調Beca

Ngāmotu Strategic Transport Model

Forecasting Report

Prepared for New Plymouth District Council Prepared by Beca Limited

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Revision History

Revision N°	Prepared By	Description	Date
1	Ali Danesh and Apurba Ghosh	First revision for client and peer review comments	15/11/2023
2	Ali Danesh	Second revision following client and peer review comments and an update of the Preferred Option scenario specification.	22/1/2024

Document Acceptance

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Executive Summary

Introduction

Beca Ltd (Beca) developed the Ngāmotu Strategic Transport Model (Ngāmotu STM) of the New Plymouth urban area for New Plymouth District Council (NPDC) in Autumn 2023. The model has a base year of 2018 to align with the most recent census year. The Ngāmotu STM v1.0 Development Report describes the model development process and the calibration and validation of the model. Ngāmotu STM v1.0 was successfully validated and considered suitable for transport demand forecasting and strategic level assessment of transport schemes. Ngāmotu STM v1.0 was peer reviewed by Flow Transportation Specialists and waiting endorsement from Peer Reviewer.

The model was then used to support assessment of options for the programme business case of New Plymouth's Integrated Transport Framework. For this work Beca prepared Do Minimum, Short List Options, and Preferred Option forecast scenarios with the model. These scenarios cover several land use interventions and many interventions related to transport infrastructure, travel demand management initiatives and other transport plans.

Forecast Scenarios

NPDC required two forecast years to be modelled: 2035 and 2053. 2035 was chosen as a circa 10-year horizon from today and to align with the light vehicle kilometres travelled reduction target year in the Emissions Reduction Plan. 2053 was chosen as the 30-year horizon year from today.

The forecast population, household and employment assumptions were provided by NPDC. **Figure A** depicts a summary of population and household growth projected for the New Plymouth District.

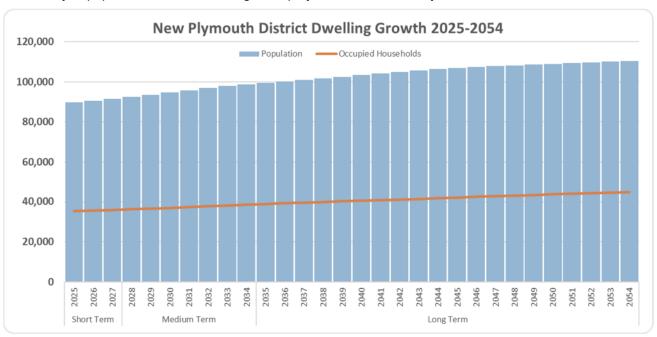


Figure A Population and Household growth in New Plymouth District

¹ As per the Transport Modelling Guidelines the Peer Reviewer was engaged in the model development process an in principle supports Model version 1.0. Endorsement is still to be formalised.



The forecast scenarios that were developed and described in this report are:

- Do Minimum (DM) Years 2035 and 2053
- Short List Options (Options) Years 2035 and 2053
 - Liveability (Option 1)
 - Connected Urban Centres (Option 2)
 - Reduce Transport Emission (Option 3)
 - Common interventions (Option 0)
- Preferred Option (PO) Years 2035 and 2053

Sensitivity tests for the 2053 Preferred Option scenarios also have been carried out with a new ring road in the southwest of New Plymouth urban limit from SH3 to SH45.

The transport intervention assumptions for the DM, Options and Preferred Options are presented later in the report.

Key model outcomes from DM, Option and Preferred Option scenarios are summarised below:

Forecast Travel Demand

Figure B1 below illustrates the forecast of daily trips for Vehicles (light and heavy vehicles), PT, and cycle for each of the forecast scenarios. There is predicted to be an 18% increase in vehicle trips by, 23% increase in PT trips and 46% increase in Cycle trips by 2035 in the DM scenario compared to 2018. By 2053, there is predicted to be an 34% increase in vehicle trips by, 37% increase in PT trips and 80% increase in Cycle trips in the DM scenario compared to 2018. Figure B2 below presents PT and Cycle Mode shares to illustrate how the number of trips by these modes change with the interventions proposed in each of the Options and in the Preferred Scenario. Due to the improved cycle and PT network in the forecasting scenarios, there is forecast to be a substantial increase in both cycling and public transport trips across all options. The Preferred Option has a daily PT mode share of 3.5% in 2035 and 12.9% in 2053, and a Cycle mode share of 2.4% in 2035 and 3.2% in 2053.

