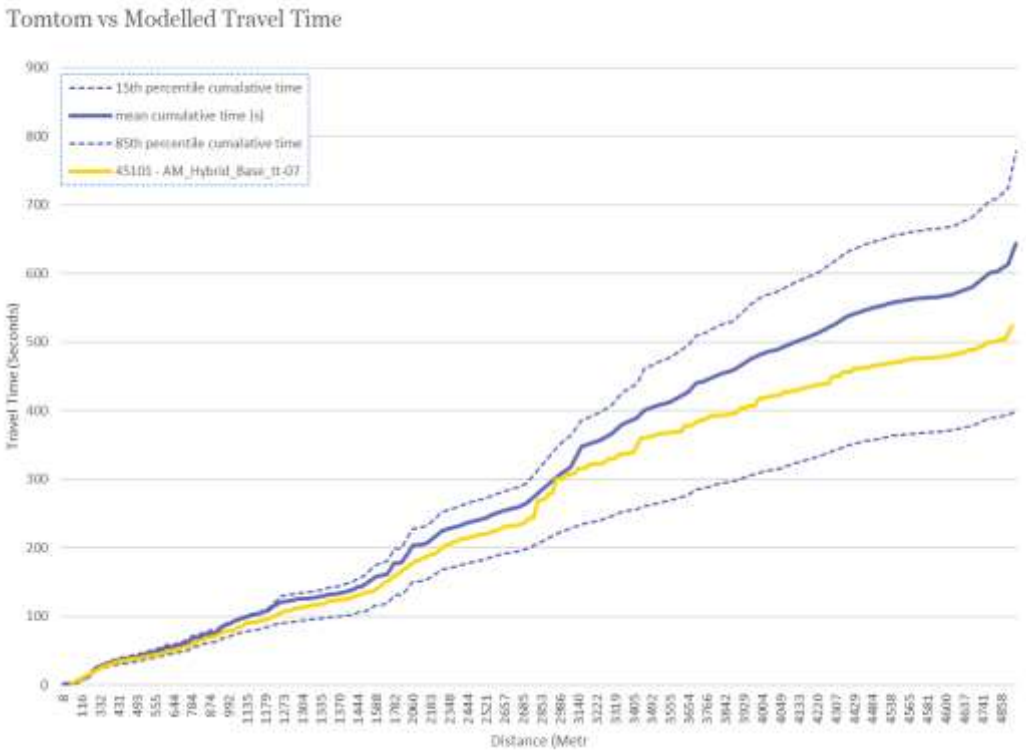
Travel time profile: Jackson St – Randwick Rd (12-13)



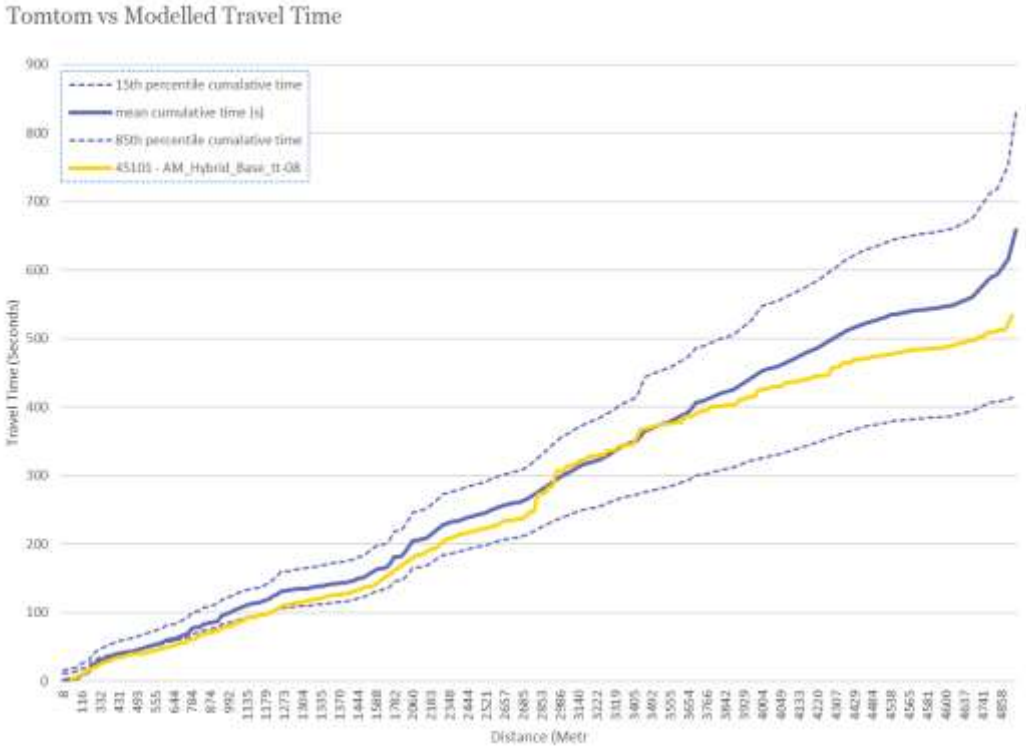
Travel time profile: Jackson St – Randwick Rd (16-17)



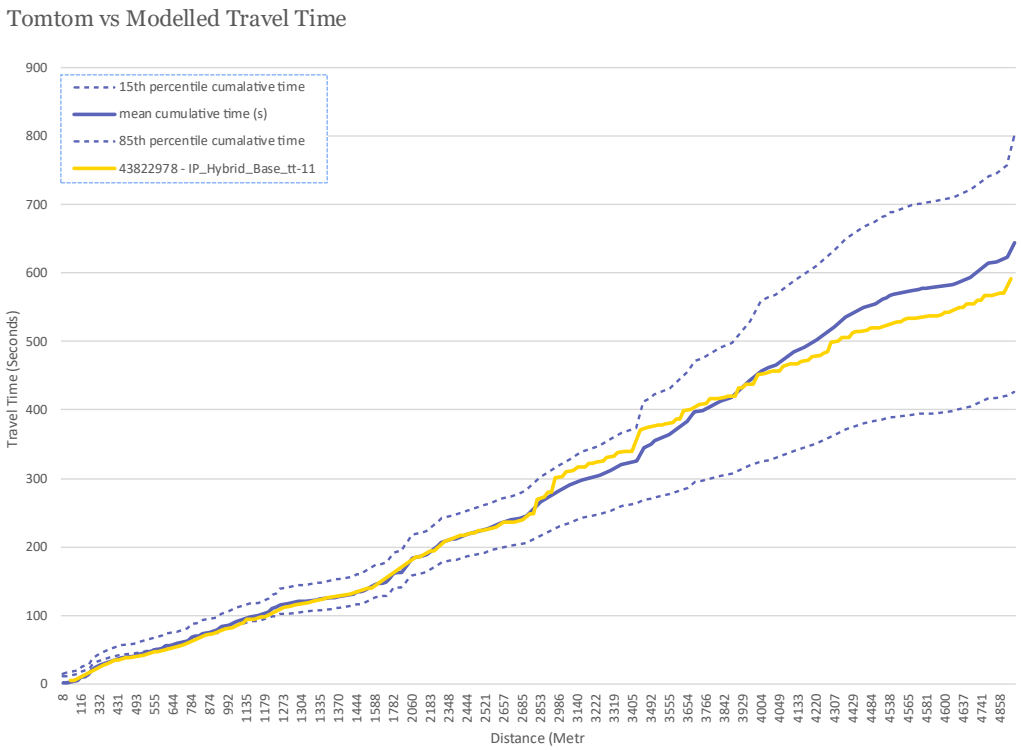
Travel time profile: Jackson St – Randwick Rd (17-18)



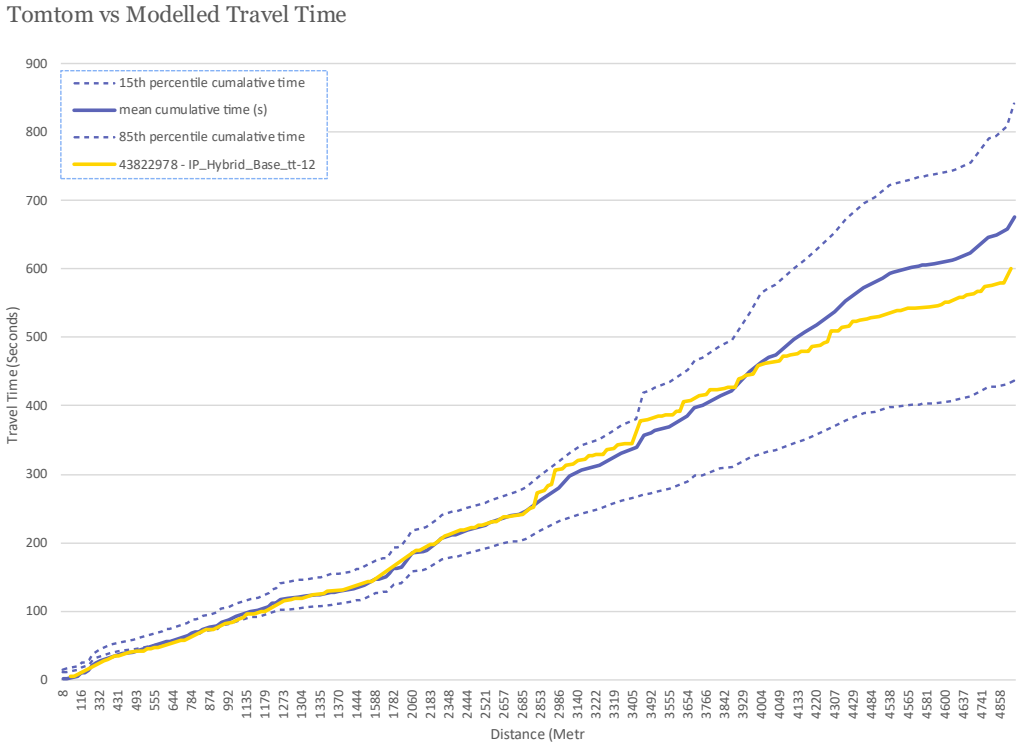
Travel time profile: Randwick Rd – Jackson St (7-8)



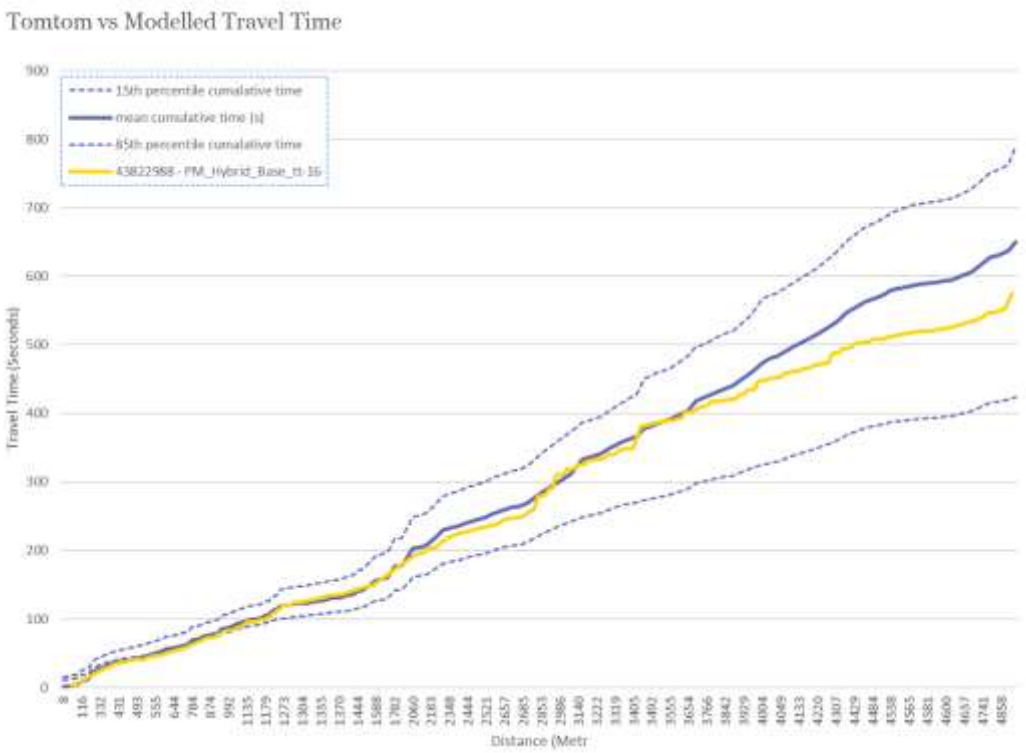
Travel time profile: Randwick Rd – Jackson St (8-9)



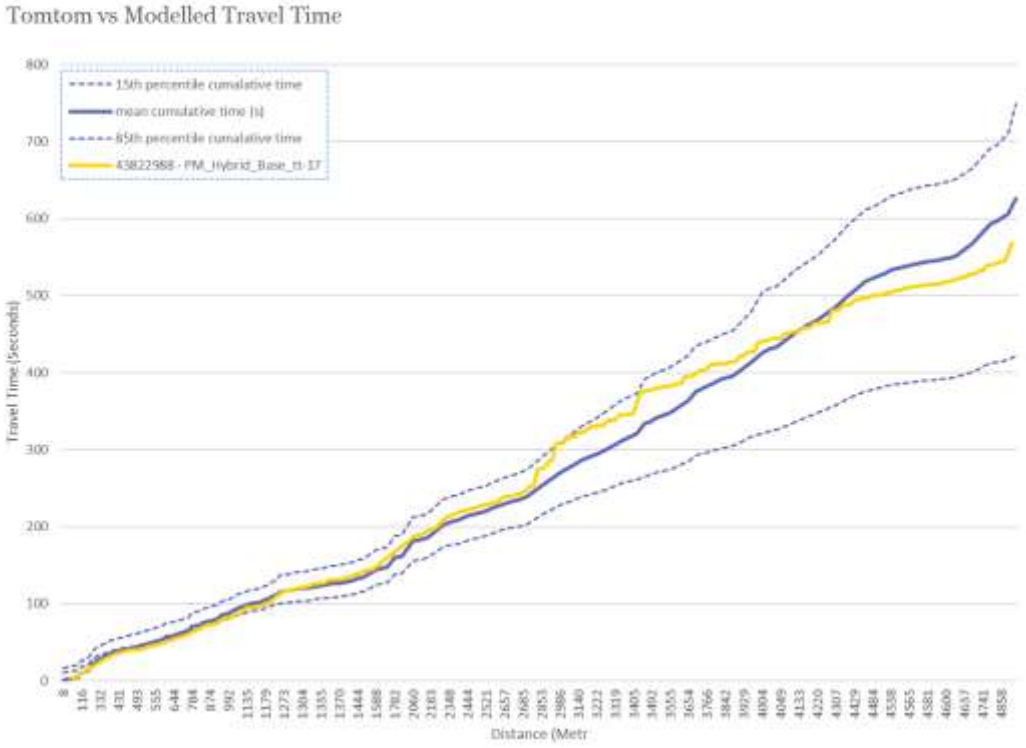
Travel time profile: Randwick Rd – Jackson St (11-12)



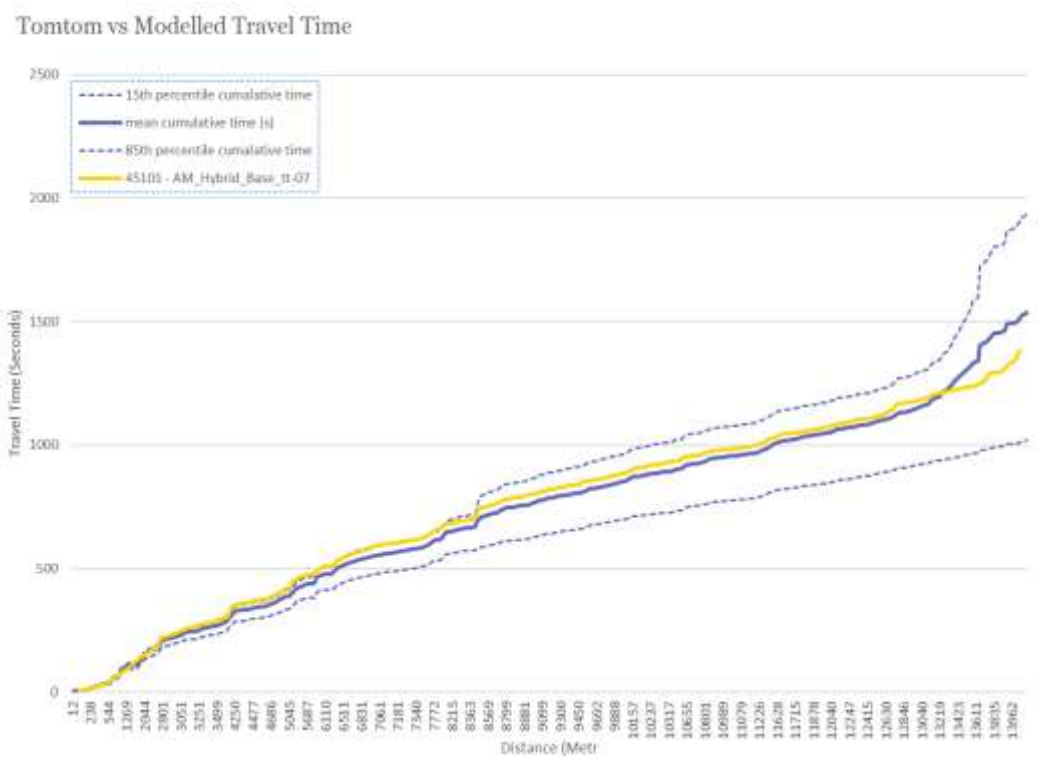
Travel time profile: Randwick Rd – Jackson St (12-13)



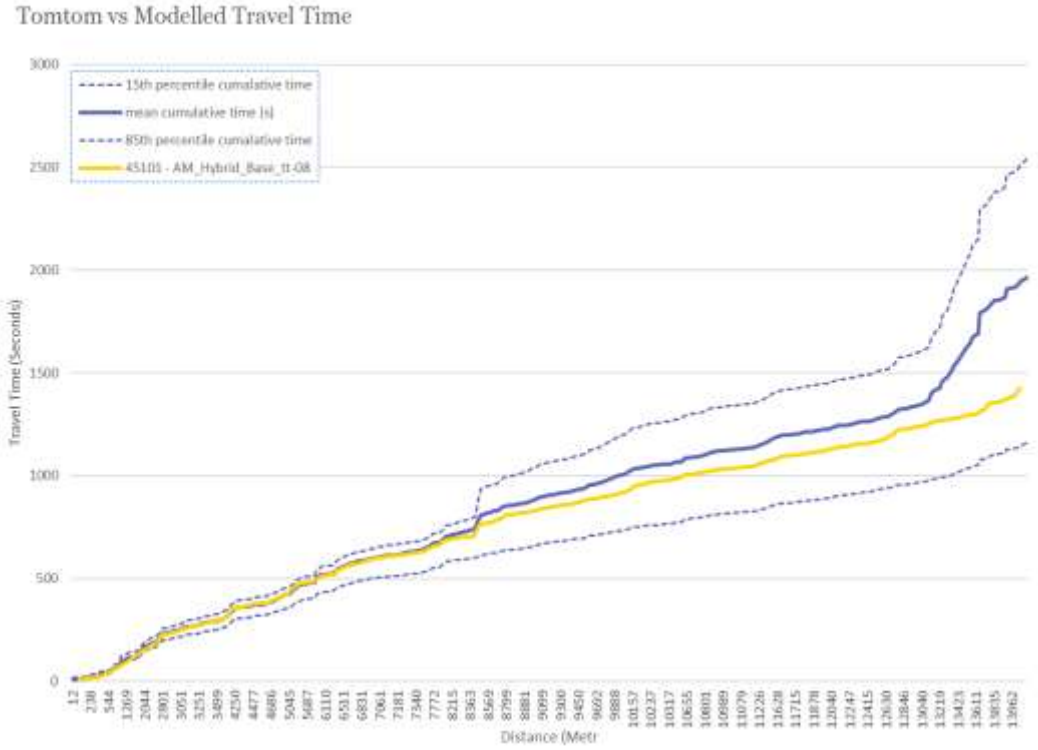
Travel time profile: Randwick Rd – Jackson St (16-17)



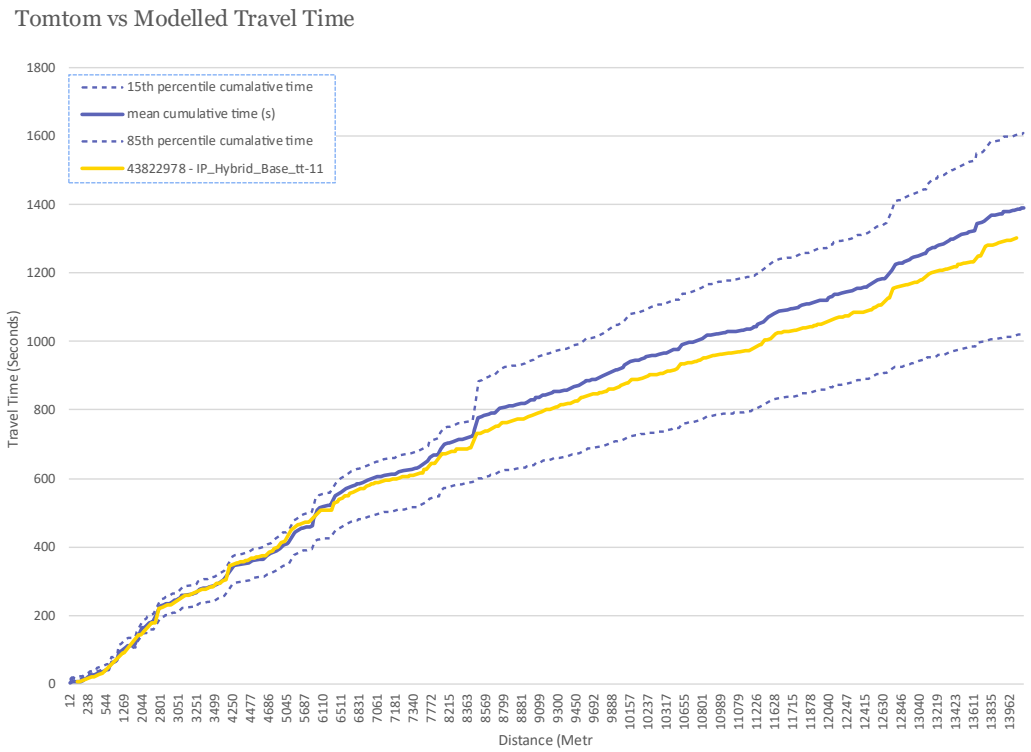
Travel time profile: Randwick Rd – Jackson St (17-18)



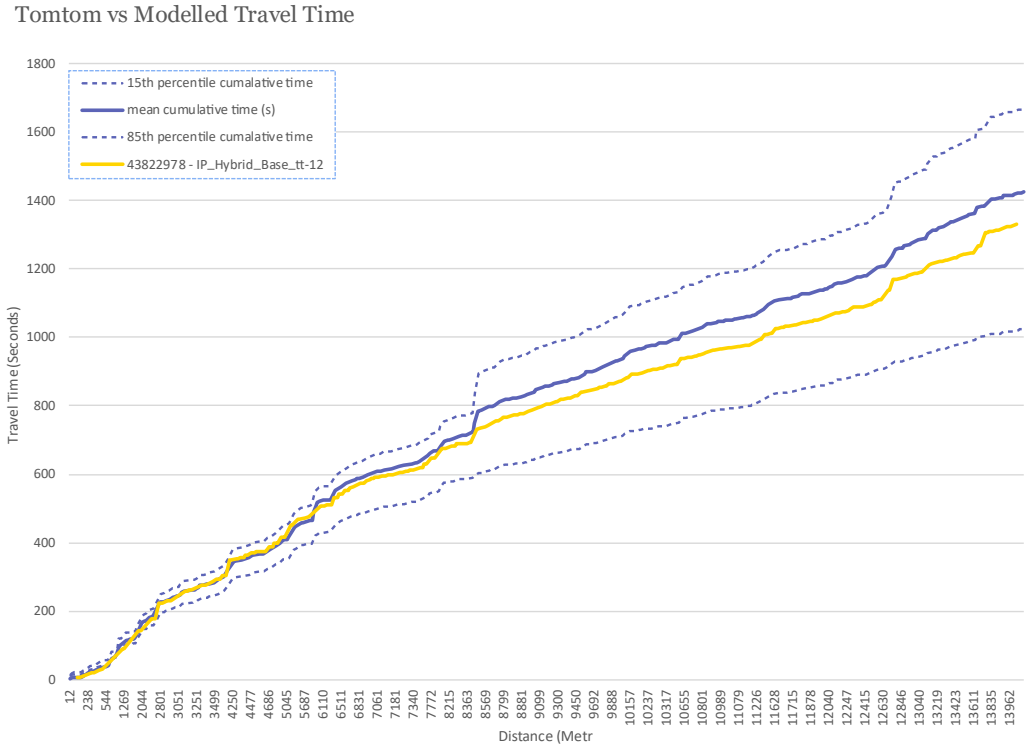
Travel time profile: Cambridge Tce - Petone (7-8)



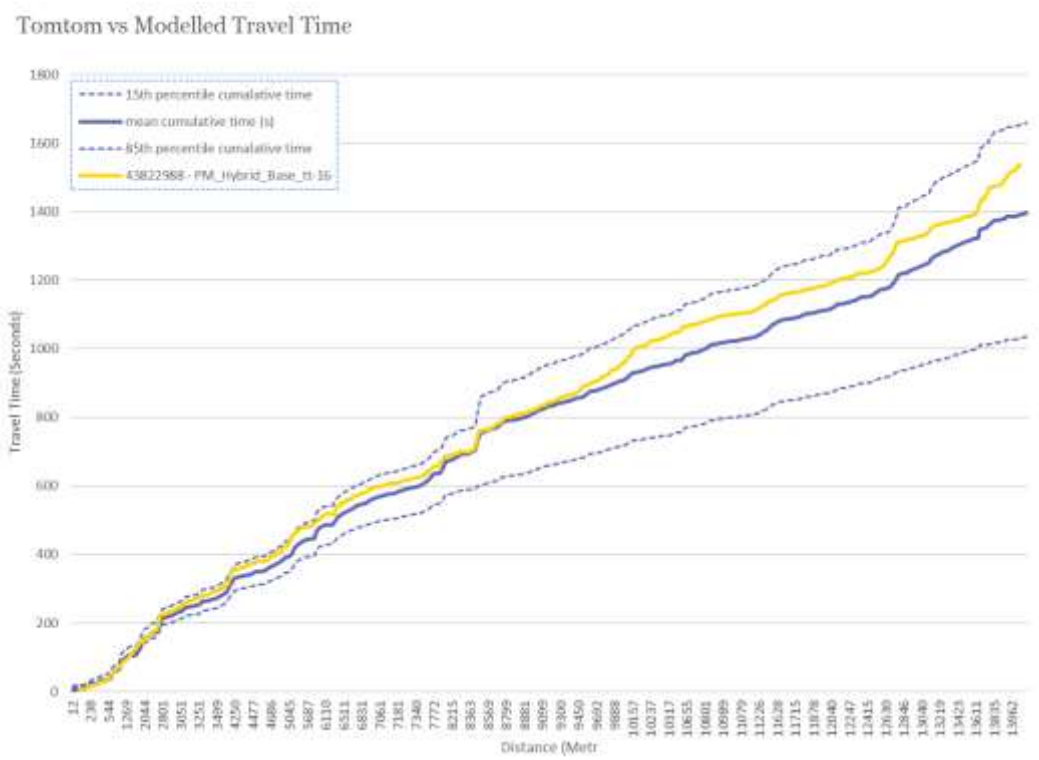
Travel time profile: Cambridge Tce - Petone (8-9)



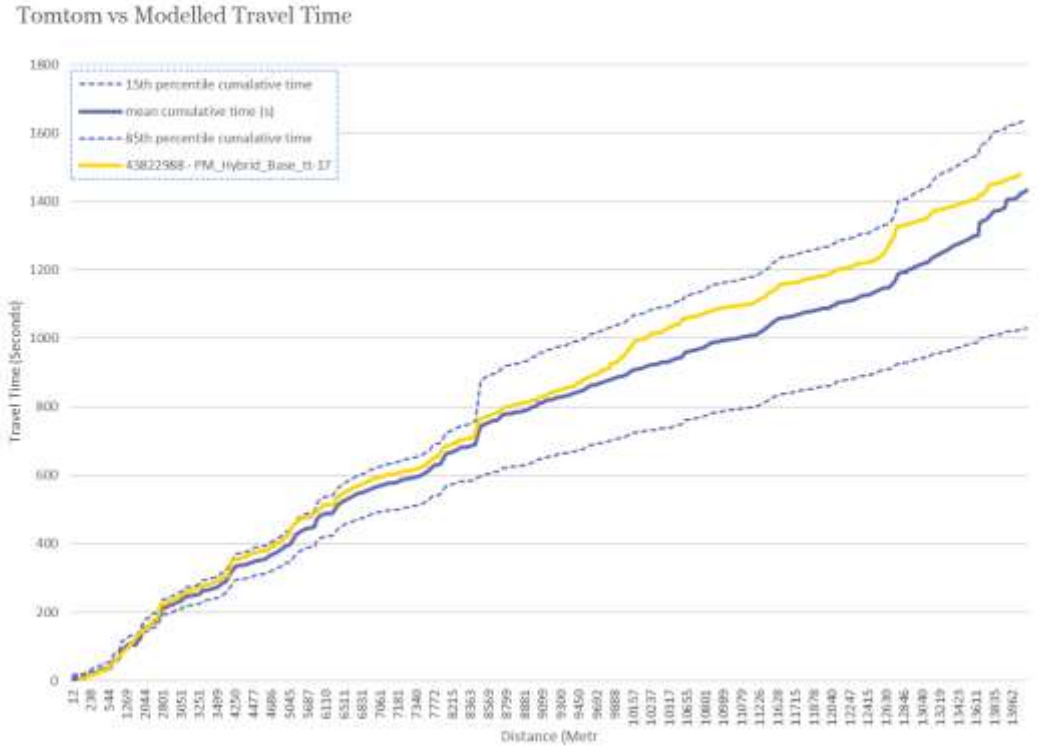
Travel time profile: Cambridge Tce - Petone (11-12)



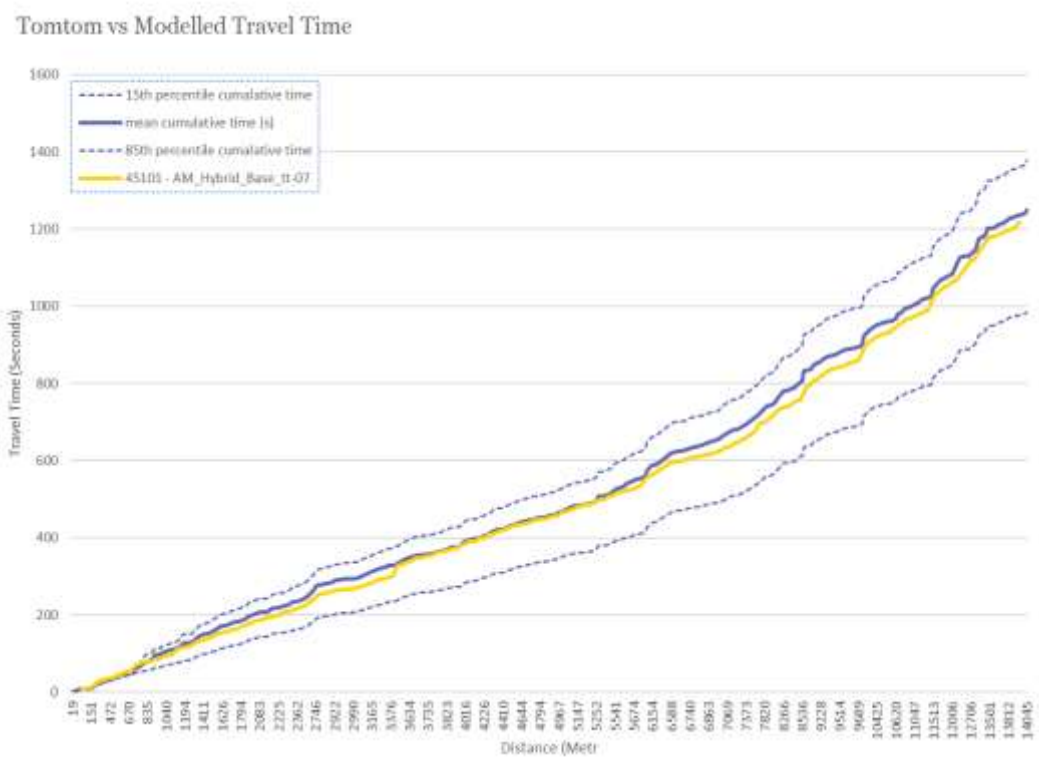
Travel time profile: Cambridge Tce - Petone (12-13)



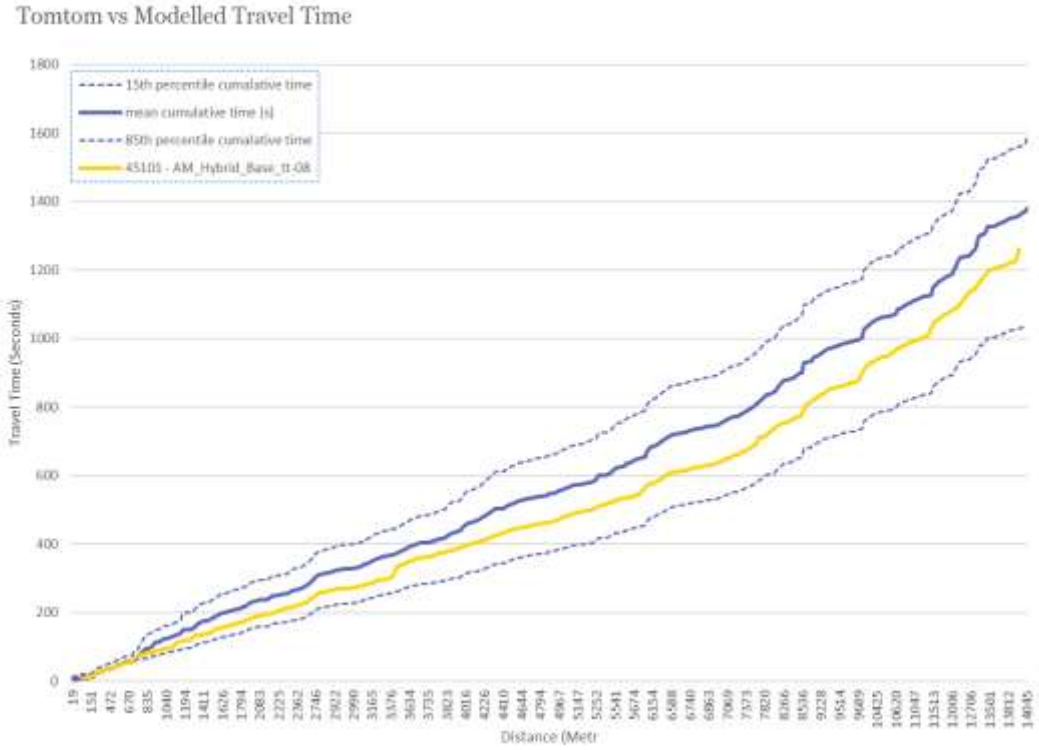
Travel time profile: Cambridge Tce - Petone (16-17)



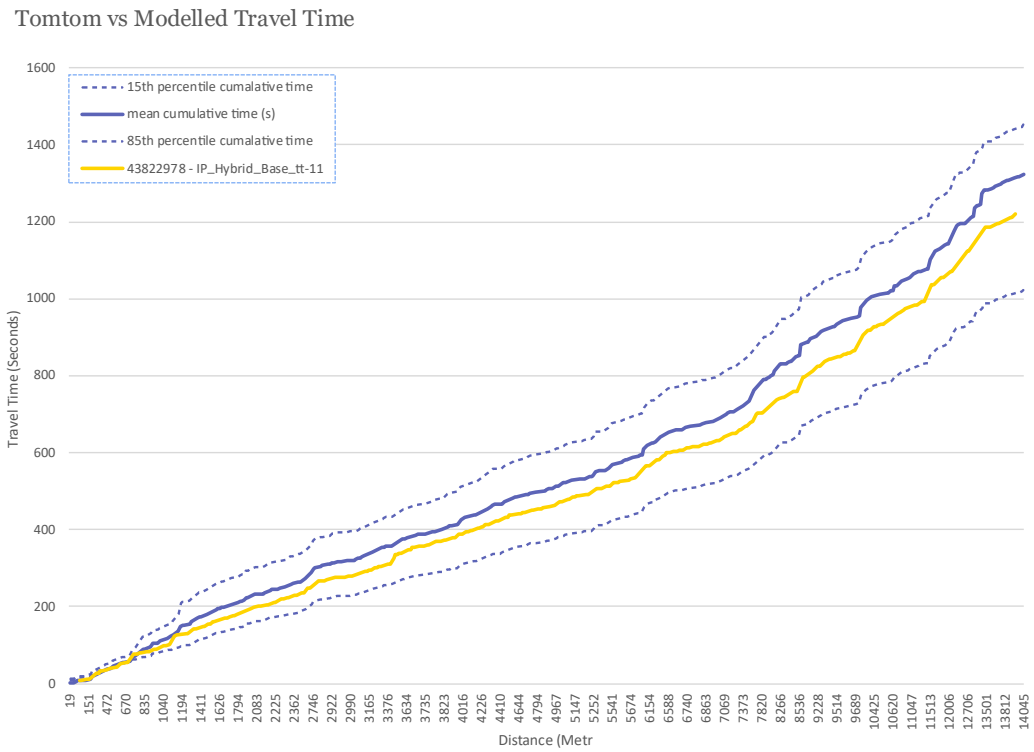
Travel time profile: Cambridge Tce - Petone (17-18)



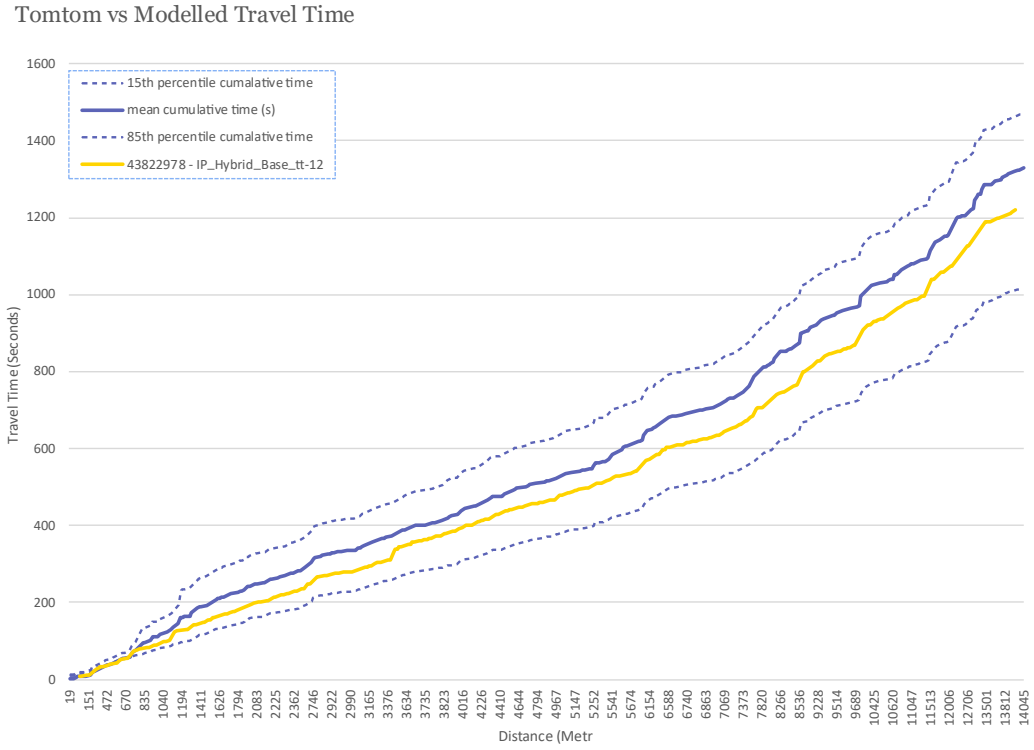
Travel time profile: Petone – Cambridge Tce (7-8)



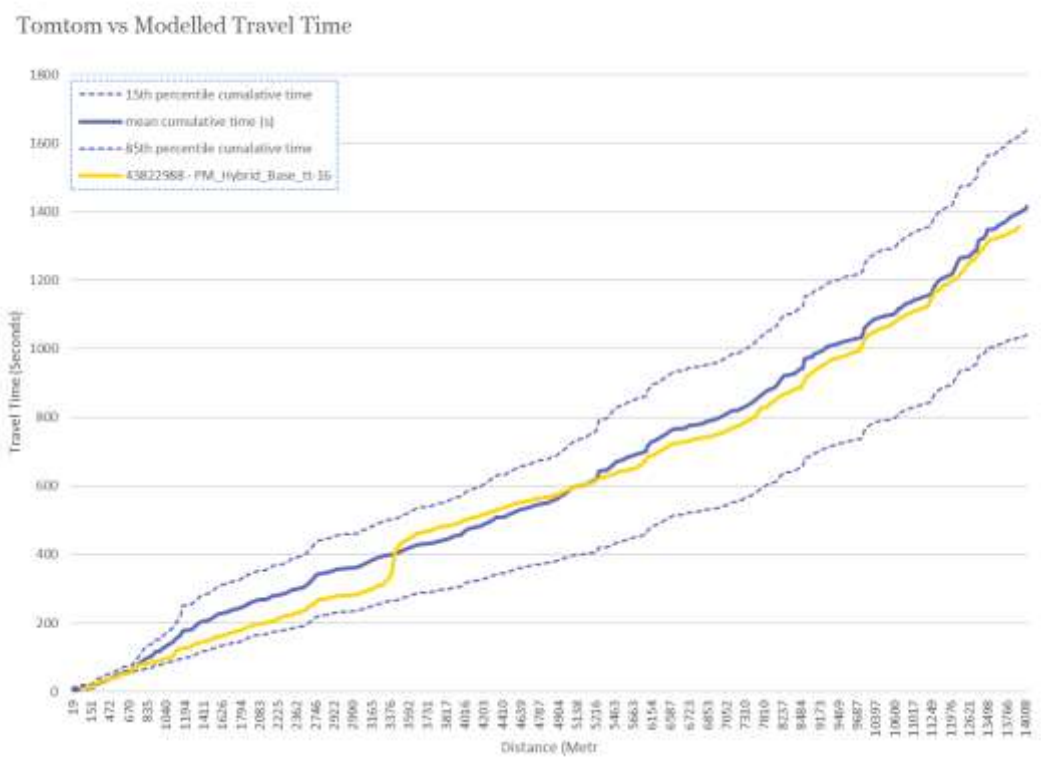
Travel time profile: Petone – Cambridge Tce (8-9)



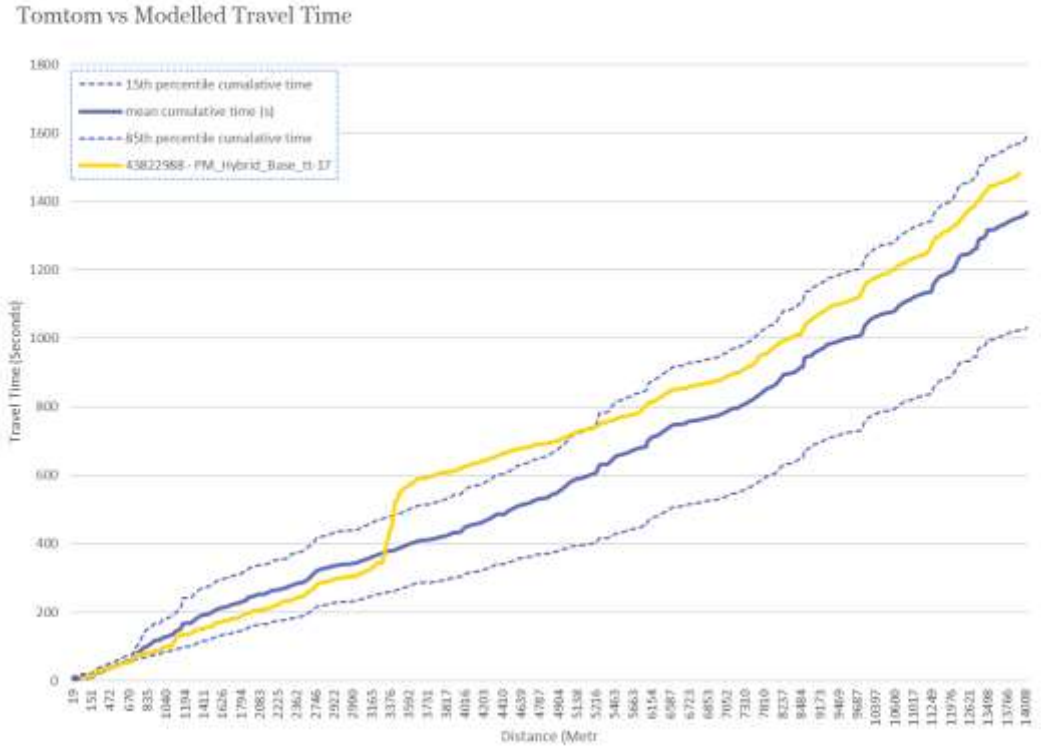
Travel time profile: Petone – Cambridge Tce (11-12)



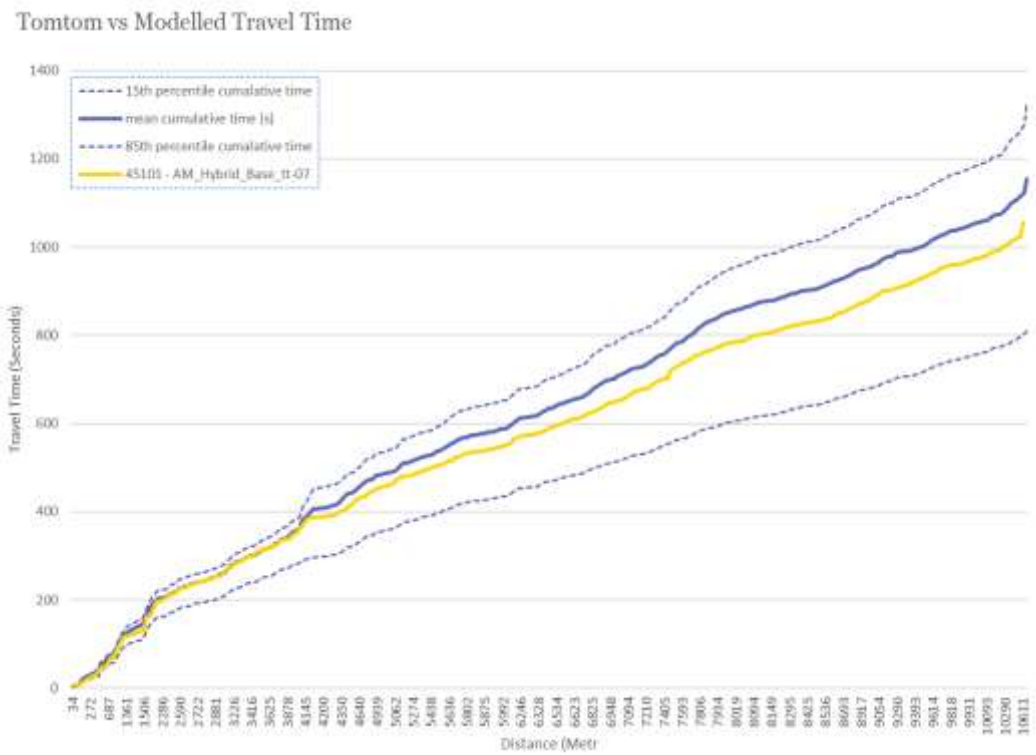
Travel time profile: Petone – Cambridge Tce (12-13)