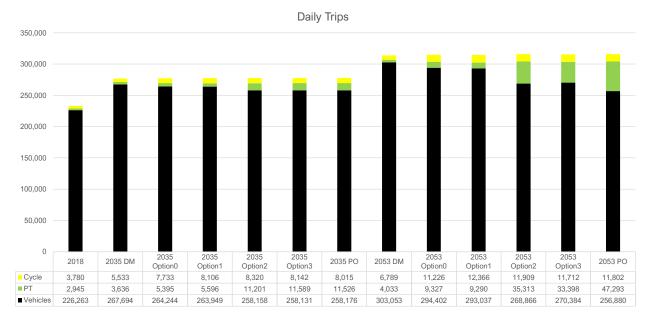


Figure B1 Daily trips by mode forecasts.



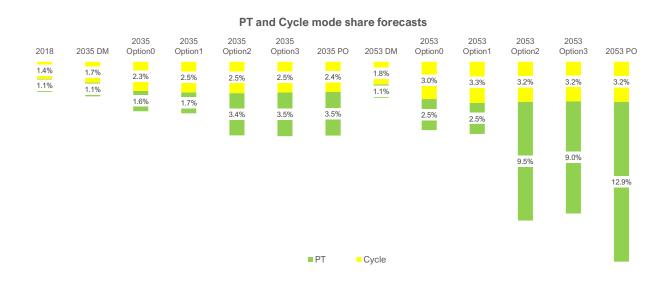


Figure B2 PT and Cycle mode share forecasts

The peak hour and daily demands along with mode share forecasts are provided in **Section 5.1** for DM scenario, **Section 6.10** for Option scenarios and **Section 7.1** for PO scenario.

Road Network Vehicle Statistics

Figure C below depicts the changes in average daily VKT (for light vehicles and heavy vehicles) in year 2035 and 2053. It is observed that for both years, PO scenarios have the lowest daily VKT followed by Option 2.

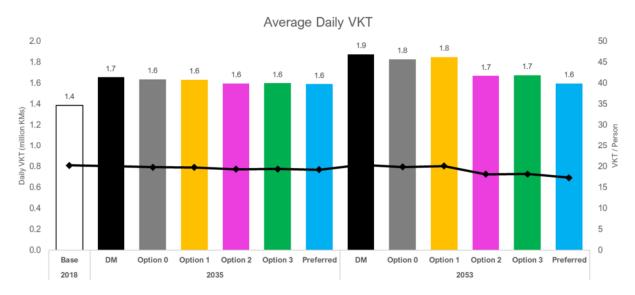


Figure C Average daily VKT

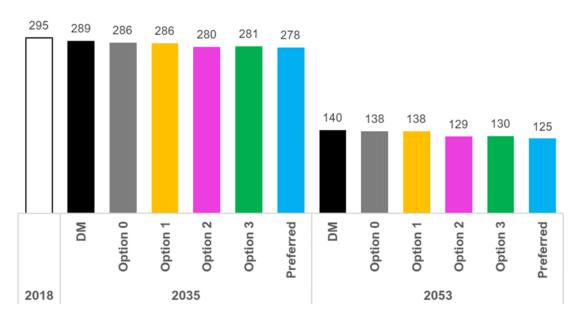
Total network statistics are given in **Section 5.2** for DM scenario, **Section 6.2** for Option scenarios and **Section 7.2** for PO scenario.

Vehicle Emissions

NZ Transport Agency's VEPM version 6.3 (released in April 2022) was adopted for analysing the vehicle emissions in this study. Figure D below illustrates the CO₂ emission for all the scenarios. As shown, the



Option 2 has the lowest CO₂ equivalent emissions of the four options in both forecast years, and the Preferred Option provides a slight improvement on Option 2 in reduced CO₂ equivalent emissions in both forecast years.



Carbon dioxide equivalent CO₂E Tonnes per day

Figure D Vehicle CO₂E emissions summary

The detailed vehicle emission outcomes are provided in **Section 5.3** for Do Minimum, **Section 6.3** for Short List Options and **Section 7.3** for Preferred Option.