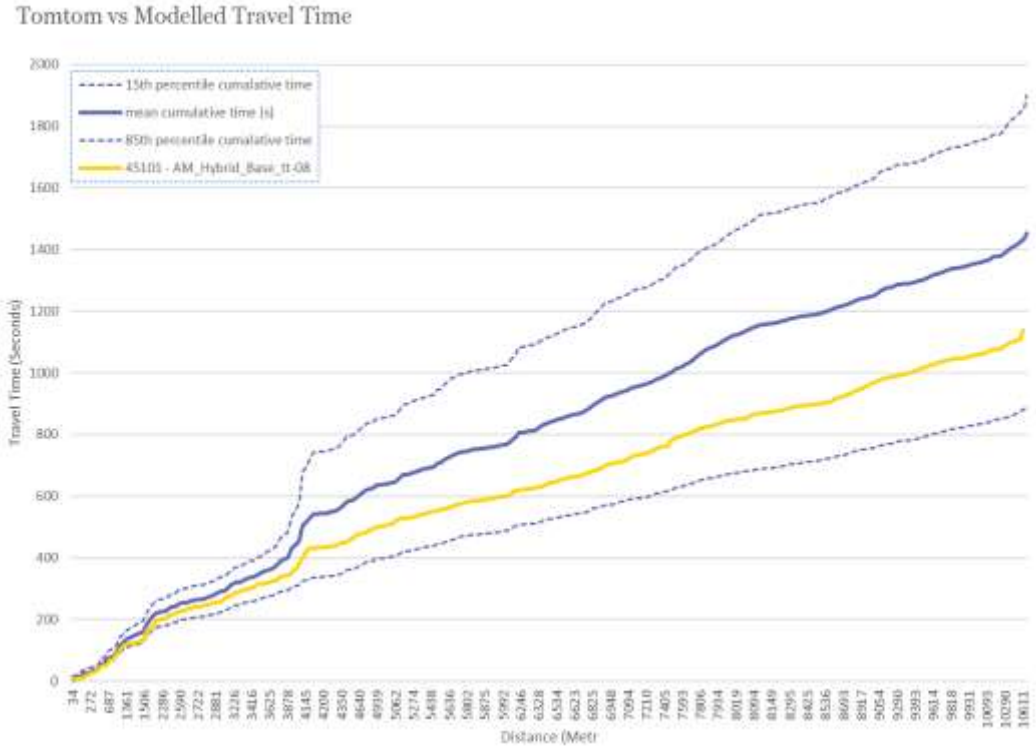
Travel time profile: Petone – Cambridge Tce (16-17)



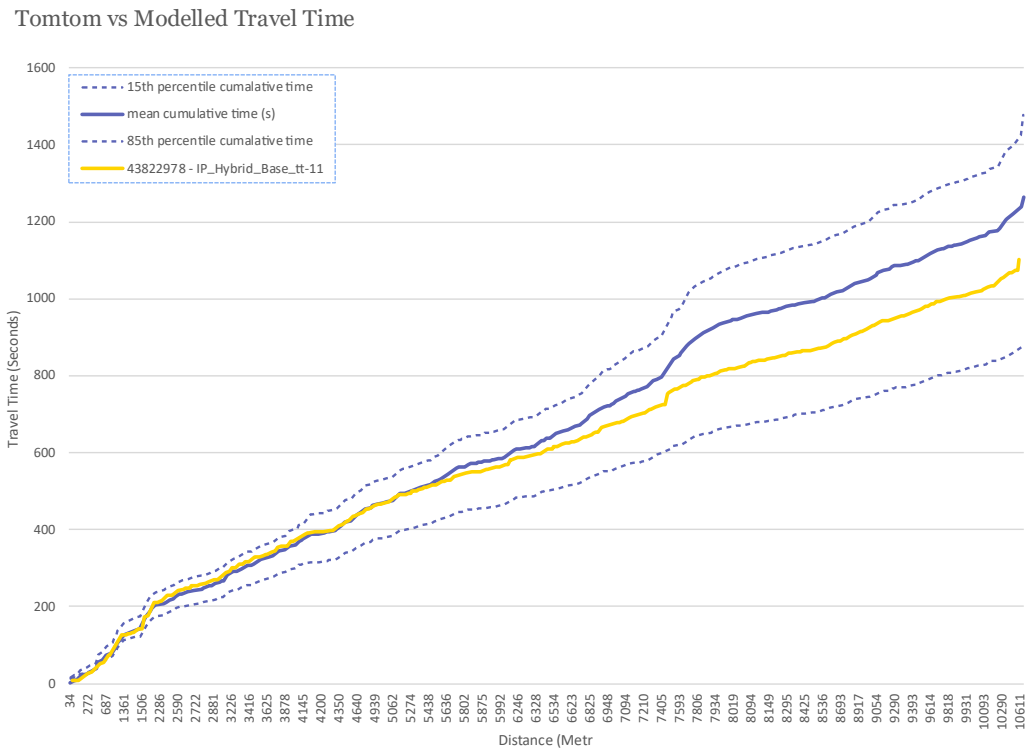
Travel time profile: Petone – Cambridge Tce (17-18)



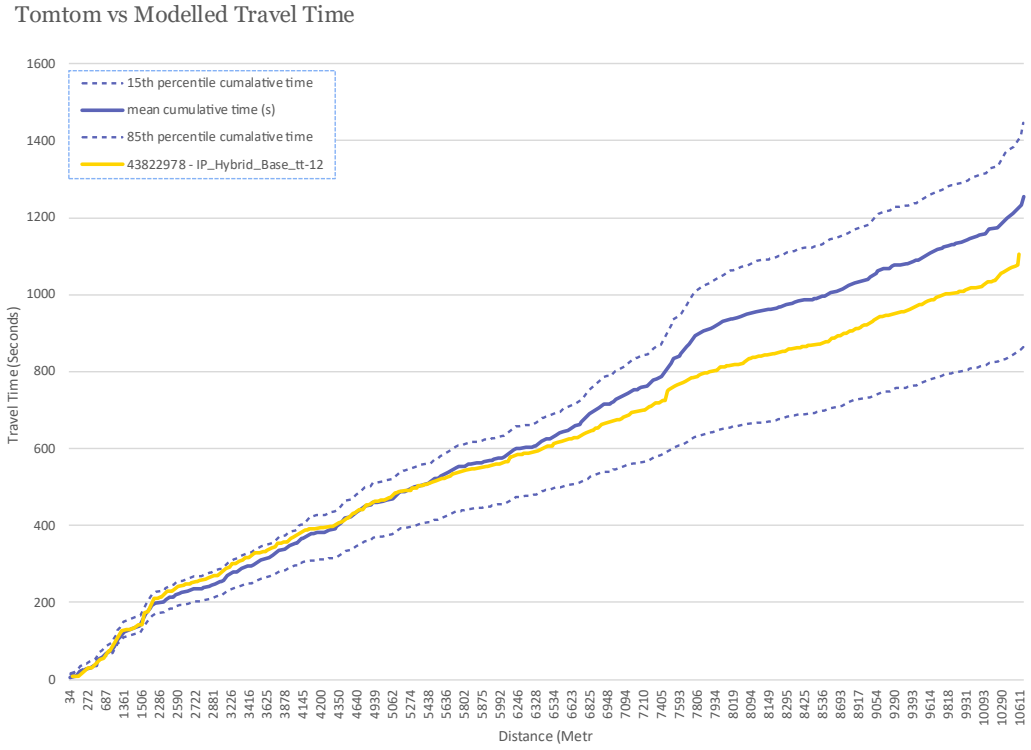
Travel time profile: High St – Cuba St(7-8)



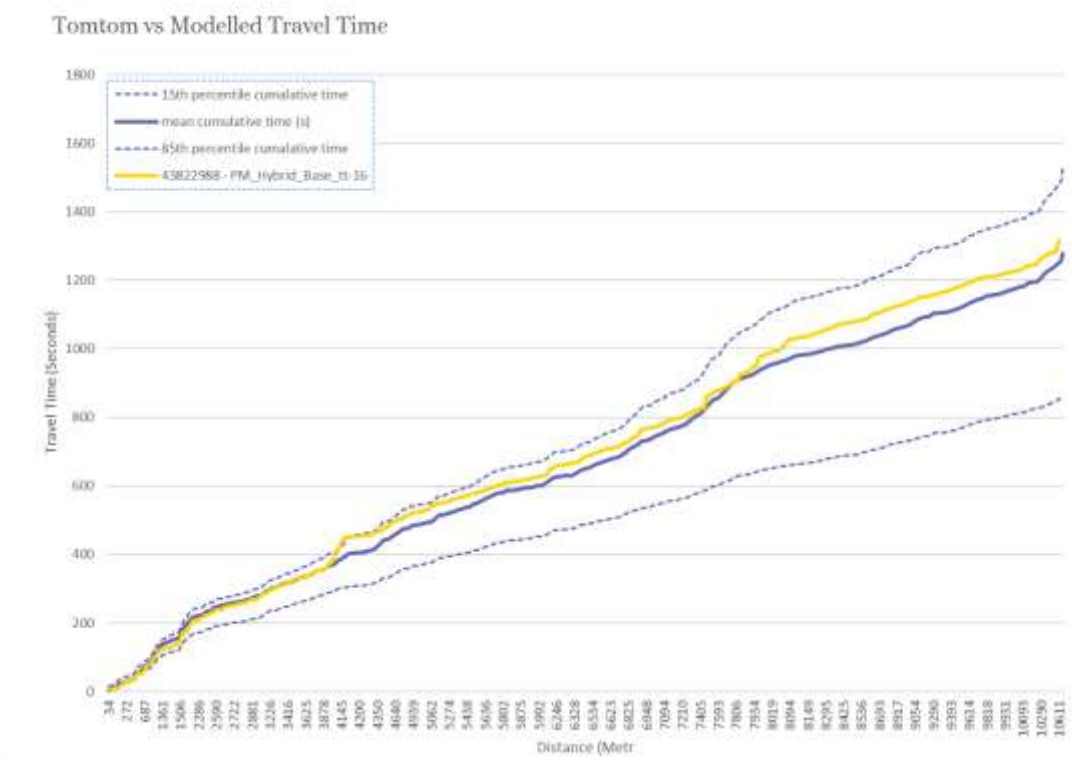
Travel time profile: High St – Cuba St (8-9)



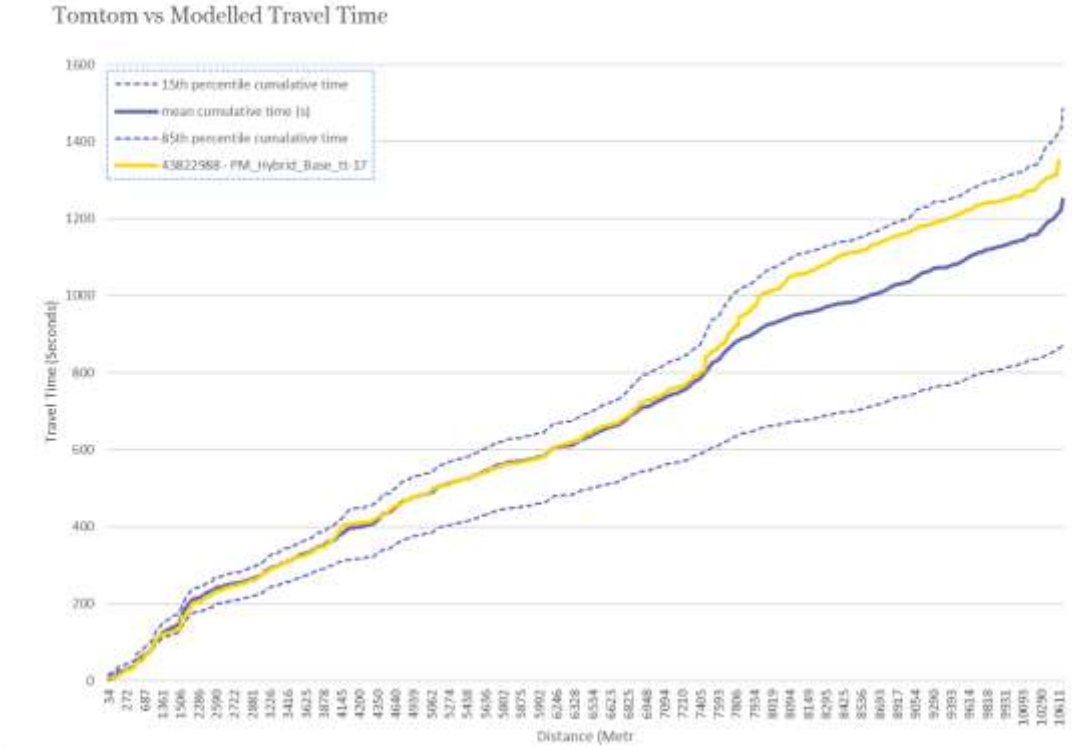
Travel time profile: High St – Cuba St (11-12)



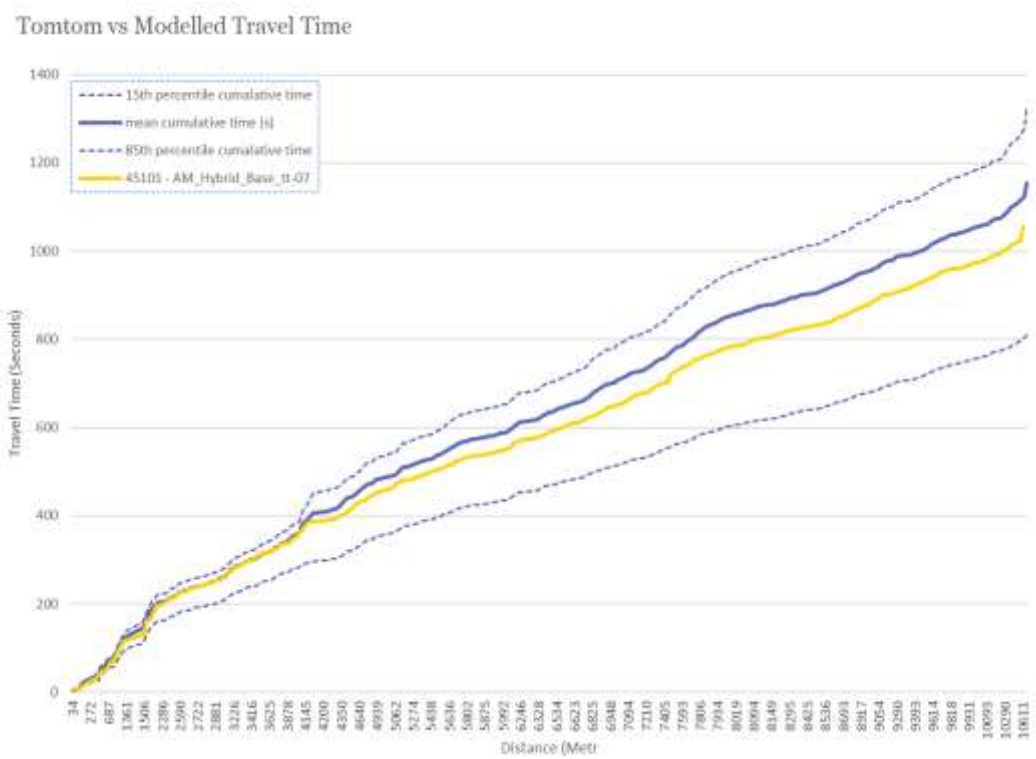
Travel time profile: High St – Cuba St (12-13)



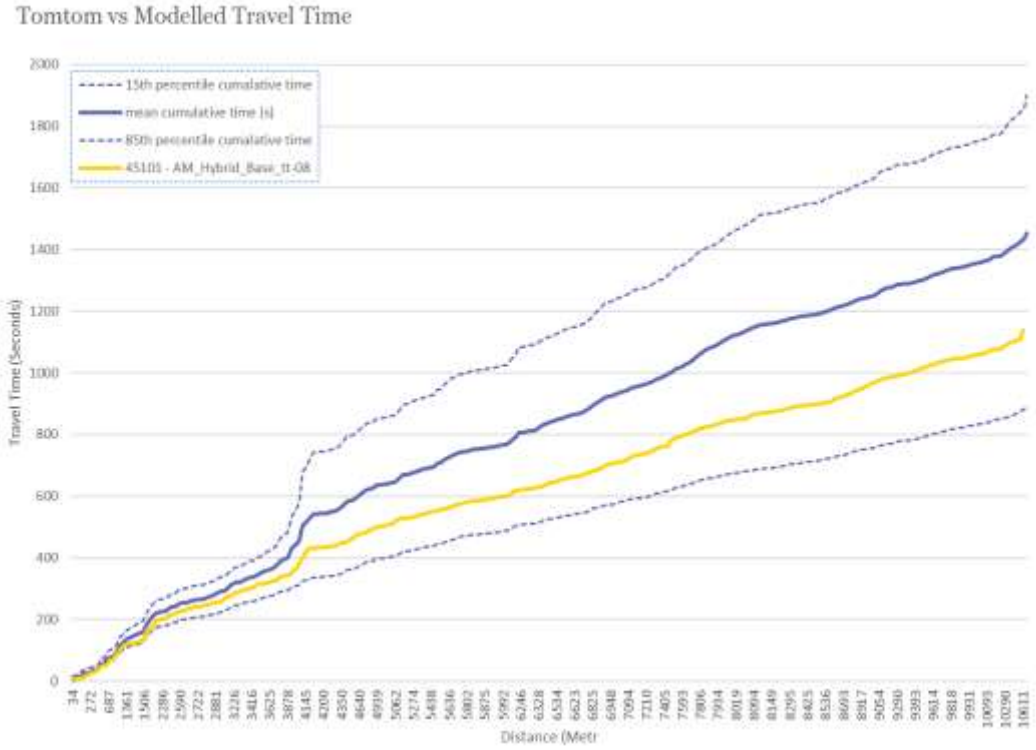
Travel time profile: High St – Cuba St (16-17)



Travel time profile: High St – Cuba St (17-18)



Travel time profile: Cuba St – High St(7-8)



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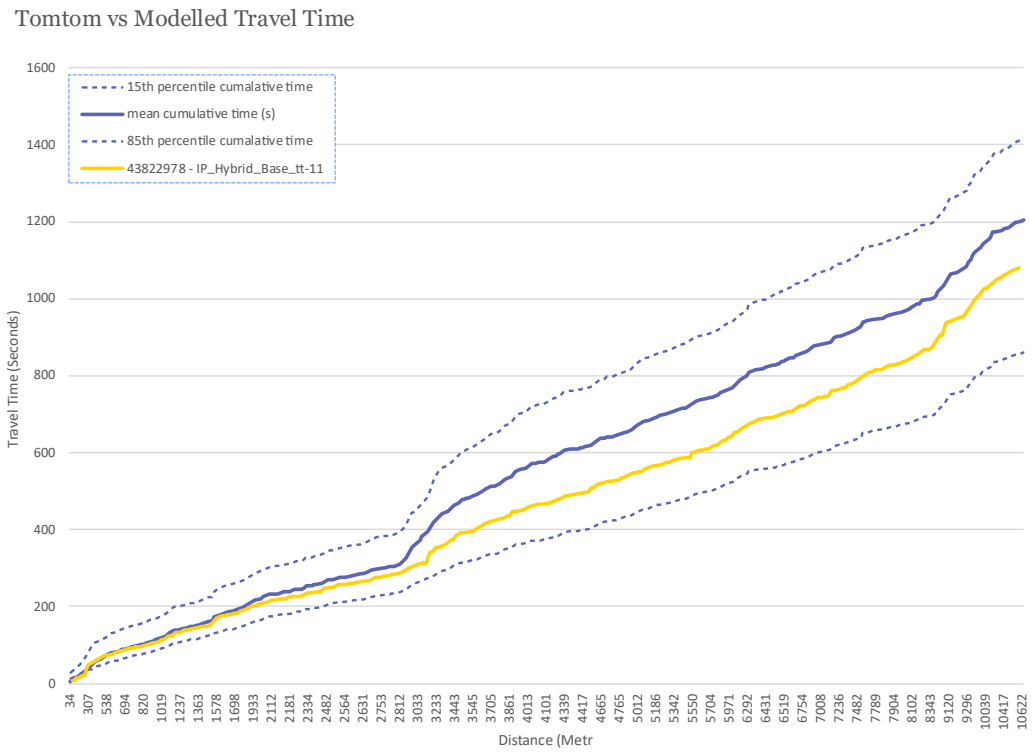

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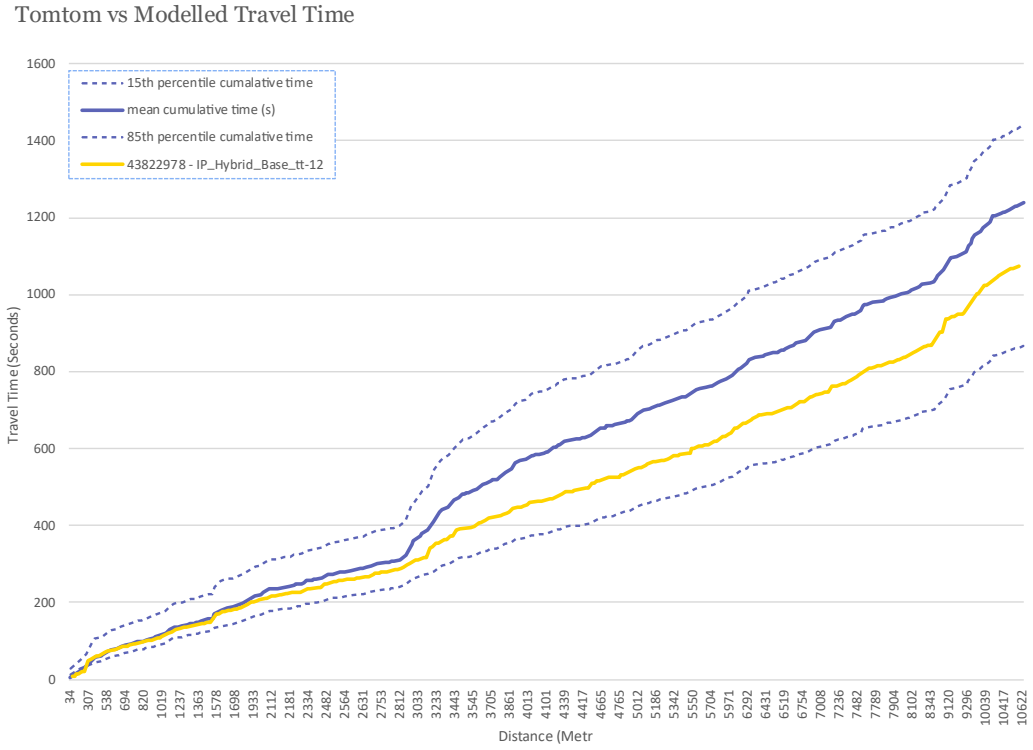
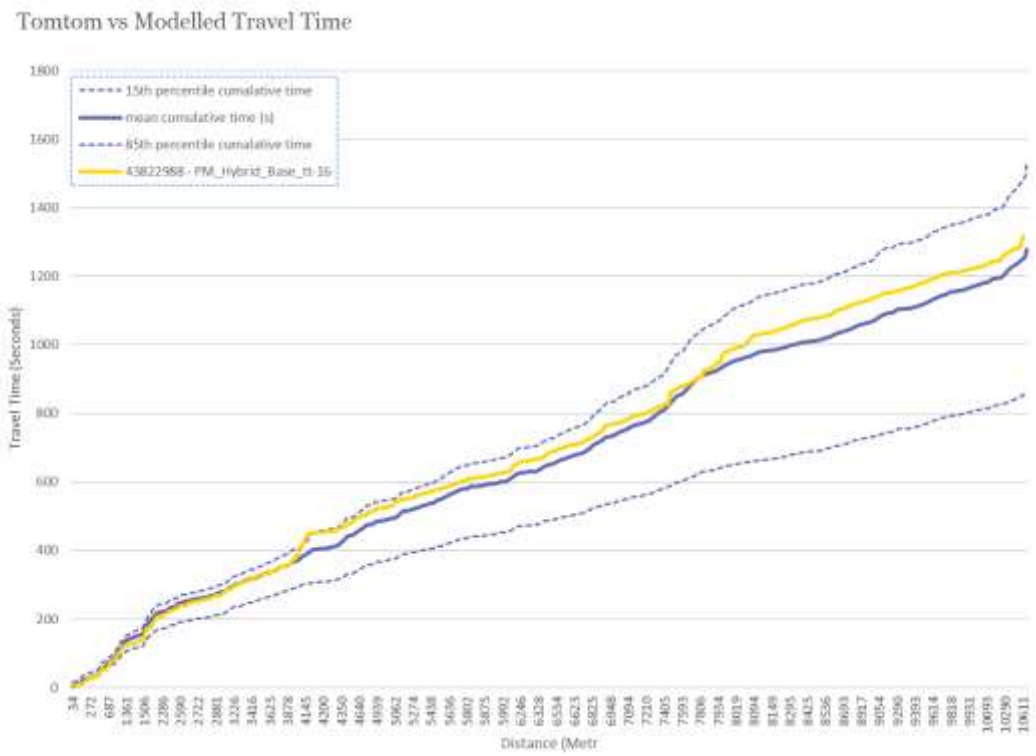
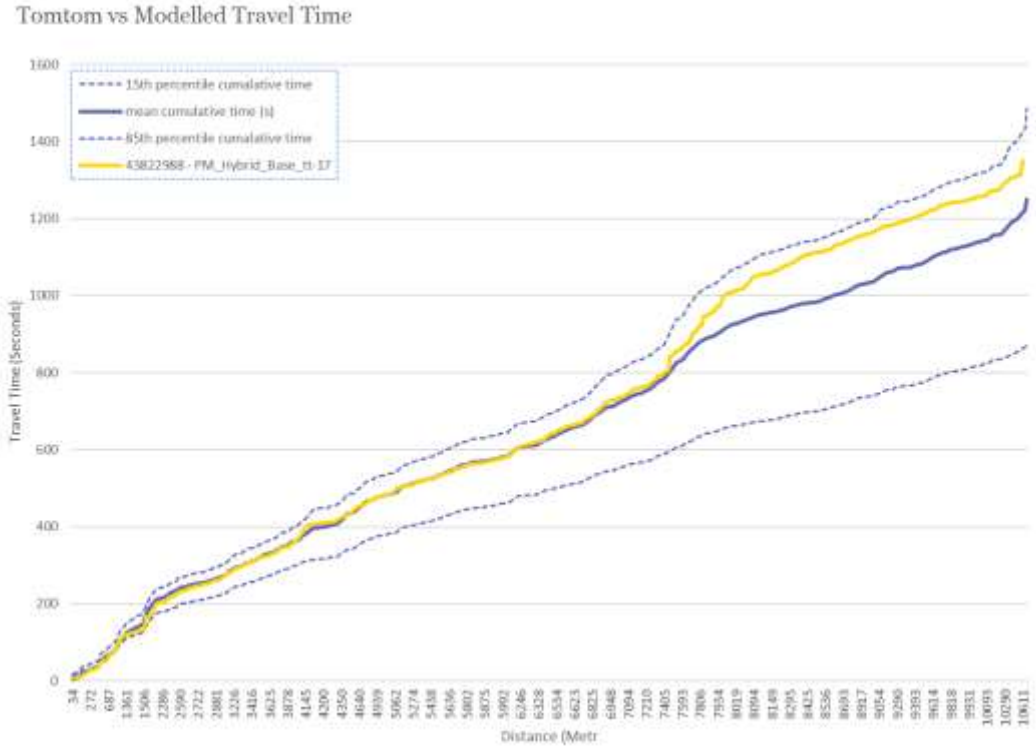