Flow difference plots

Average daily traffic vehicle flow difference plots and PT Patronage difference plots are provided in **Appendix E and F** respectively.

Level of Service (LOS)

LOS plots are useful to identify locations with severe traffic congestion. LOS plots are provided in **Appendix G**. The LOS results are summarised in **Section 5.4** for Do Minimum, **Section 6.4** for Short List Options and **Section 7.4** for Preferred Option. The key observations are:

- For both years, Option 2 has the least number of intersections with LOS=F.
- For both years, there is no link or corridor with LOS=F in Option 3.
- For both years, there is no link or corridor with LOS=F in the Preferred Option.

Summary

The key metrics from the modelling of the Preferred Scenario were:

- The Preferred Option has a daily public transport mode share of 3.5% in 2035 and 12.9% in 2053.
- The Preferred Option has a cycle mode share of 2.4% in 2035 and 3.2% in 2053.
- The Preferred Option provides a 4% reduction in CO₂ equivalent emissions on the DM scenario in both 2035 and 10% reduction in 2053.



•	The Preferred Option provides a 10% reduction in vehicle delay across the network compared to the DM
	scenario in 2035 and a 41% reduction in vehicle delay across the network in 2053.



1 Introduction

1.1 Background

Beca developed Ngāmotu STM version 1.0, a strategic multi-model transport model of the New Plymouth urban area for New Plymouth District Council (NPDC) in Autumn 2023 to support the development of an integrated transport plan for the district. The model has a base year of 2018 to align with the most recent census year. The model was built using CUBE software.

1.2 Report Purpose

The purpose of this report is to document the methodology and assumptions adopted for modelling of the forecast scenarios and the modelling results. These scenarios encompass a range of land use interventions and various transport infrastructure improvements, travel demand management initiatives, and other transportation plans. The methodology of producing KPIs for the Integrated Transport Framework programme business case and a comparison between scenarios are documented in this report.

2 Methodology

2.1 Modelling Approach

The development of forecasting models involved the following steps:

- Define the target forecast years for modelling.
- Implement the future year land use assumptions for the forecasted years.
- Incorporate the committed and near certain transport interventions (road network, PT and cycle) in the Do Minimum scenarios.
- Work closely with the Programme Business Case (PBC) team to represent the short list scenarios and their respective interventions in the model.
- Extract the required KPI outputs required for the PBC team to inform decision making on the preferred scenario.
- Develop the Preferred Scenario, model and extract KPIs.
- Refine the assumptions in the Preferred Scenario to achieve the 2035 Light VKT reduction target, model and extract final set of KPIs.

2.2 Forecast Years

The Ngāmotu STM forecast years are 2035 and 2053 for the following reasons:

2035 – Chosen to represent a short-term outlook just over 10 years into the future and align with central government's Emissions Reduction Plan VKT reduction target year of 2035

2053 – Chosen to represent a long-term outlook, 30 years from today.



3 Forecast Scenarios

3.1 Do Minimum Scenarios

The Do Minimum scenarios are 2035 and 2053 future year scenarios with the central future year land use forecasts in place with committed and near certain transport schemes. The Do Minimum scenarios serve as the base scenario for comparison with options, during the assessment stages. **Figure** 3-1 below presents the Do Minimum scenario assumptions.

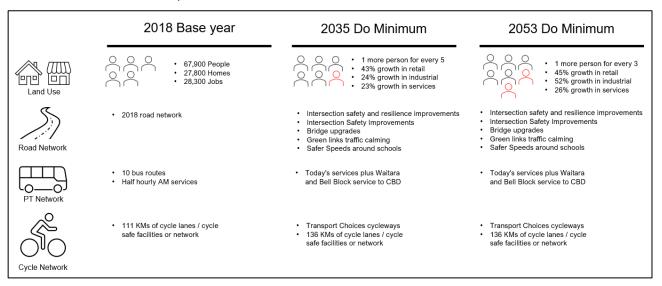


Figure 3-1 Do Minimum scenario assumptions

3.2 Short List Options

Three scenarios were proposed as part of Short List Options, these were:

- Liveability (Option 1),
- · Connected Urban Centres (Option 2), and
- Reduce Transport Emission (Option 3).

An Option 0 was also developed in which only the common interventions across all the three options were modelled. **Figure** 3-2 presents the objectives of each of the short list options.



Option '0'

Common Interventions

- Improve PT frequencies, and LOS to make PT a more attractive option
- Align PT routes with key destinations and make PT more accessible
- Improve lower cost multi-modal access, especially for communities outside of central New Plymouth
- Reconfigure streets to align with One Network Framework outcomes and provide facilities for all modes
- Improve attractiveness and accessibility of active mode facilities
- · Complete the urban cycle network

Option 1

Liveability

- Reduce the fossil fuel energy use of the transport network
- Safe road connections at network pinch points
- Safety improvements for existing active mode facilities
- Increase population density in areas close to key urban centres and destinations

Option 3

Reduce Transport Emissions

Option 2 Connected Urban Centres

- Improve public transport infrastructure and travel time to make PT more attractive and accessible
- Resilient connections at network pinch points for all modes
- Travel demand and travel behaviour management
- Safety improvements for existing active mode facilities
- · Planned growth.

- Improve public transport infrastructure and travel time to make PT more attractive, and accessible
- Reduce the fossil fuel energy use of the transport network
- Travel demand and travel behaviour management
- Increase population density in areas close to key urban centres and destinations
- Reduce the need to travel where car alternatives are less viable

Figure 3-2 Objectives of the Short list options

3.3 Preferred Option

After evaluating the effects of each option on the existing road and PT network and assigning scores to each scenario, it was determined that the 'Connected Urban Centres' (Option 2) in combination with the land use assumptions utilised in Option 3 is the Preferred Option. Initially, the 2035 Preferred Option was developed further to include additional interventions achieve a 12% reduction in VKT by light vehicles by the year 2035 compared to a 2035 baseline. At the time, the ERP 2022 target for the New Plymouth district was a 12% reduction in VKT by 2035. However, as per the most recent iteration of the Waka Kotahi Arataki 30-year sector plan, the target of 12% reduction has been removed for the New Plymouth District. Arataki now simply targets a decrease in VKT relative to a 2035 baseline (Arataki 30 Year Plan September 2023). This combined with consideration of budgetary constraints the PBC team and project partners arrived at final Preferred Option specifications that took account of scheduling interventions to smooth the annual and total programme costs.

A detailed description of the land use, transport policy and network assumptions for each scenario is presented in **Section 4**.



4 Scenario Assumptions

4.1 Do Minimum Scenario Assumptions

4.1.1 Land Use Forecast

The central forecast supplied by NPDC² is used in the Do Minimum scenarios. The central forecast predicts a 21% increase in the population of the New Plymouth urban area represented in the model between 2018 and 2035, and a 34% increase by 2053. The employment forecast was provided for 2050 and is used in the model for the purpose of spatial distribution of journey to work trips in forecast. To maintain a reasonable ratio of employment to population, the 2035 and 2053 employment totals were adjusted to align with the population projections. **Table 4-1** presents a summary of the central land use assumptions.

Table 4-1 Land use assumptions (modelled area)

Forecast Year	Population	Households	Employment
2018	67,900	27,800	28,300
2035	82,000	32,000	33,300
2053	91,500	36,900	37,400
Growth 2018-2035 (%)	+21%	+15%	+18%
Growth 2018-2053 (%)	+35%	+33%	+32%

Between 2018 and 2035 the top 5 growth SA2s by population are:

- 1. Bell Block East-Puketapu
- 2. Bell Block West
- 3. Glen Avon
- 4. New Plymouth Central
- 5. Hurdon

Between 2035 and 2053 the top 5 growth SA2s by population are:

- 1. Glen Avon
- 2. Hurdon
- 3. Bell Block East-Puketapu
- 4. Waitara East
- 5. Bell Block West

The population, household and employment projections by SA2 are provided in **Appendix A**.

4.1.2 Network Assumptions

The DM road network, PT service and cycle assumptions are summarised in Table 4-2.

Table 4-2 Network assumptions – DM Scenario

S. N	Projects	2035	2053
Road Ne	twork Assumptions		

² Population and household land use was developed by Informetric on behalf of NPDC and the employment land use was developed by Property Economics on behalf of NPDC.