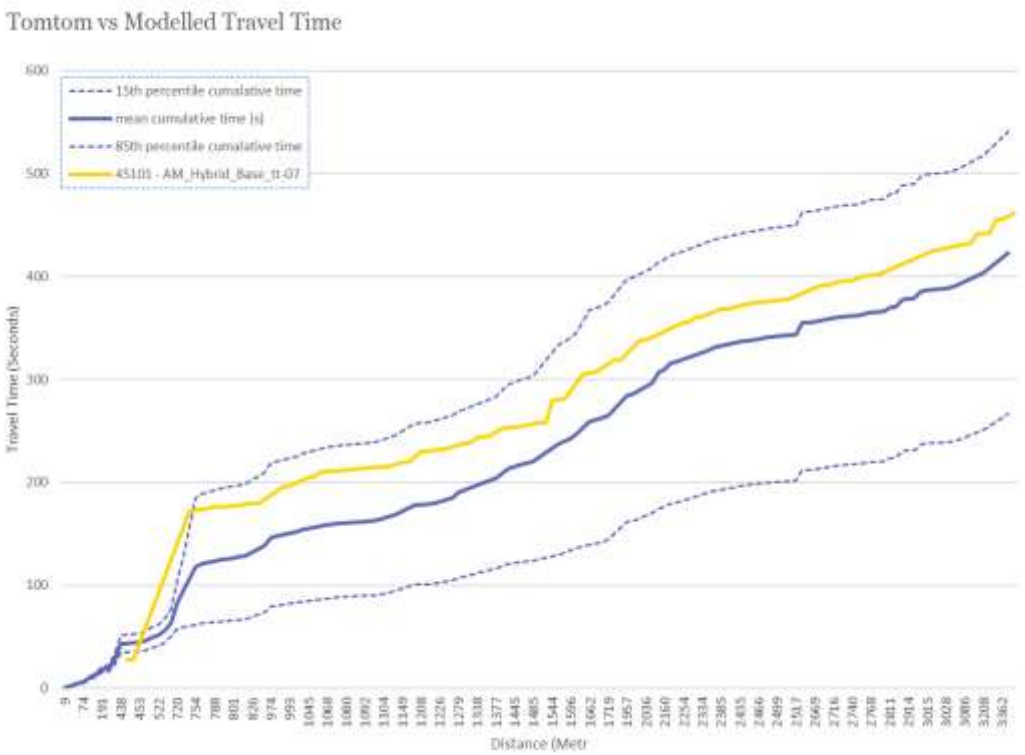
Travel time profile: Cuba St – High St (12-13)



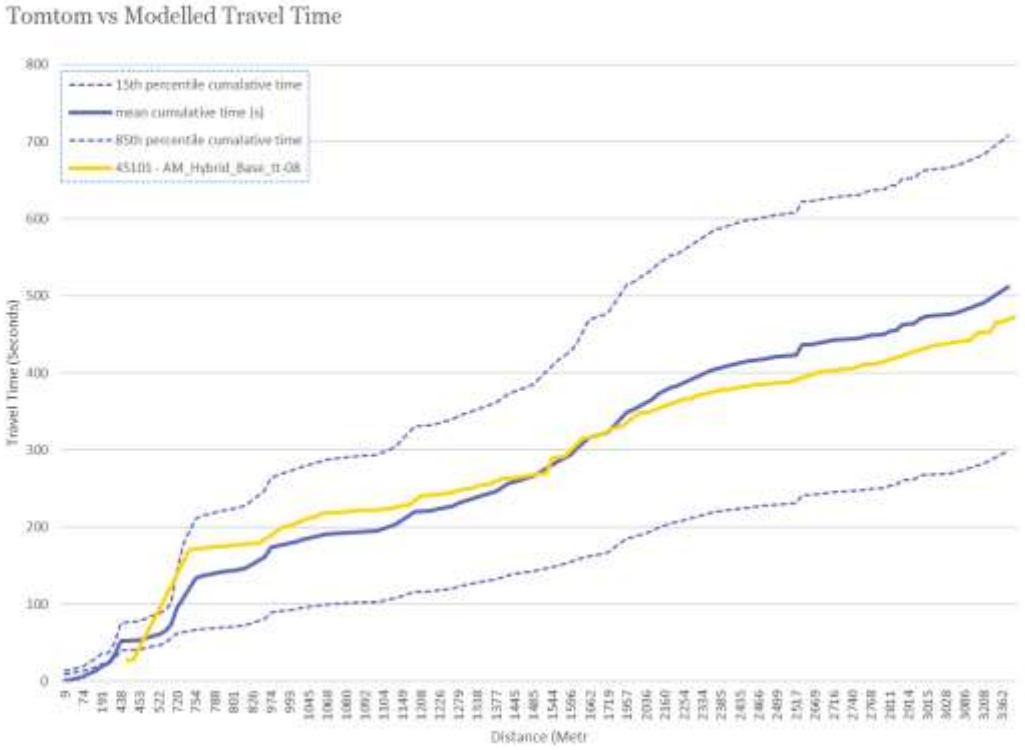
Travel time profile: Cuba St – High St (16-17)



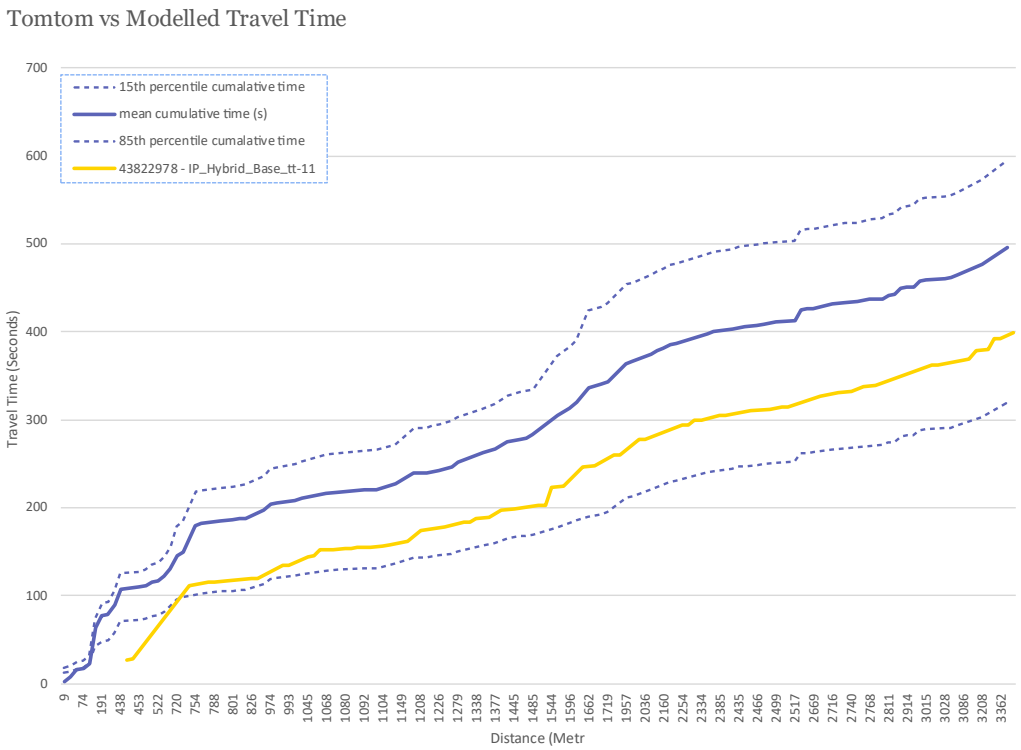
Travel time profile: Cuba St – High St (17-18)



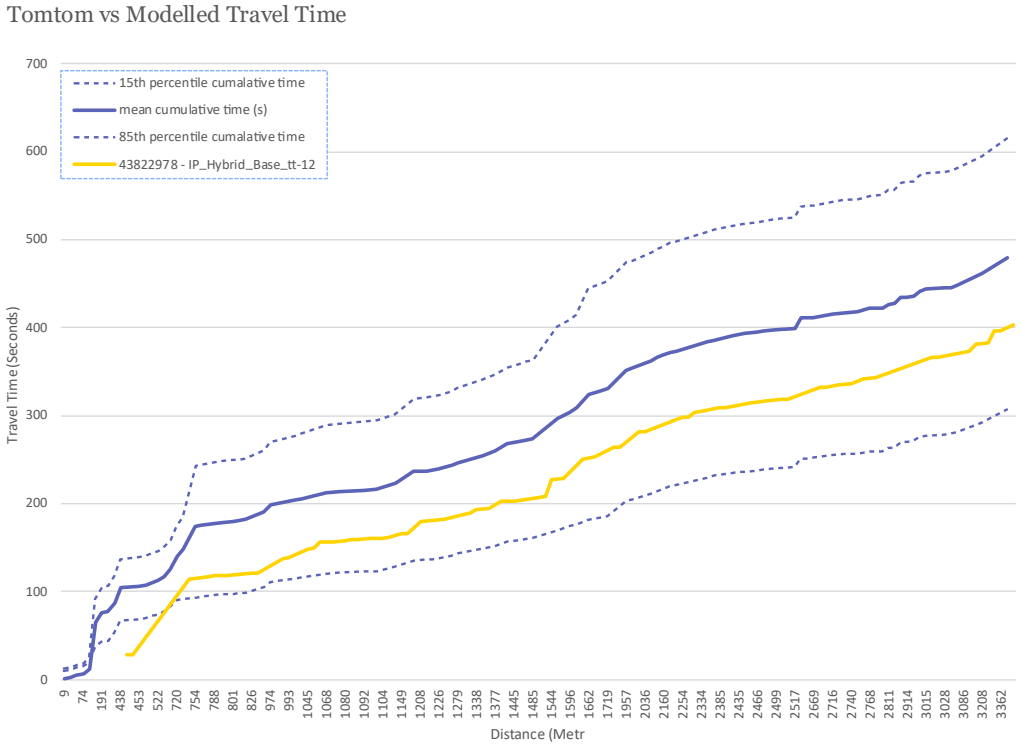
Travel time profile: Harbour View – Waterloo (7-8)



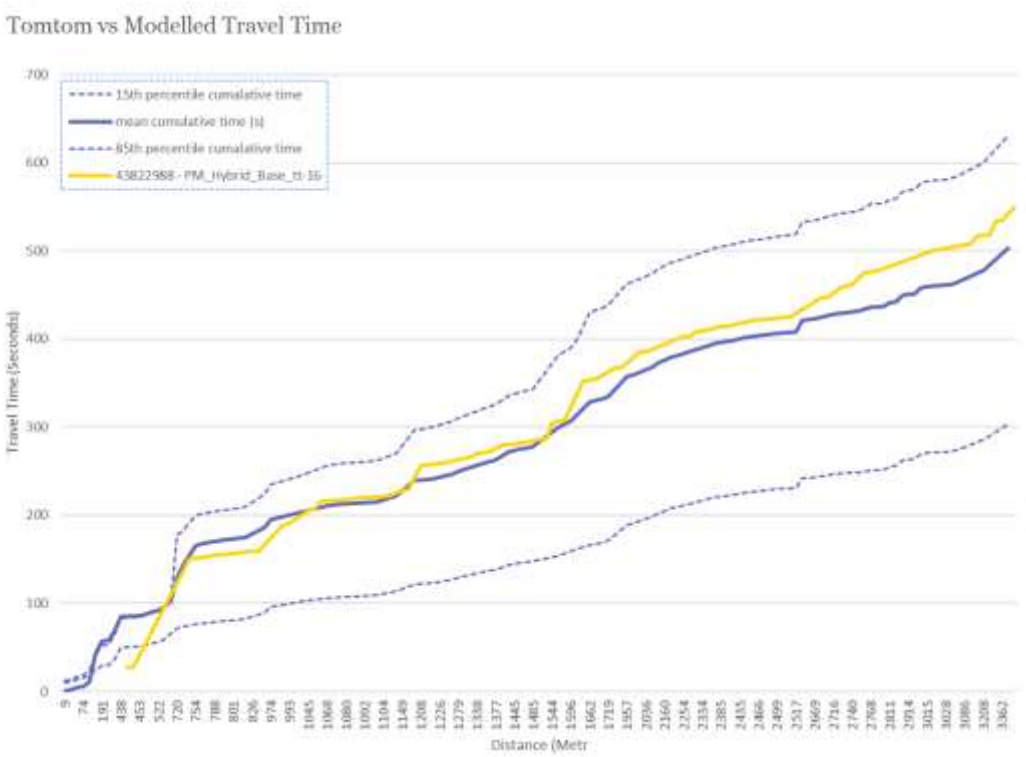
Travel time profile: Harbour View - Waterloo (8-9)



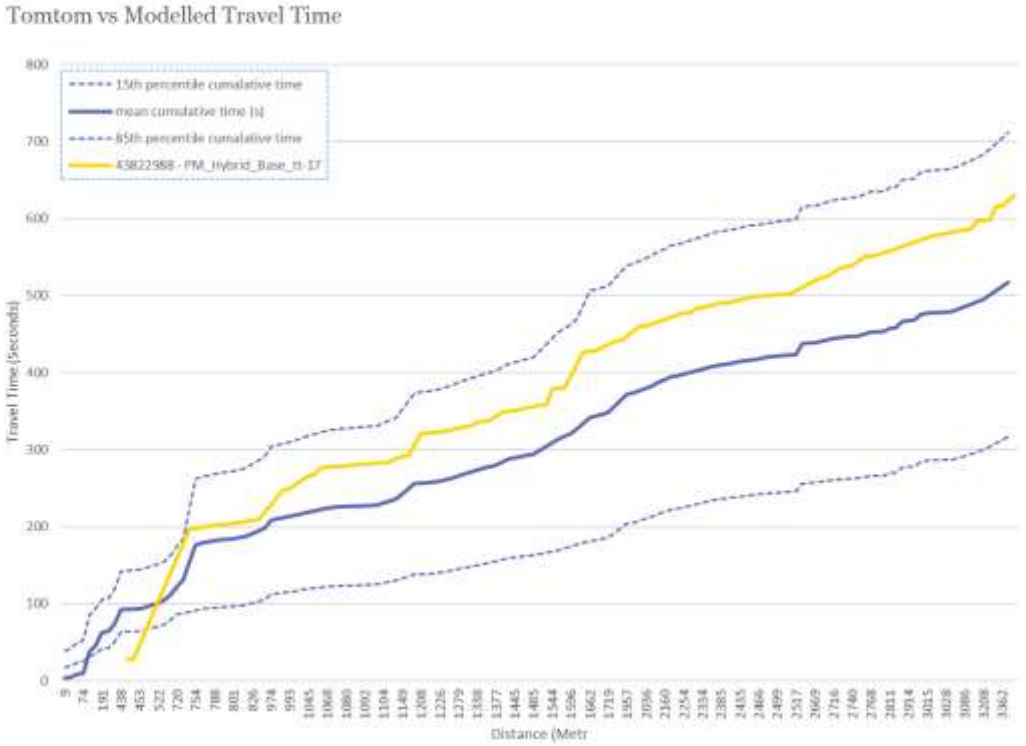
Travel time profile: Harbour View - Waterloo (11-12)



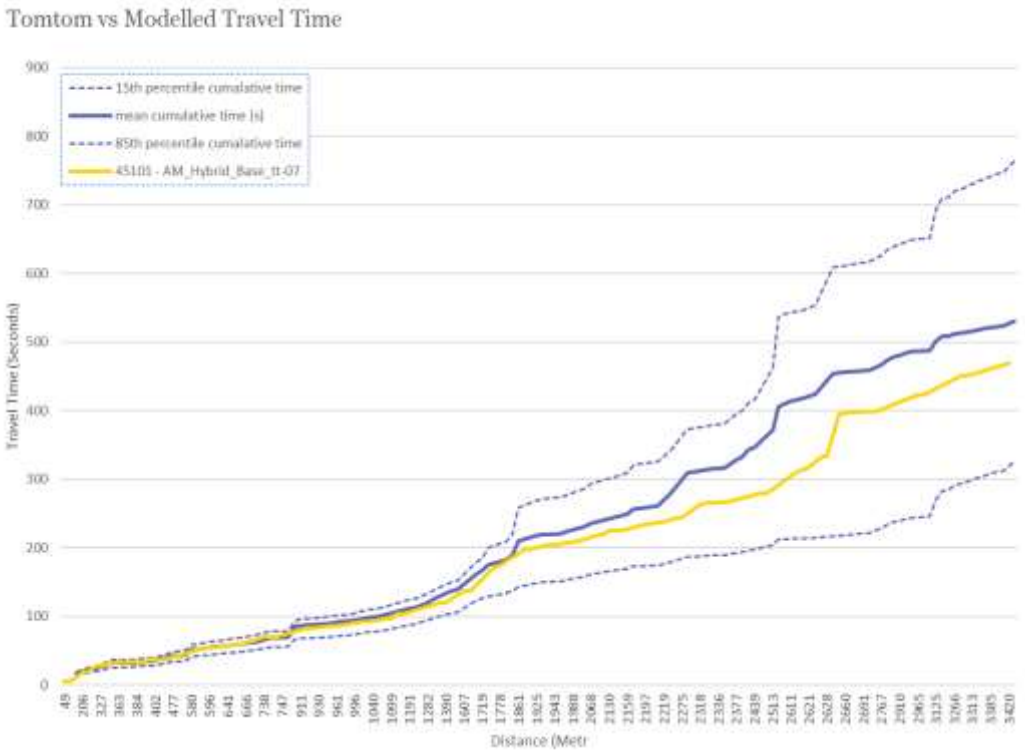
Travel time profile: Harbour View - Waterloo (12-13)



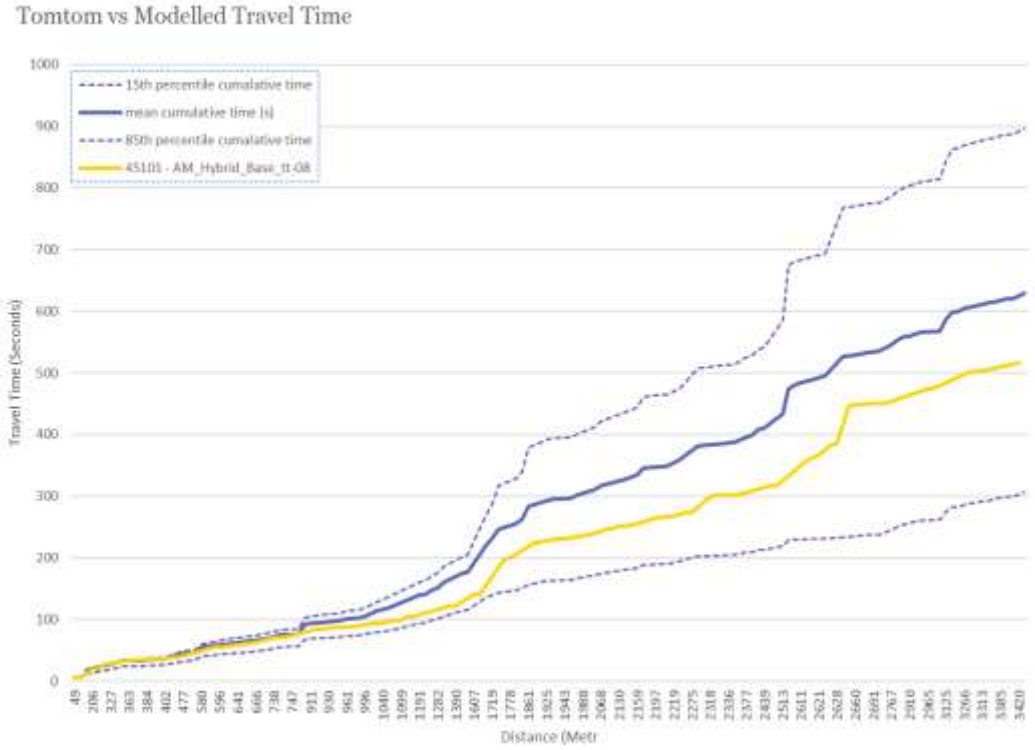
Travel time profile: Harbour View - Waterloo (16-17)



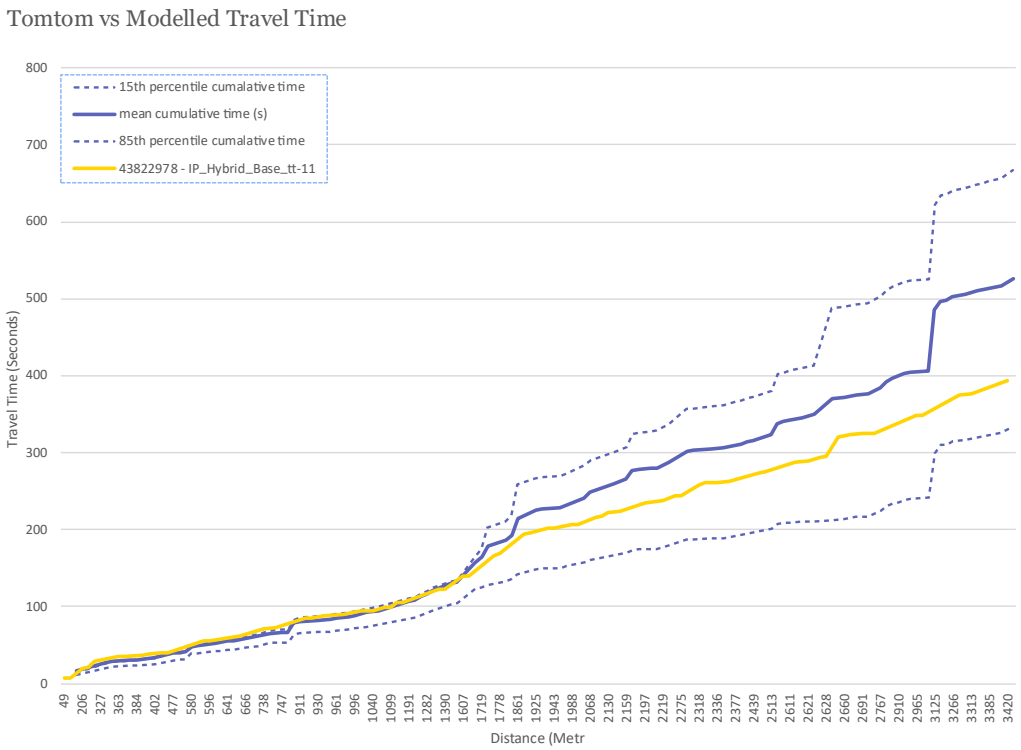
Travel time profile: Harbour View - Waterloo (17-18)