S. N	Projects	2035	2053
1	Free Speed Reduction to 30 km/hr on Gover Street, Fillis Street, Liardet Street from Gover Street / Rogan Street to Molesworth Street / SH44	✓	√
2	Free Speed Reduction to 30 km/hr on all school frontages	✓	✓
3	Signalisation at Tukapa Street / Sanders Avenue	✓	✓
4	Upgrade of Intersection Layout at Mangorei Road/ Rimu Street Intersection	✓	✓
5	Signalisation at Lorna Street / Devon Street	✓	✓
6	Single Lane Roundabout at Parklands Avenue / Mangati Road	✓	✓
7	Realignment of Airport Drive to connect with Parklands Avenue	✓	✓
8	Single Roundabout at Belair Avenue / Ōmata Road	✓	✓
9	Two-Lane Junction Bridge (one Lane per Direction)	✓	✓
10	Signalisation at SH3 / Henwood Road Interchange	✓	✓
11	Signalisation at Nugent Street / Henwood Road	✓	✓
12	New Connection and Intersections between Egmont road and Henwood road via Bishop Road	✓	√
13	Two-Lane Corbett Road Bridge (one Lane per Direction)	✓	✓
14	Upgrade of Road Network and Intersections on Mangorei Road (Tupuhi Place to Mangorei School)	✓	√
15	Upgrade the Intersection Layout at Egmont Road/ SH3		✓
16	New Connection and Intersections from Colson Road to Henwood Road		✓
PT Ass	umptions		
17	New Express Service between CBD and Waitara	✓	✓
18	Increase Route 5020 (Waitara - Bell Block - CBD service) frequency from 1 bus/hr to 2 bus/hr	✓	√
Cycle A	ssumptions		
19	Devon St West from Barrett Road - Dawson Street. Approximately 3.7km of separated cycle facilities, 17 intersection improvements, 3 raised safety platforms	✓	✓
20	Mangorei Road, Northgate - SH3. Approx 1.1km of improved on road cycle facility, 2 raised safety platforms, ~615m of shared pathway	✓	√
21	SH44, Ngāmotu Road - Hobson Street. Approximately 4km of separated cycle facilities, 20 intersection improvements, 3 raised safety platforms, 2km of shared pathways.	✓	√
22	Devon Street East & Clemow Road Record - Eliot. Approx 1.6km of separated cycle facilities, 1.2 km of neighbourhood greenway, 1 raised safety platform and 1 set of traffic signals.	✓	✓
23	Coronation Avenue - Liardet Street, approximately 1.3km of separated cycle facilities, 800m of neighbourhood greenway, 2 sets of traffic signals.	✓	√
24	Waiwhakaiho pedestrian bridge to The Valley	✓	✓
25	Pohutukawa Place walking and drainage improvements	✓	✓
26	Waitaha Stream underpass	✓	✓
27	Coastal Walkway Extension to Waitara	✓	✓



4.1.3 PT Assumptions

The PT service and headways coded for DM scenarios are the same for both years and are given in **Appendix B Table 9-2**. School bus services use the same headway as the base year. Based on the assumptions, the base year (2018) zonal fare system has been used for the 2035 and 2053 DM scenarios.

4.2 Short List Scenario Assumptions

To model the short list programme options while maintaining a high-level view as appropriate for a PBC, the following approach was adopted:

- Define model inputs based on the intended outcomes of each intervention category, rather than specific interventions.
- Only consider the impacts of interventions that could be well represented in the model.
- Combine building blocks of intervention category level model inputs to constitute the programme options.

4.2.1 Land Use Scenarios

Option 1 and Option 3 considered alternative land use scenarios in 2053. The alternatives assume the same land use growth assumptions to 2035, but then considered different growth assumptions for some SA2s between 2036 and 2053. In addition to the land use alternatives, Option 3 also adopted a change to the assumption regarding growth to and from external zones which has been categorised as a response to land use changes.

Option 1 land use assumptions:

 Population and housing growth projections in Glen Avon and Hurdon between 2036 and 2053 is reduced by 90% as compared to the central land use projections. The population and housing growth that was assumed in these two SA2s is instead shifted to SA2s with proposed medium density housing, namely, Spotswood, Moturoa, Kawaroa, NP Central, Westown, Welbourn, Strandon, Fitzroy and Waitara West.