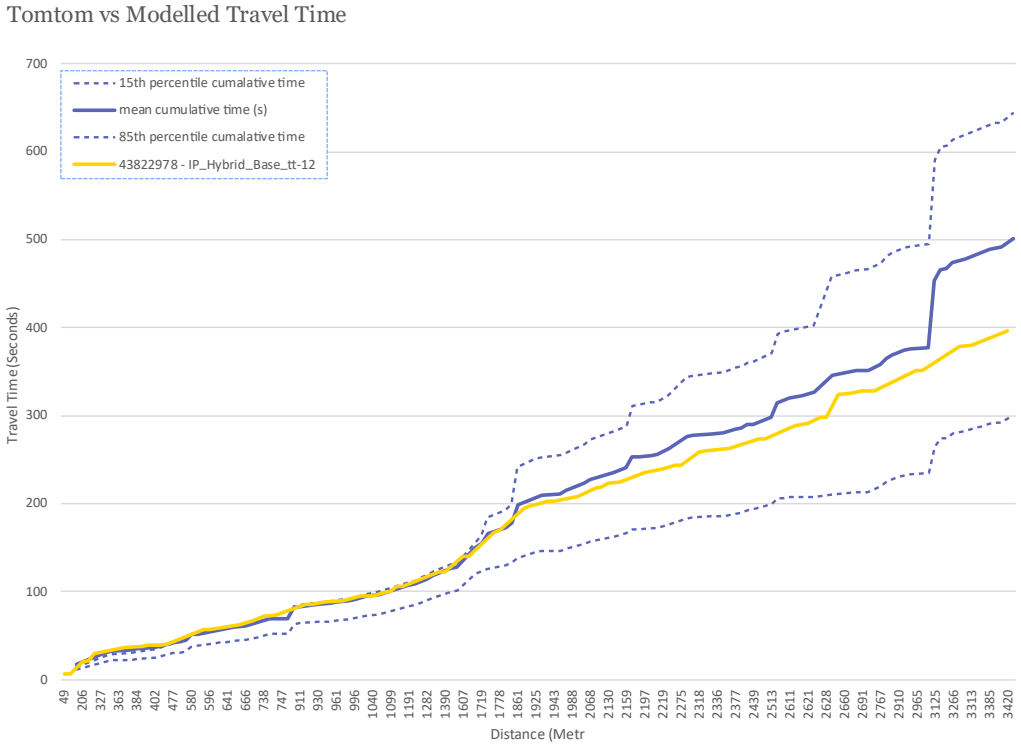
Travel time profile: Waterloo – Harbour View (7-8)



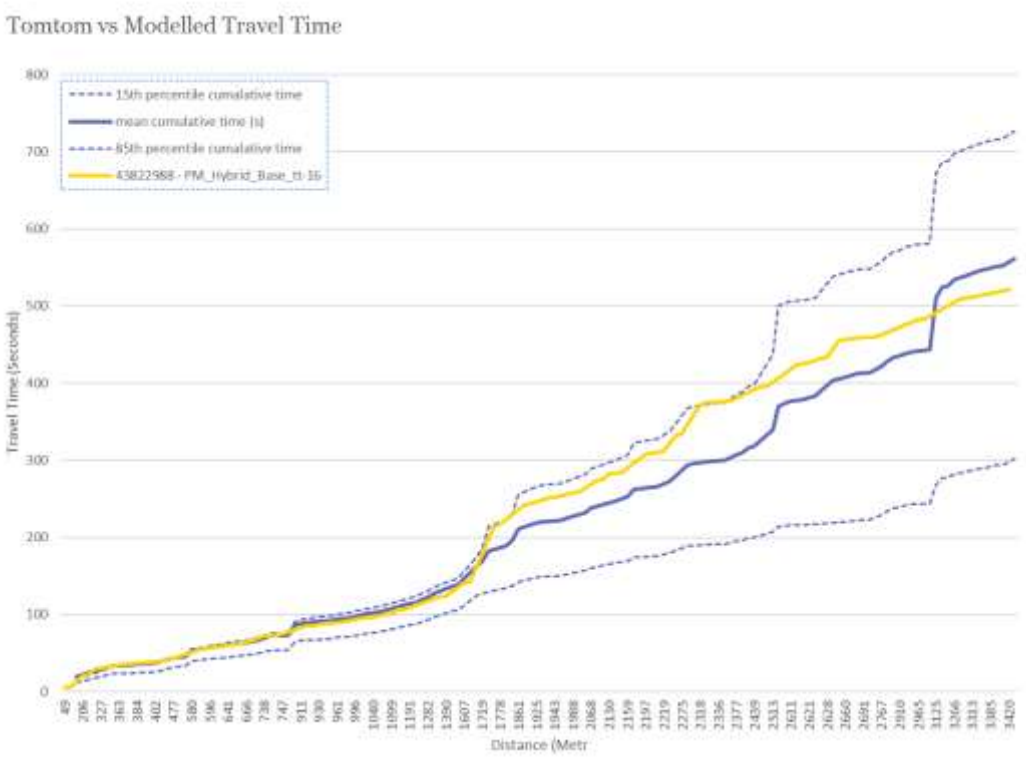
Travel time profile: Waterloo – Harbour View (8-9)



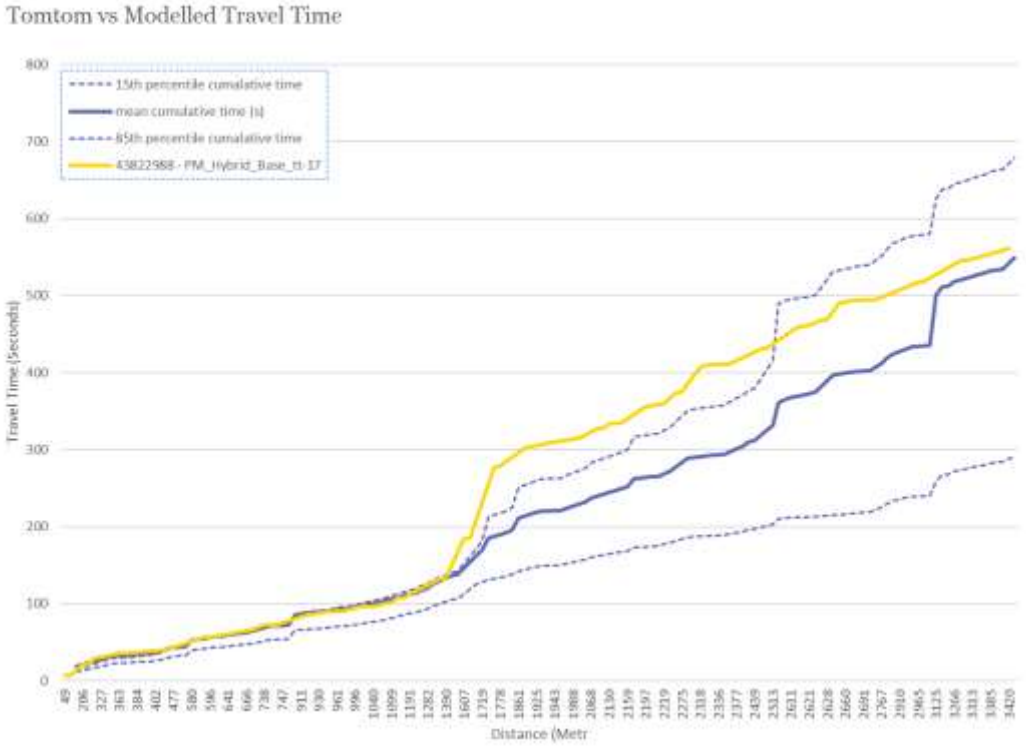
Travel time profile: Waterloo – Harbour View (11-12)



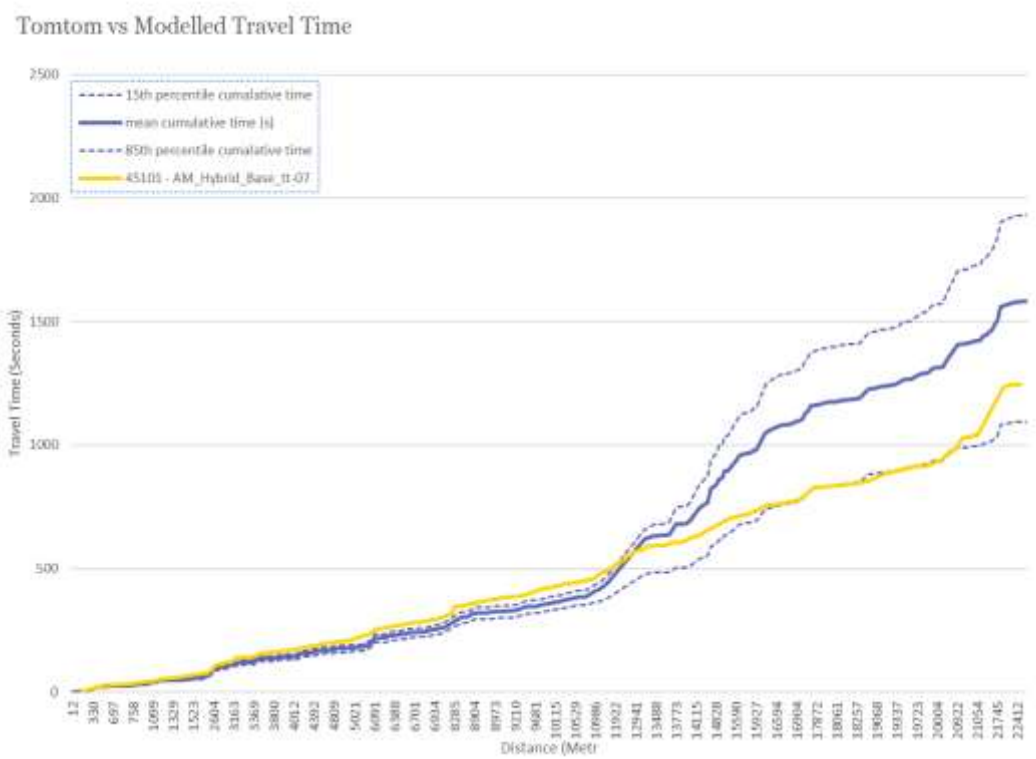
Travel time profile: Waterloo – Harbour View (12-13)



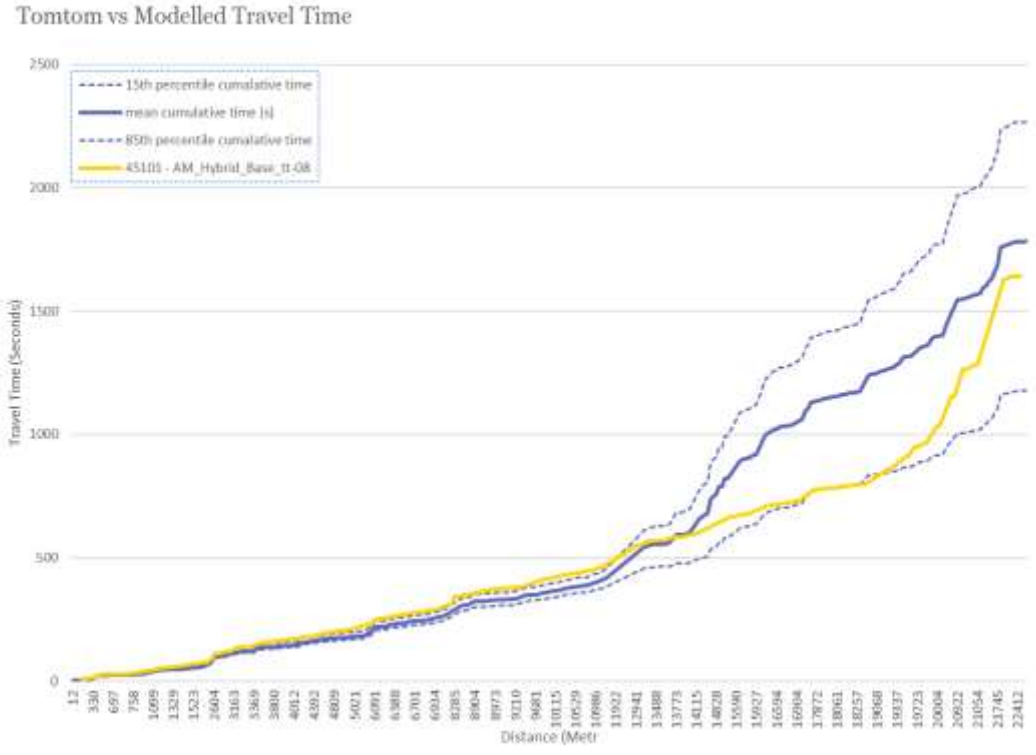
Travel time profile: Waterloo – Harbour View (16-17)



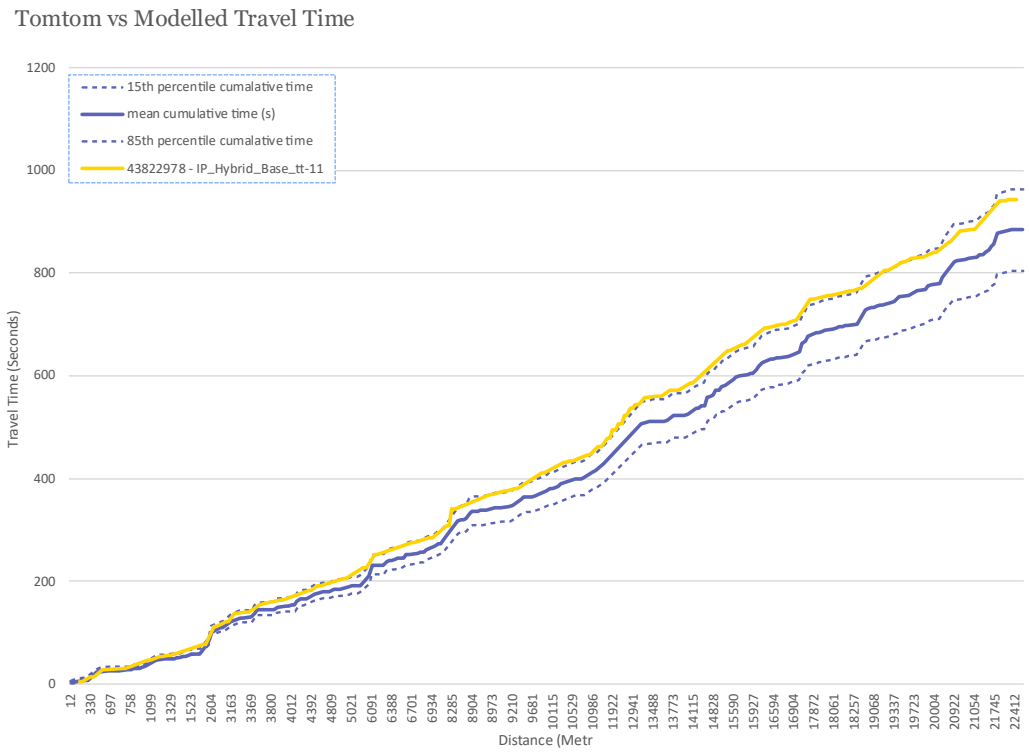
Travel time profile: Waterloo – Harbour View (17-18)



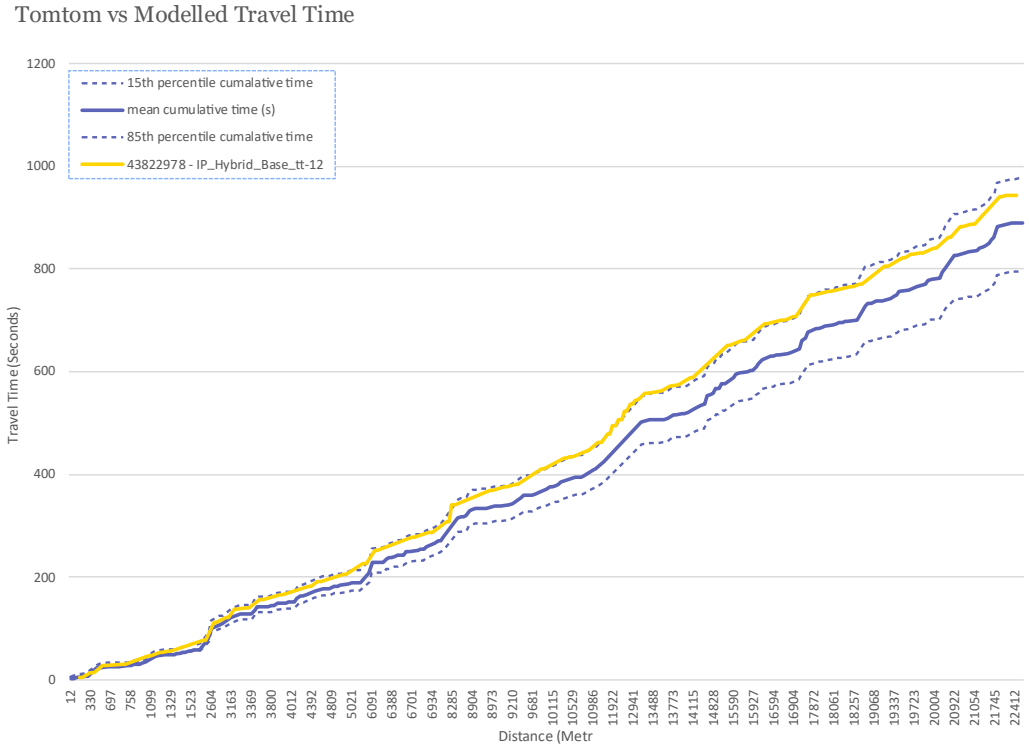
Travel time profile: SH1: TG – Ngauranga (7-8)



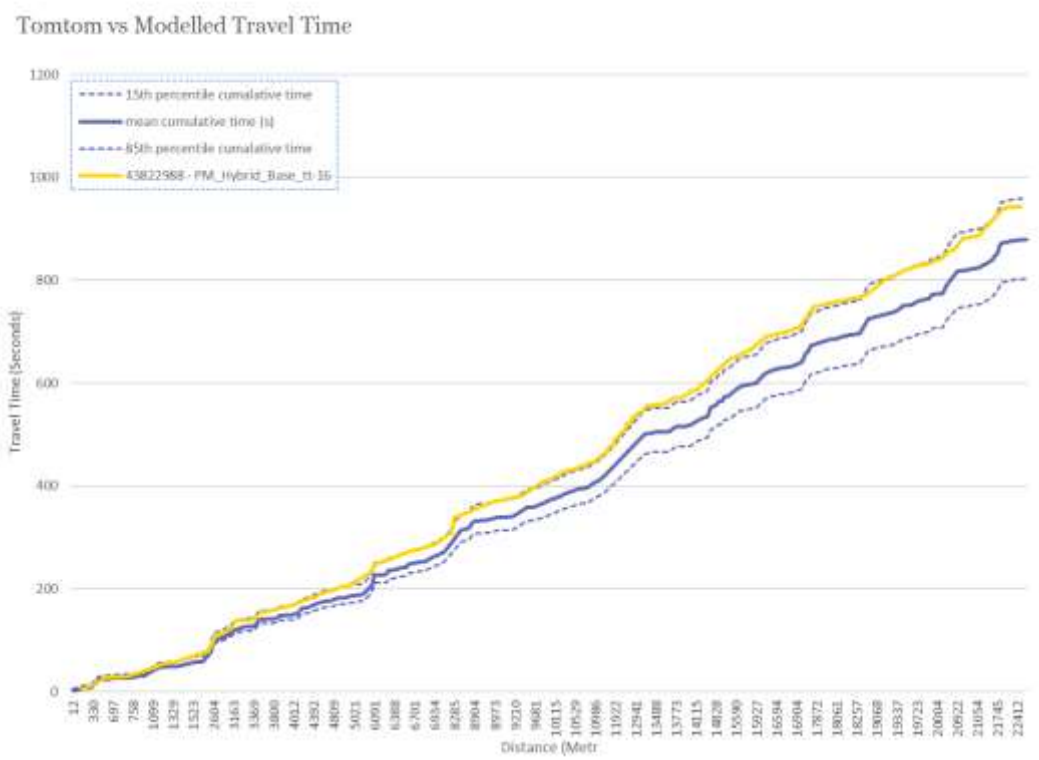
Travel time profile: SH1: TG – Ngauranga (8-9)



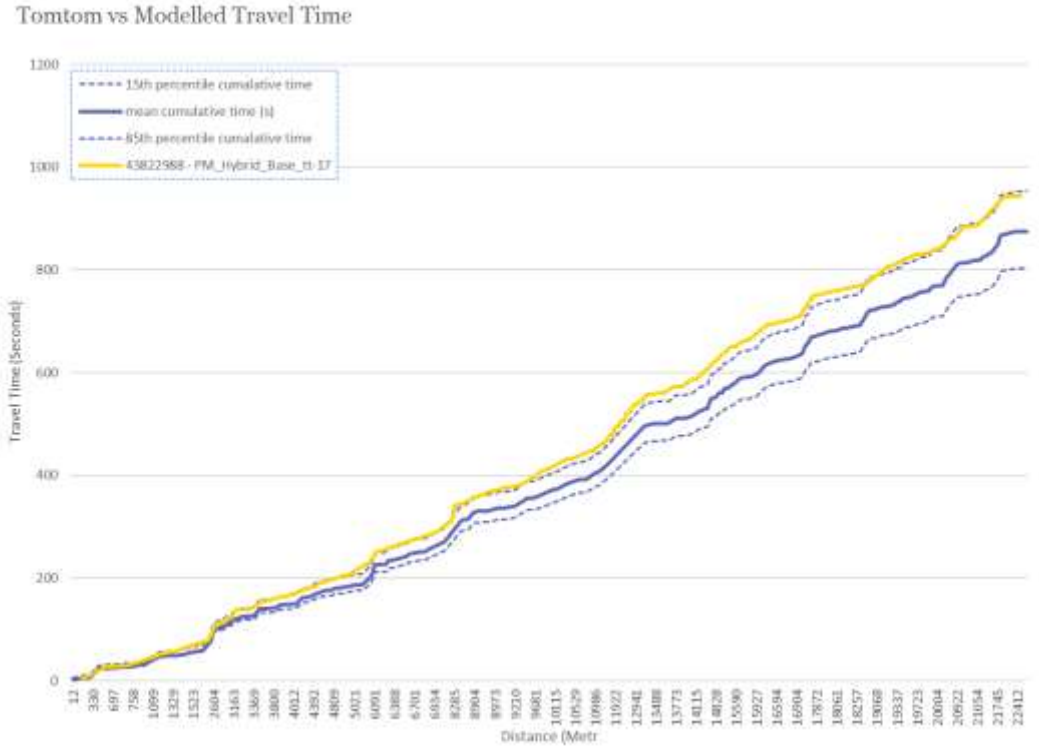
Travel time profile: SH1: TG – Ngauranga (11-12)



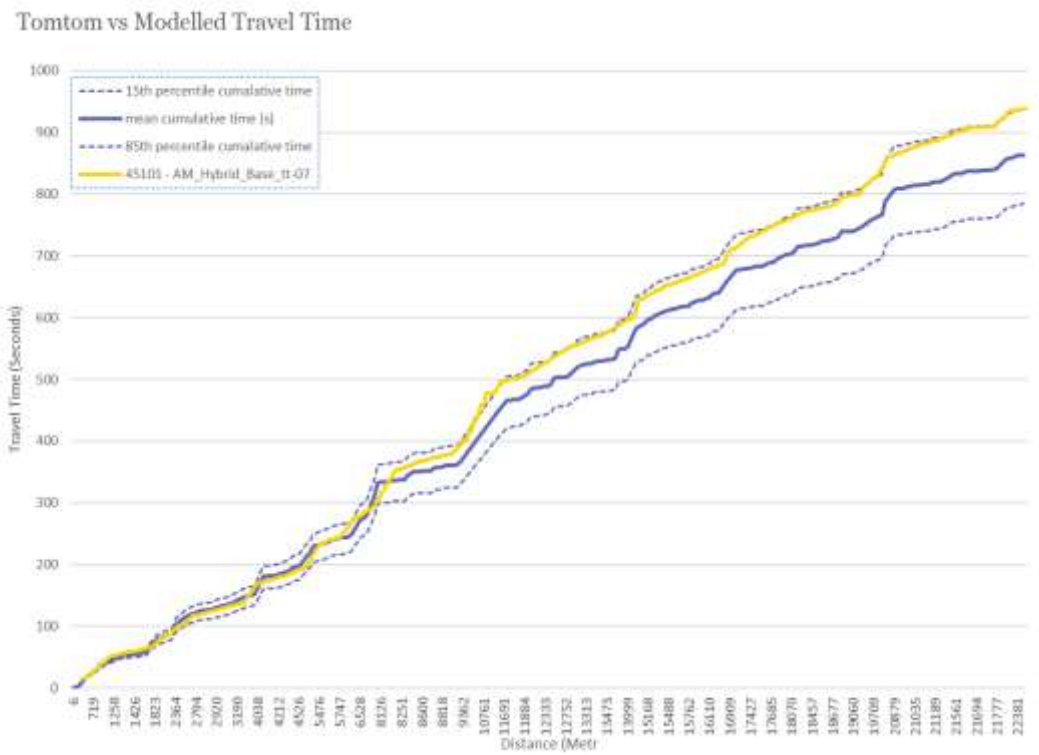
Travel time profile: SH1: TG – Ngauranga (12-13)



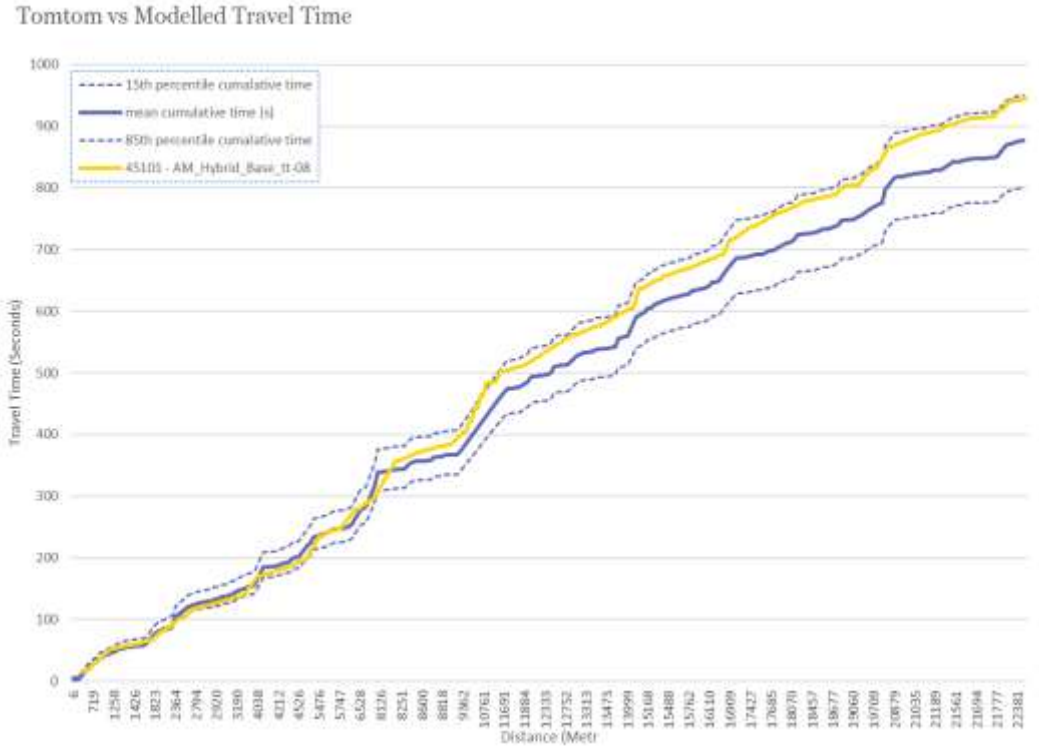
Travel time profile: SH1: TG – Ngauranga (16-17)



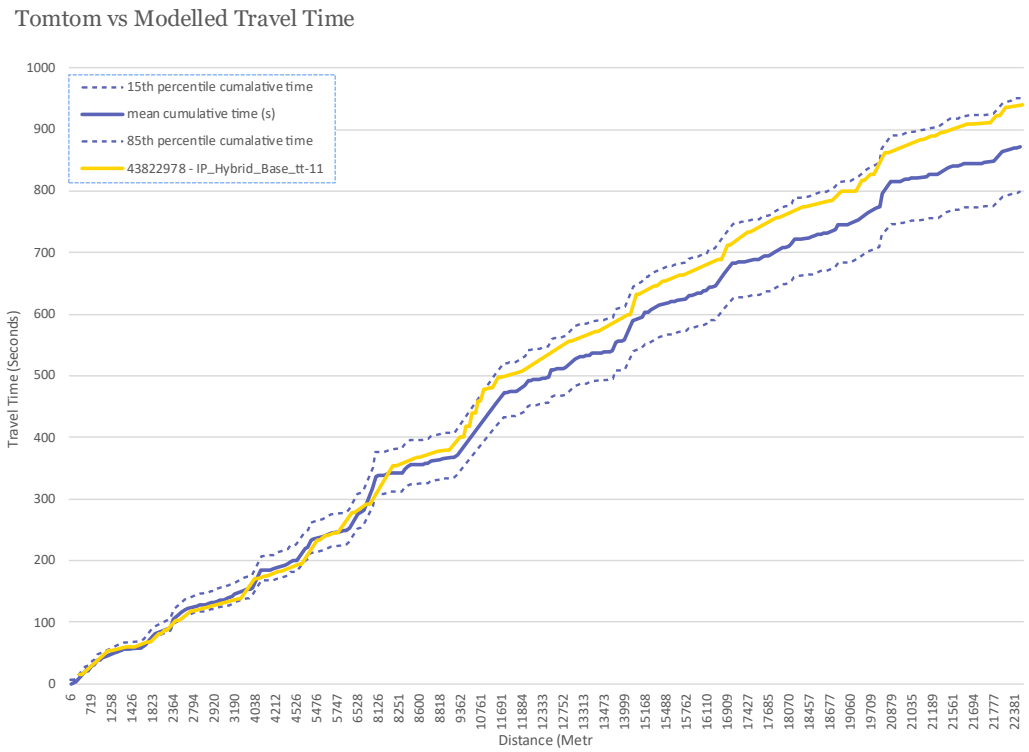
Travel time profile: SH1: TG – Ngauranga (17-18)



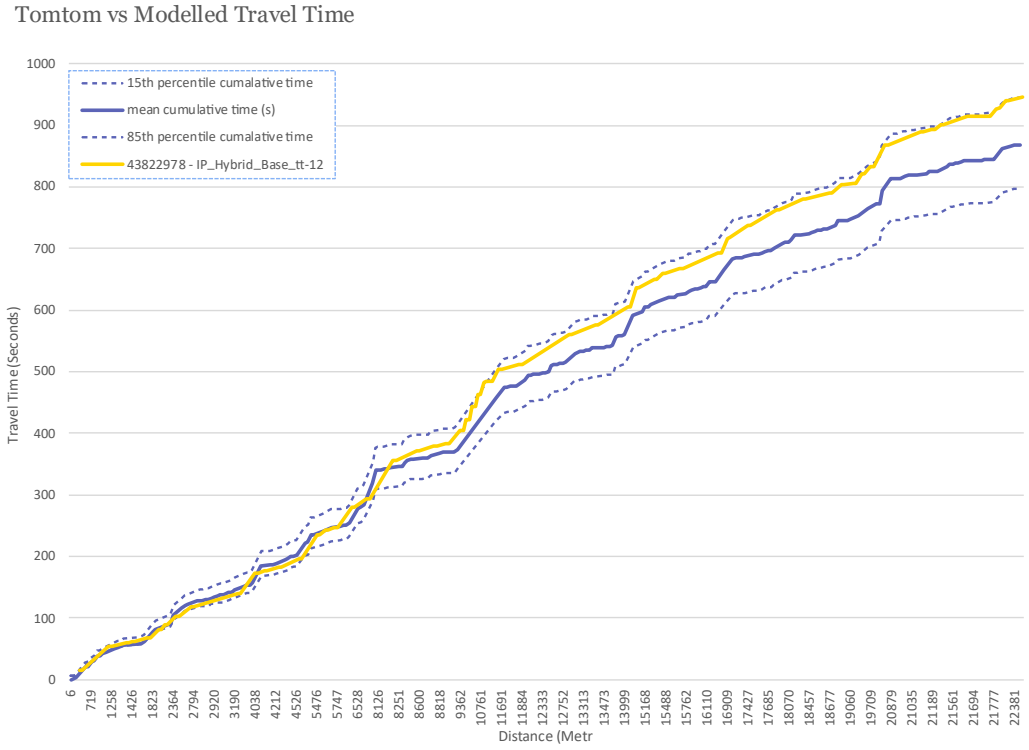
Travel time profile: SH1: Ngauranga – TG (7-8)



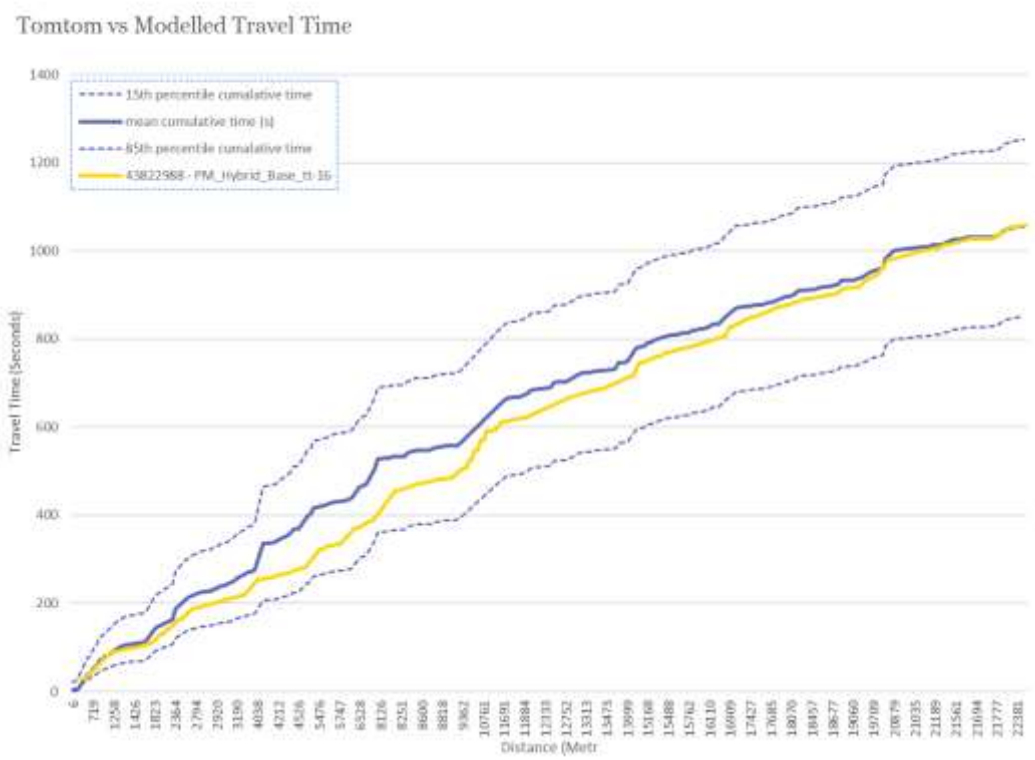
Travel time profile: SH1: Ngauranga – TG (8-9)



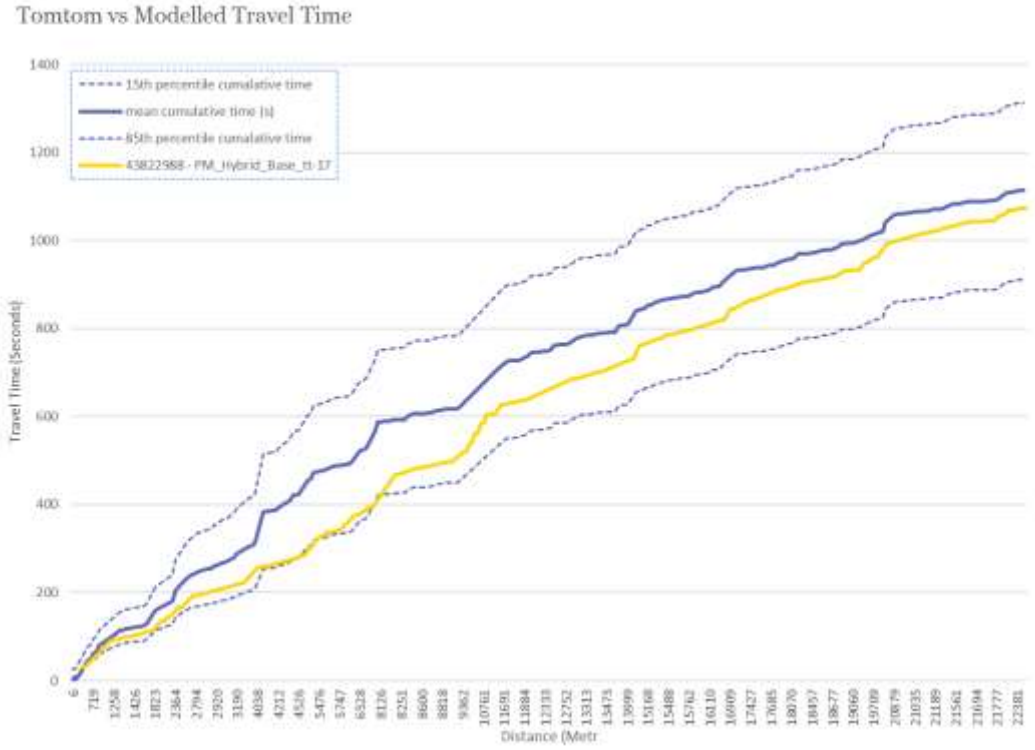
Travel time profile: SH1: Ngauranga – TG (11-12)



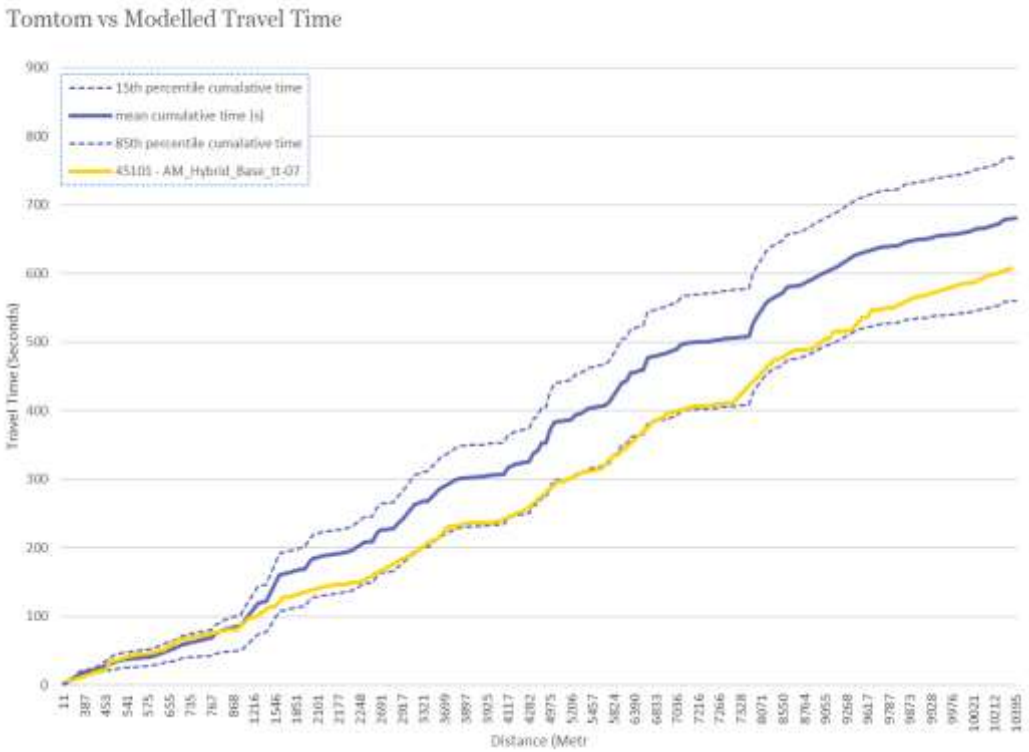
Travel time profile: SH1: Ngauranga – TG (12-13)



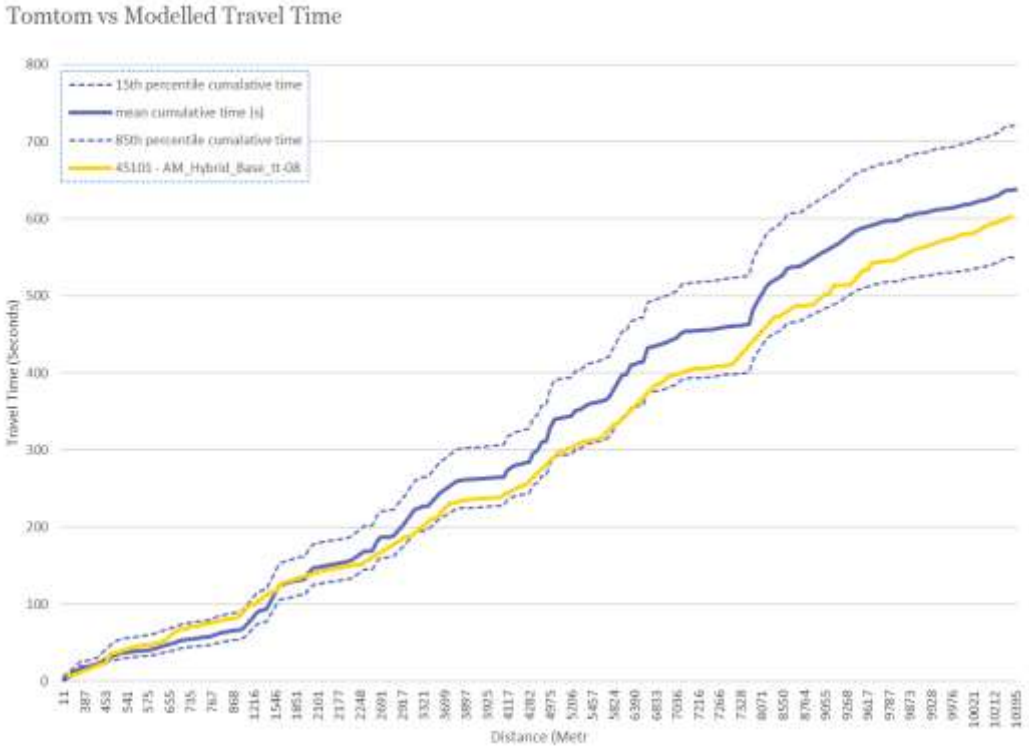
Travel time profile: SH1: Ngauranga – TG (16-17)



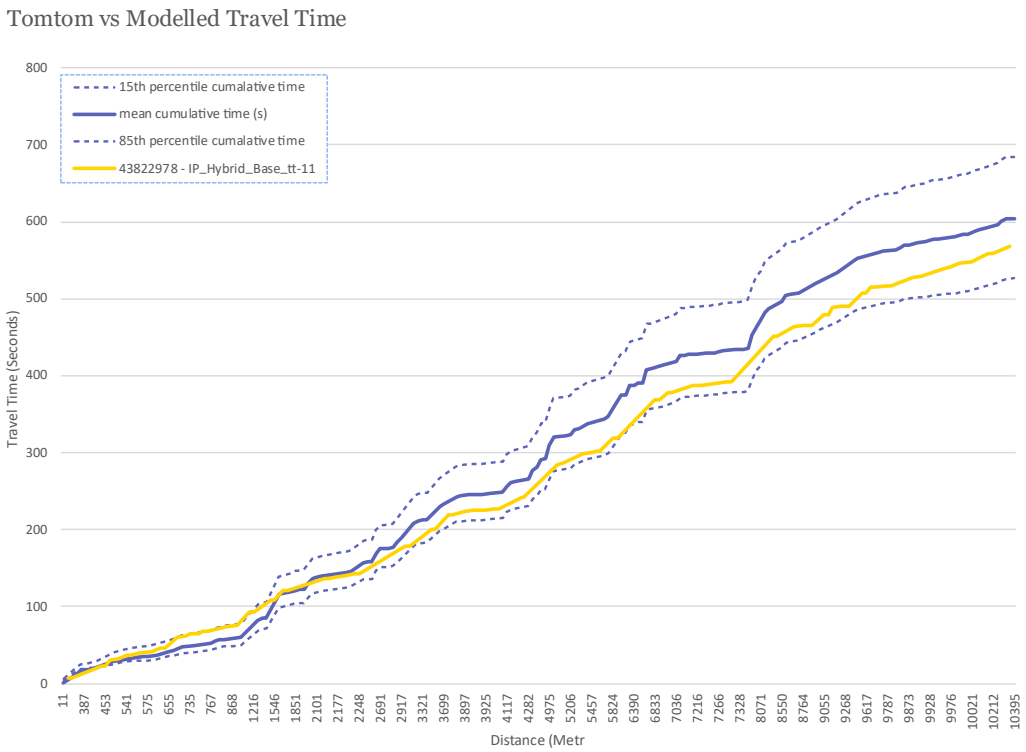
Travel time profile: SH1: Ngauranga – TG (17-18)



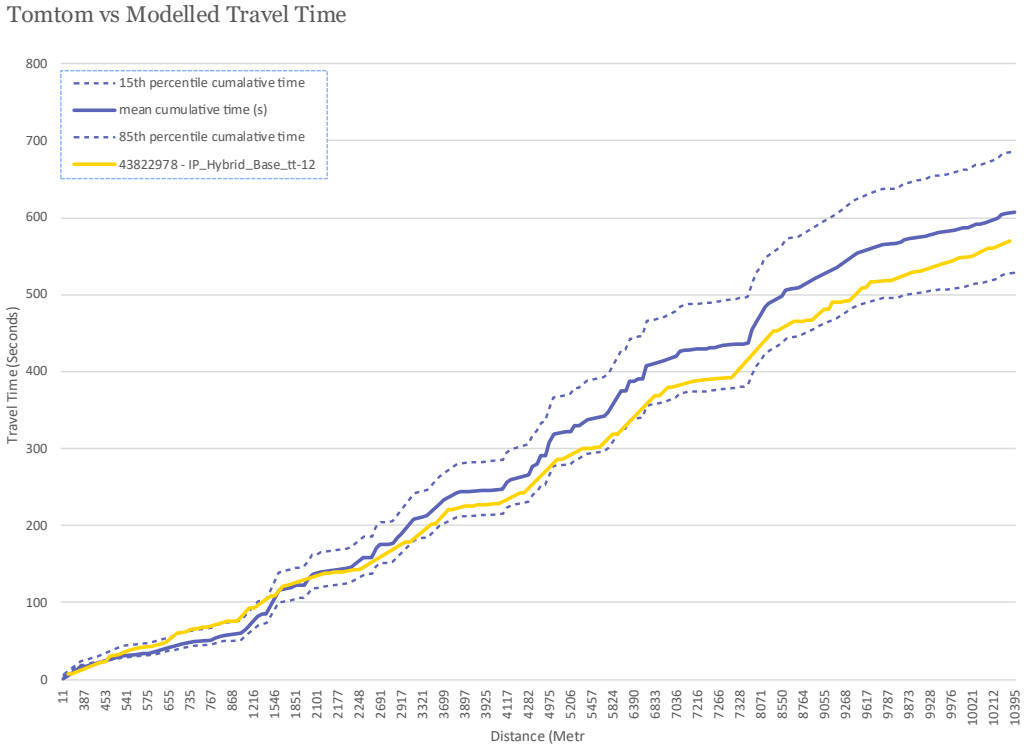
Travel time profile: SH58 EB (7-8)



Travel time profile: SH58 EB (8-9)



Travel time profile: SH58 EB (11-12)



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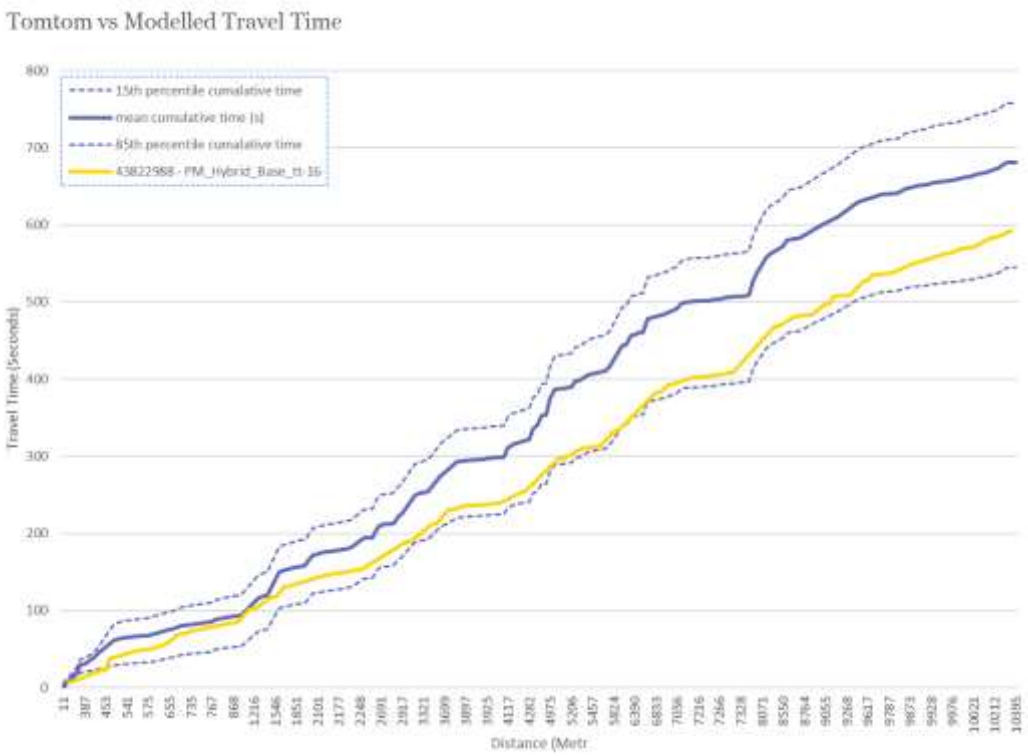

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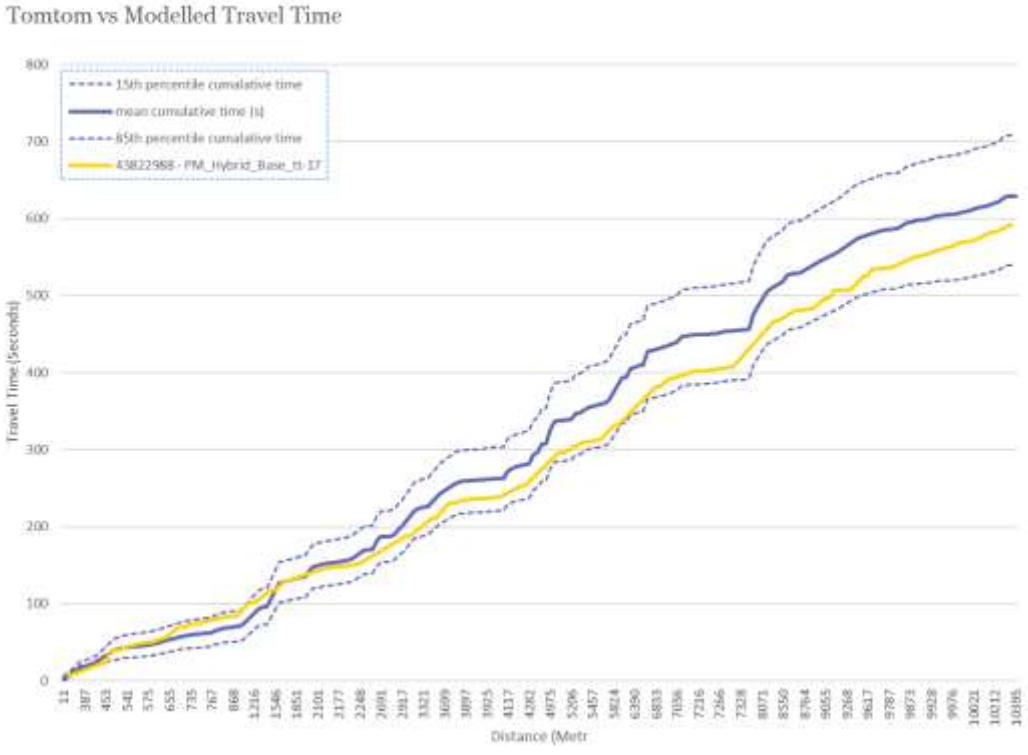
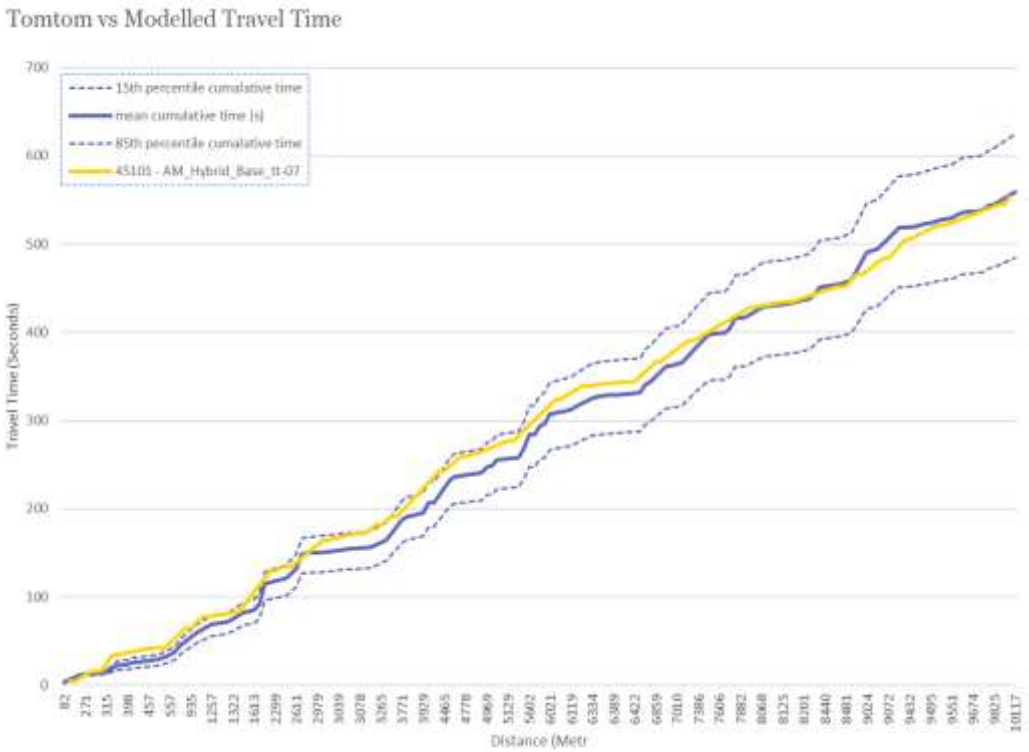
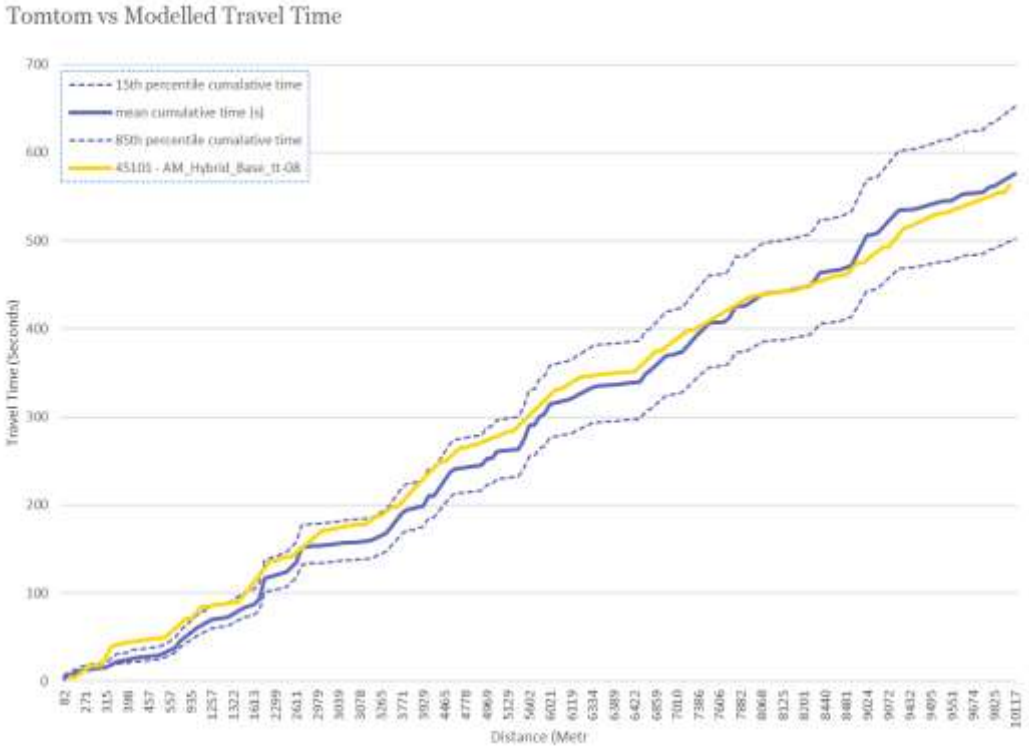


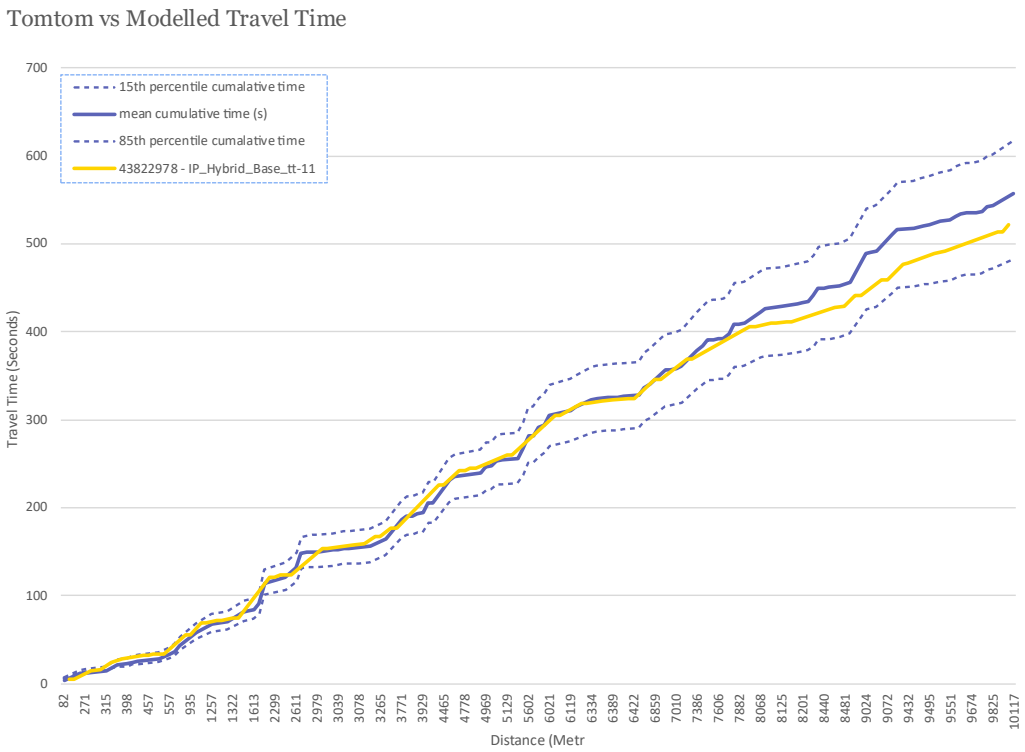
Travel time profile: SH58 EB (17-18)



Travel time profile: SH58 WB (7-8)



Travel time profile: SH58 WB (8-9)



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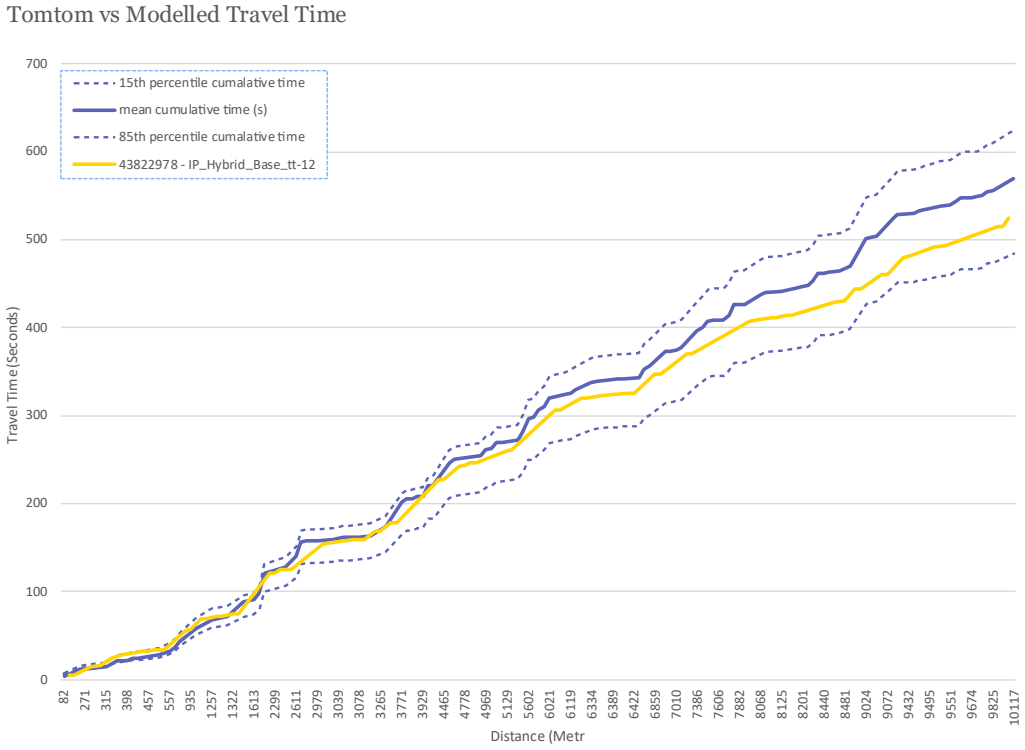

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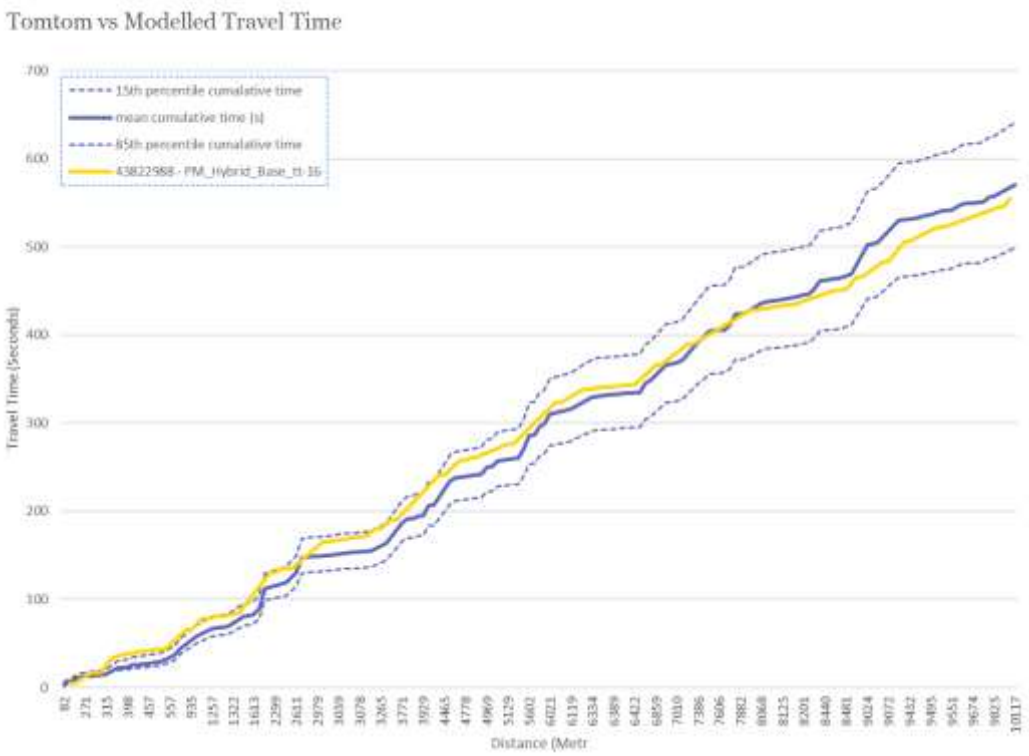

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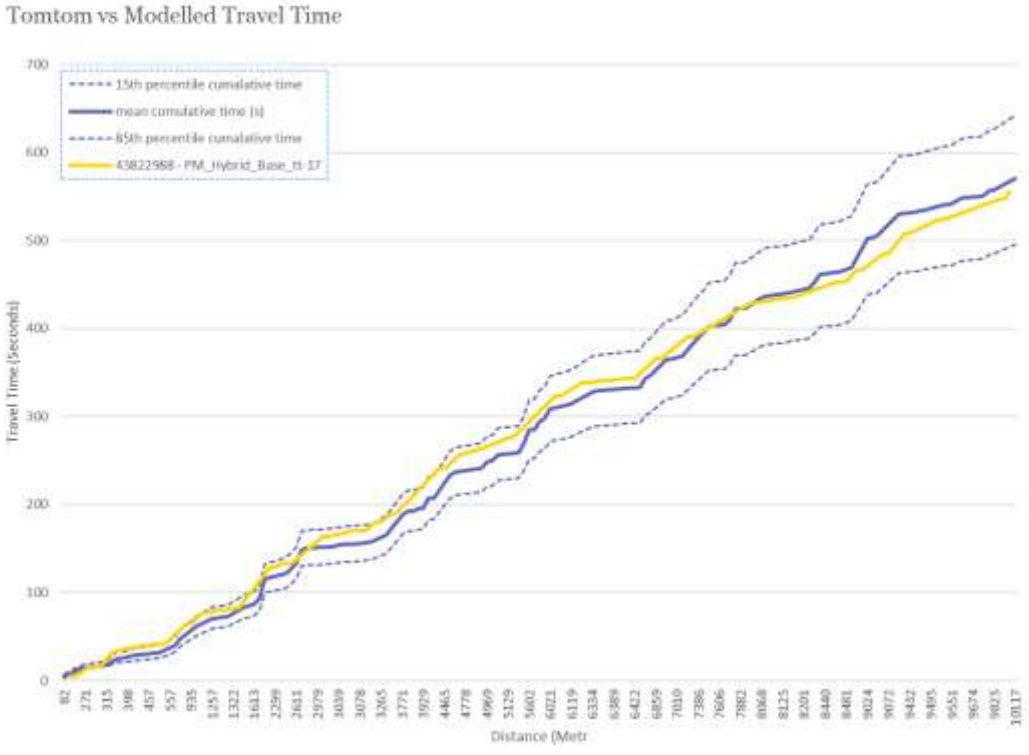
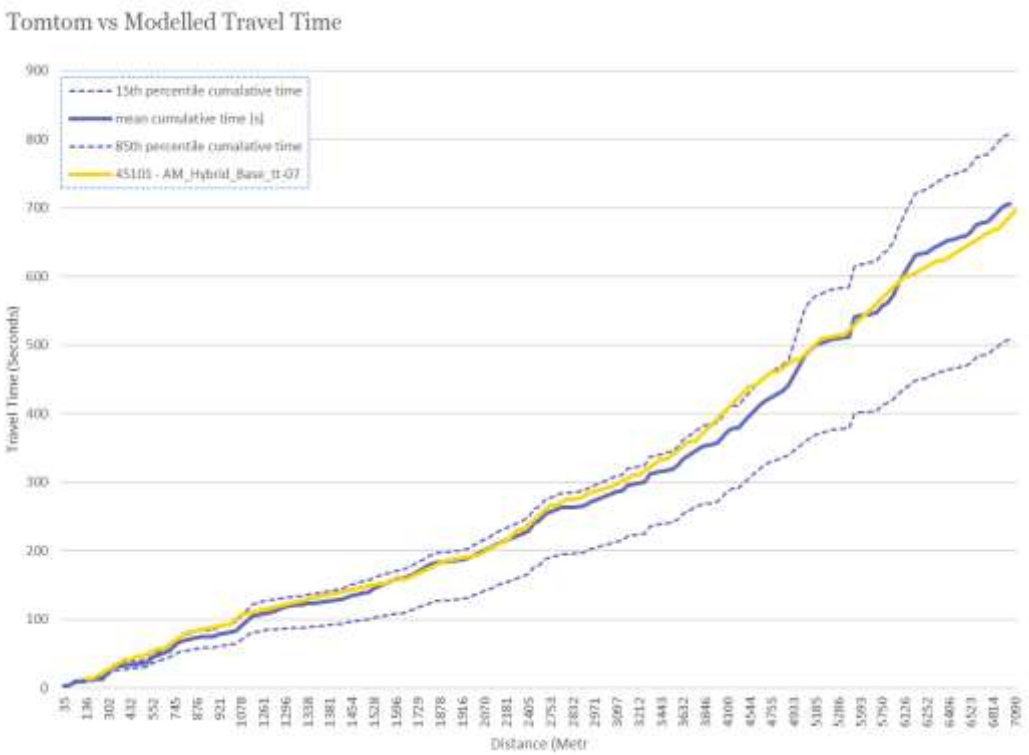
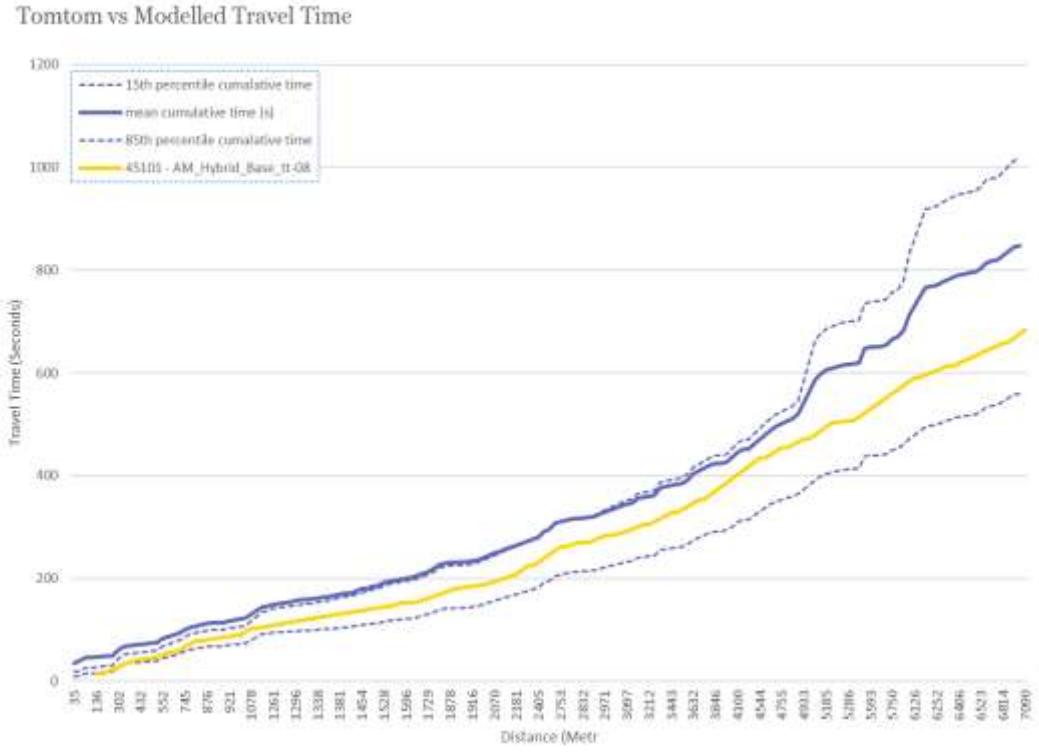


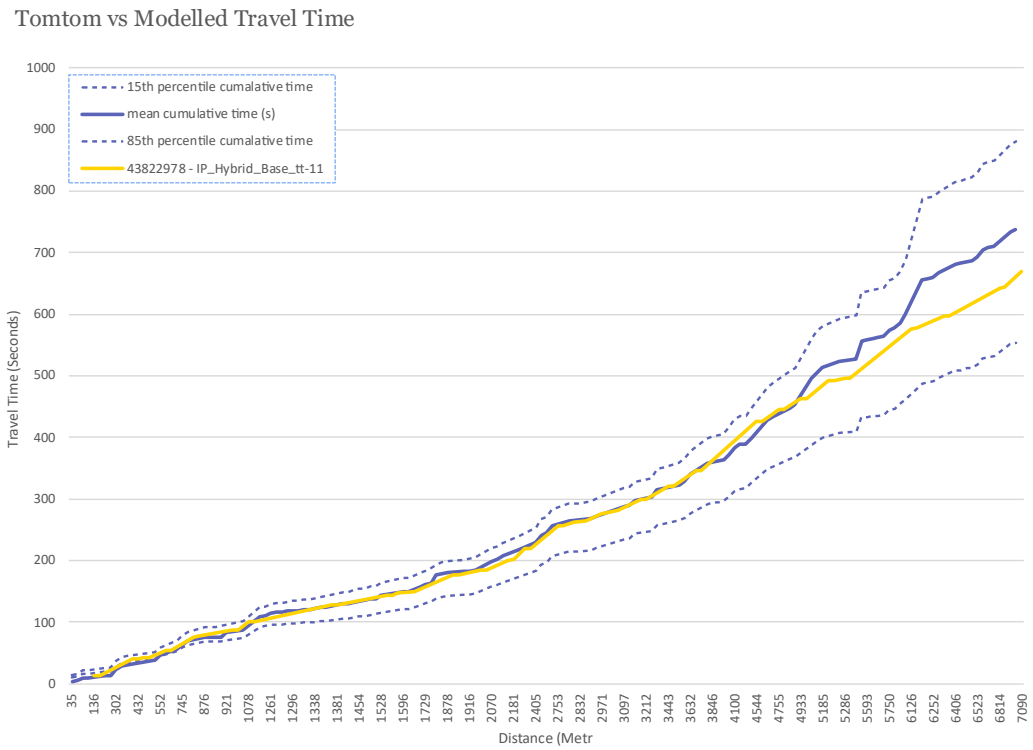
Travel time profile: SH58 WB (17-18)



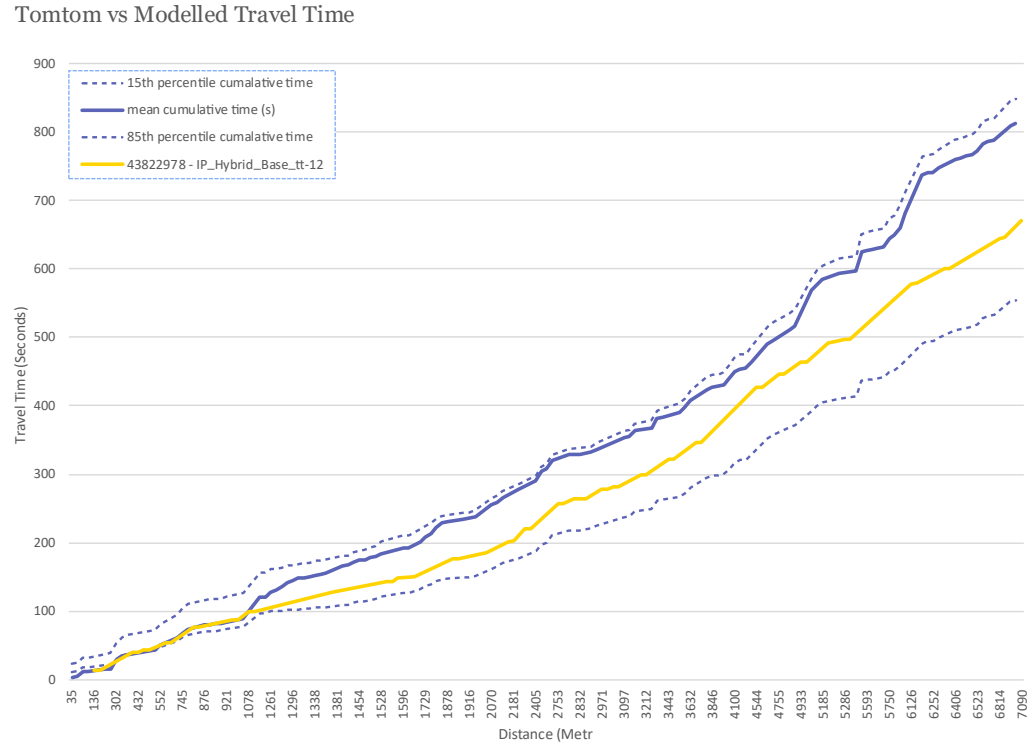
Travel time profile: Eastbourne – Seaview (7-8)



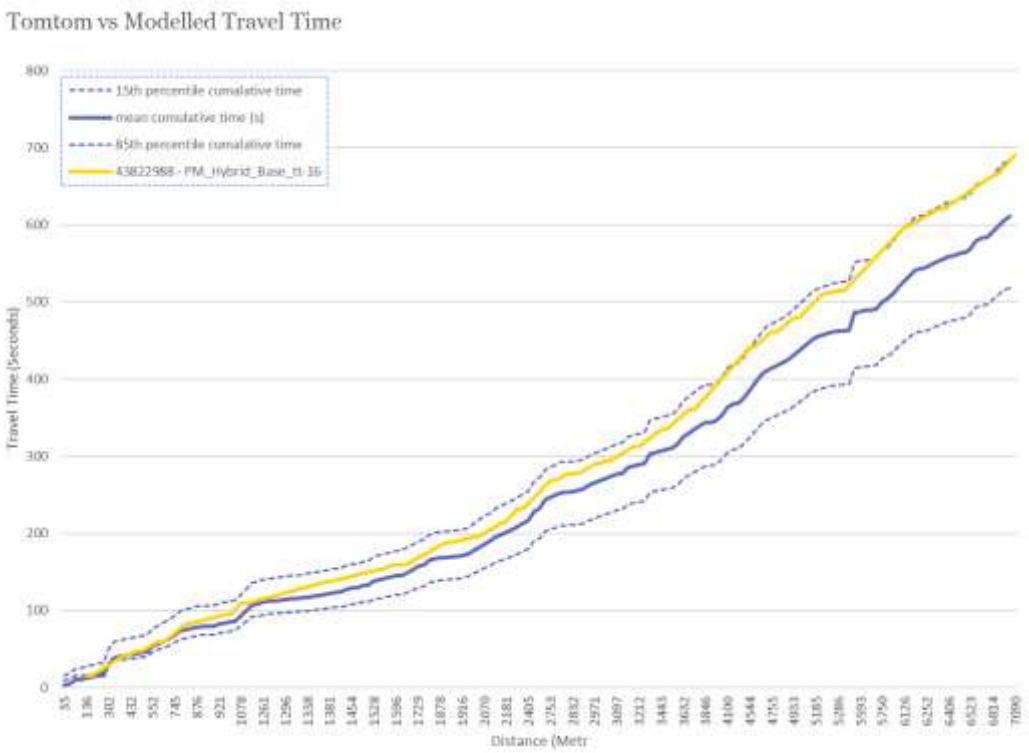
Travel time profile: Eastbourne – Seaview (8-9)



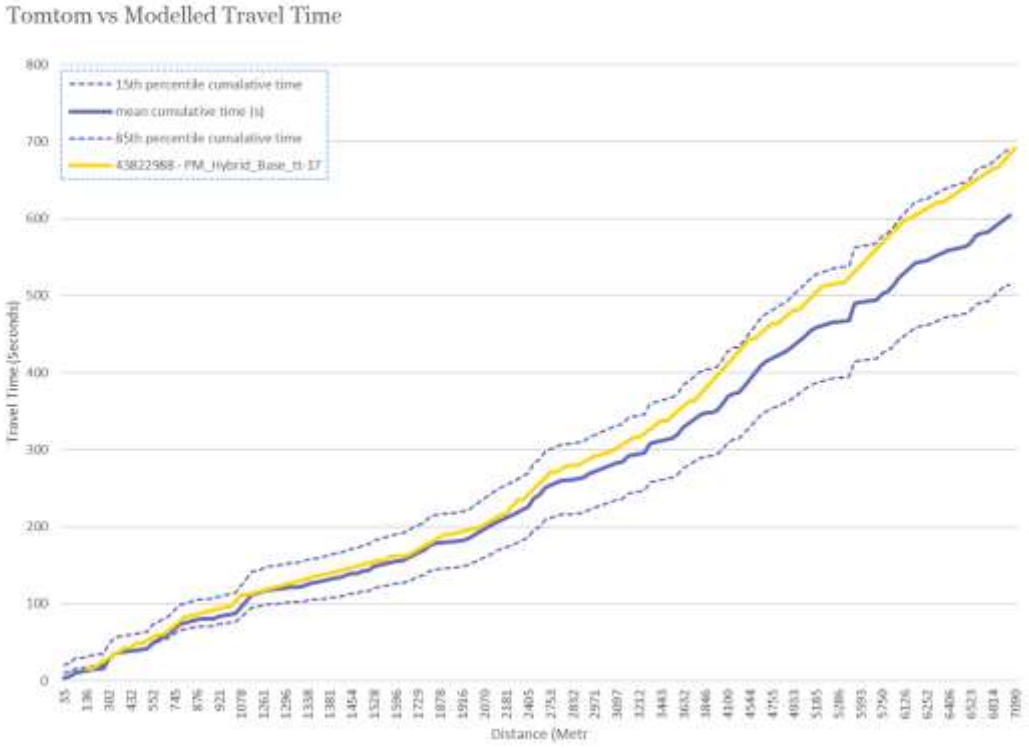
Travel time profile: Eastbourne – Seaview (11-12)



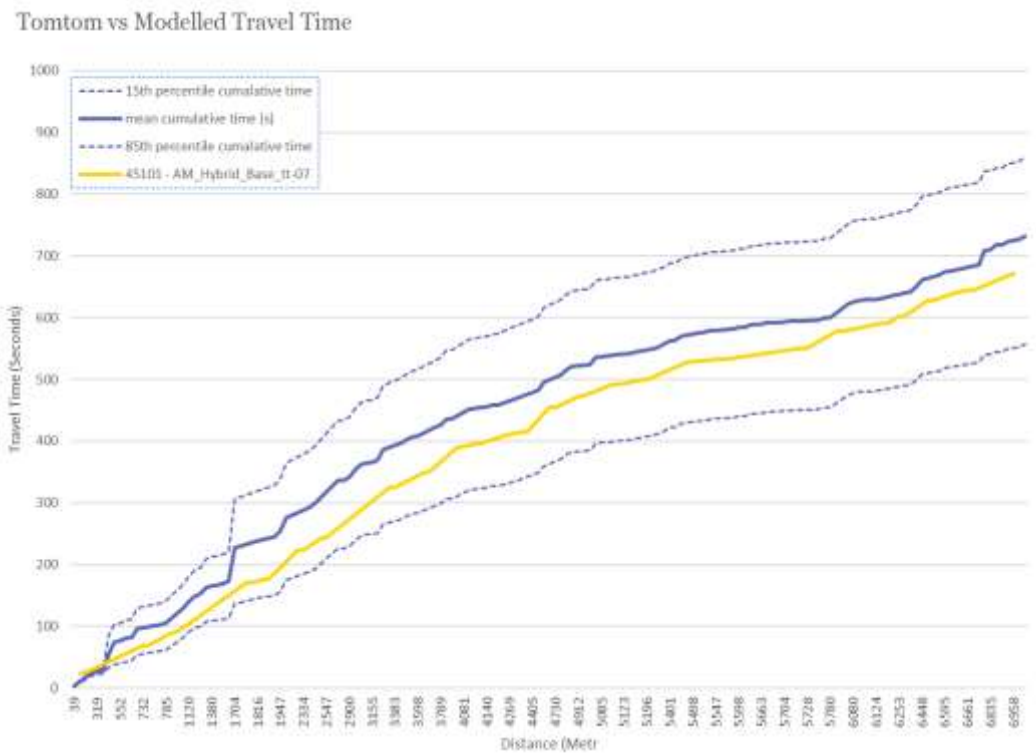
Travel time profile: Eastbourne – Seaview (12-13)



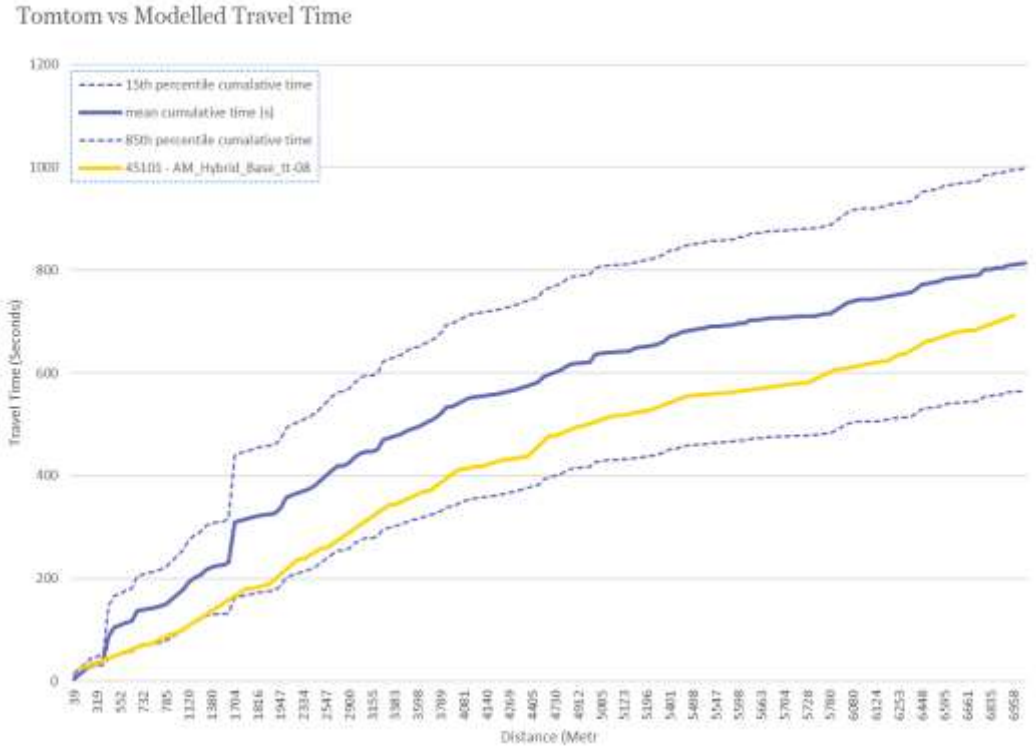
Travel time profile: Eastbourne – Seaview (16-17)



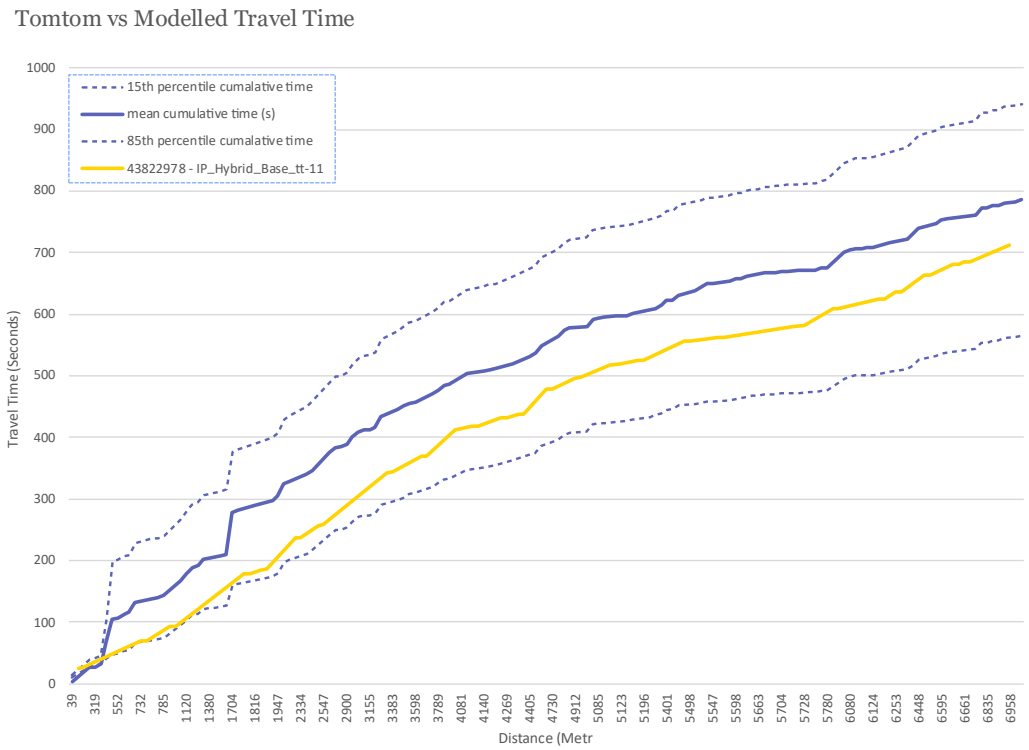
Travel time profile: Eastbourne – Seaview (17-18)



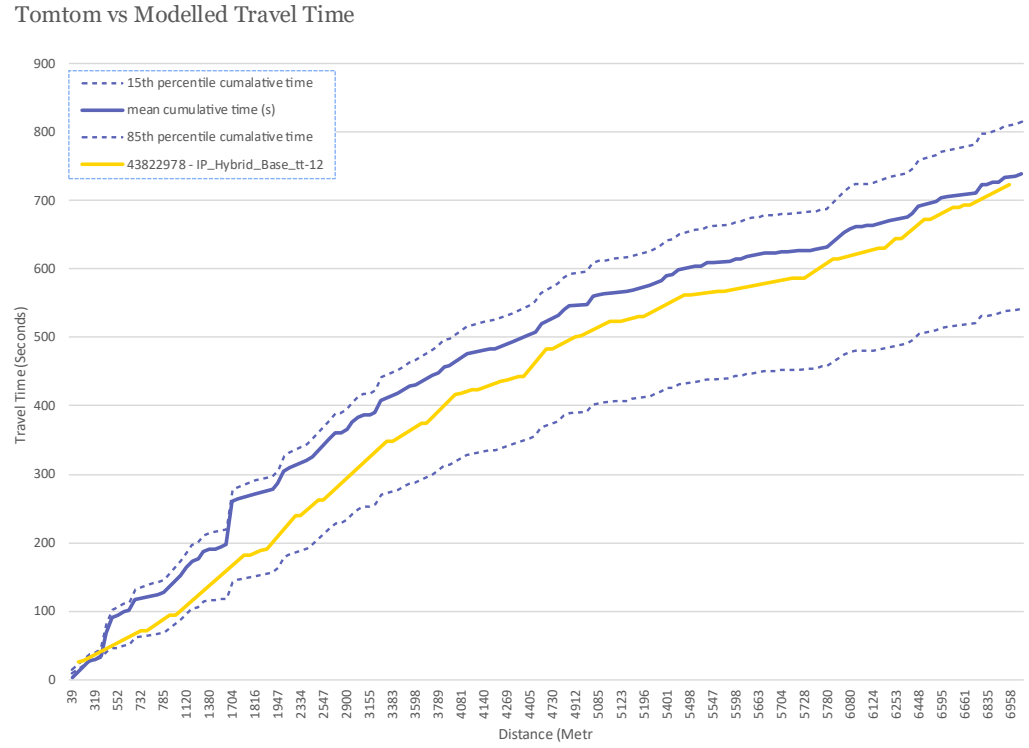
Travel time profile: Seaview – Eastbourne (7-8)



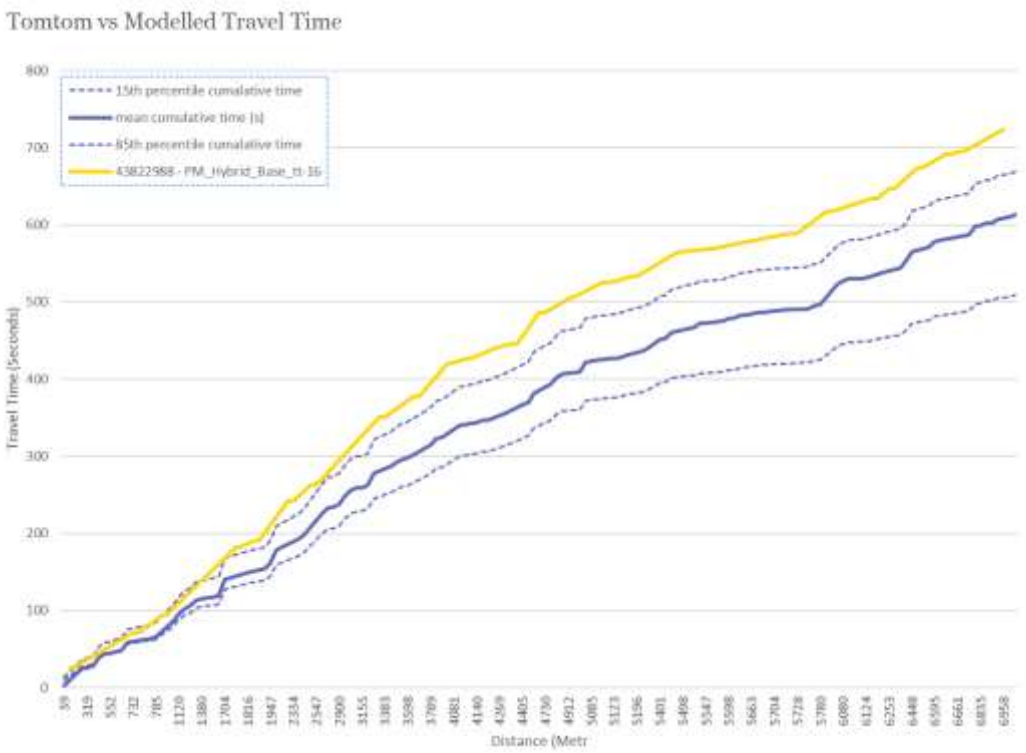
Travel time profile: Seaview – Eastbourne (8-9)



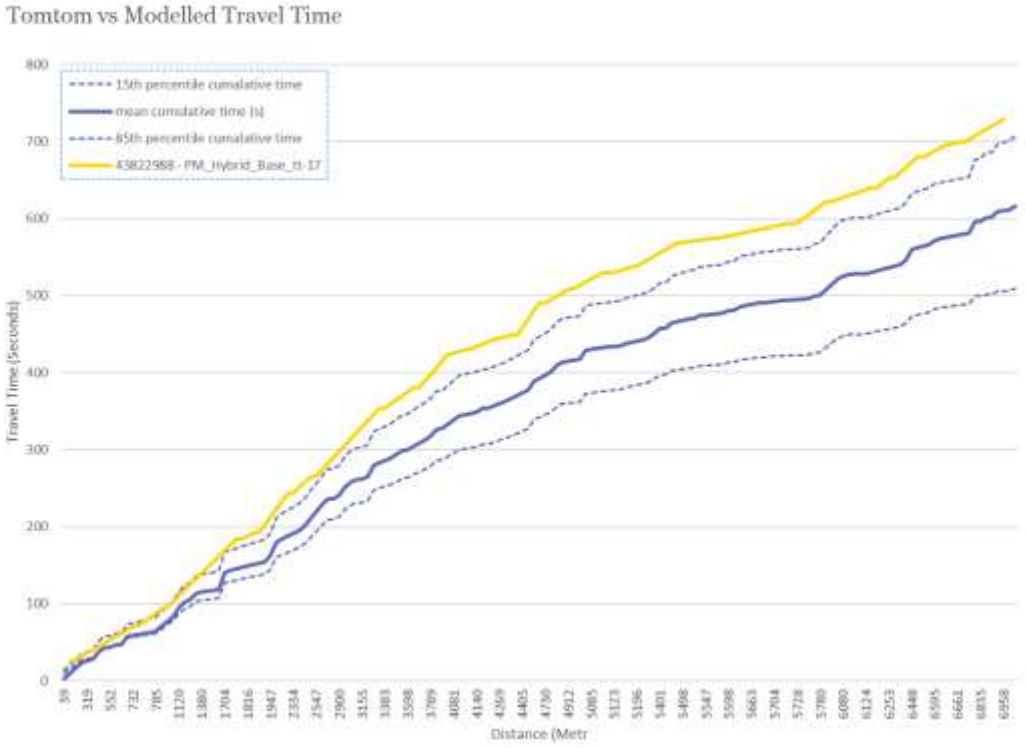
Travel time profile: Seaview – Eastbourne (11-12)



Travel time profile: Seaview – Eastbourne (12-13)



Travel time profile: Seaview – Eastbourne (16-17)



Travel time profile: Seaview – Eastbourne (17-18)