Option 3 land use assumptions:

- As per Option 1, population and housing growth projections in Glen Avon and Hurdon between 2036 and 2053 is reduced by 90% (as compared to the central land use projections). The population and housing growth that was assumed in these two SA2s is instead shifted to SA2s with proposed medium density housing, namely, Spotswood, Moturoa, Kawaroa, NP Central, Westown, Welbourn, Strandon, Fitzroy and Waitara West.
- Retail and commercial growth in New Plymouth Central and Bell Block South is reduced by 50% as compared to the central employment projection, and spread across the nine medium density SA2s: Spotswood, Moturoa, Kawaroa, NP Central, Westown, Welbourn, Strandon, Fitzroy and Waitara West.
- Change to the assumption regarding growth to and from external zones from 2% per annum to 1% per annum.

4.2.2 Network Assumptions

A high-level description of the modelling inputs for the short list programme options is given in Table 4-3.



Table 4-3: High level modelling inputs for short list programme options

	Ngāmotu STM				Programme option*			
Intervention category	network component	Intervention description	Model Assumptions	Option 0 Common interventions	Option 1 Liveability	Option 2 Connected urban area	Option 3 Reduce transport emissions hybrid	
Align public transport routes with key destinations and make public	Public transport	Extending TRC bus route 5020 and increasing headway	Extend Route 5020 to Waitara East and Westown and update headway to 30 minutes	• •	• •	• •	• •	
transport more accessible	Public transport	Implementing airport to CBD bus route	New Airport Line with headway of 30 minutes	• •	• •	• •	• •	
	Public transport	Decreasing walking perception factors	Reduce the Walking Perception Factor from 2 to 1.5	•	•	•	•	
Improve public transport infrastructure and travel time to	Road	Implementing bus priority on bus routes	Bus lanes on Route 5020			•	•	
make public transport more attractive, and accessible	Public transport	Improving bus stop quality	Upgrade bus stops from 'Normal' to 'Medium' quality			• •	• •	
	Public transport	Reducing bus route time factors	Reduce Route 5020 time factors by 50%			•	•	
Improve public transport frequencies and level of service to	Public transport	Increasing bus service frequencies	Elevate the frequency of all PT services to 200%	•	•	•	•	
make public transport a more attractive option			Elevate the frequency of all PT services to 400%	•	•	•	•	
Improve lower cost multi-modal access, especially for communities	Public transport	Reducing public transport fares	Reduce PT fare by 50%	• •	• •	• •	• •	
outside of central New Plymouth	Cycle	Reducing cycle journey costs	Reduce costs for all cycle journeys by 10%	• •	• •	• •	• •	
	Cycle	Increasing off road trail perception factors	Improve perception factor for all off road trails by 20%	•	•	•	•	
Resilient connections at network	Dead	Implementing additional capacity at certain intersections	Provide additional capacity at up to 10 signalised intersection pinch points.			• •		
pinch points for all modes	Road	and midblock sections	Provide additional capacity at up to 10 midblock pinch points.			•		
Travel demand and travel behaviour management	Road	Increasing parking costs and expanding parking cost zone	100% increase in the CBD parking cost and expand parking cost zone to all of New Plymouth Central SA2 area			• •	• •	
benaviour management	Road	Increasing car journey costs	Increase Car Cost by 2 times in Mode Split Module as a proxy for a road pricing scheme.			•	•	
Reconfigure streets to align with One Network Framework outcomes	Road	Reducing speed limits on certain road types	Reduce local street (link type=4) free speed to 30km/hr	• •	• •	• •	• •	
and provide facilities for all modes	for all modes Cycle Implementing speed management facilities on certain road Add facility type 7 onto all local streets (spee		Add facility type 7 onto all local streets (speed management)	• •	• •	• •	• •	
	Cycle	Implementing cycle lanes on arterial roads	Cycle lanes on all Arterial roads	•	•	•	•	
	Road	Reducing capacity on SH44 and increasing capacity on SH45	Reduce capacity on SH44 and increase capacity on SH45		•	•		
	Road	Implementing ring route around New Plymouth			•			
Safety improvements on existing active mode facilities	Cycle	Upgrading existing cycle lanes to buffered lanes	Existing cycle lanes changed from on-road painted to on- road barrier (change facility type 4 to 5)		• •	• •		
	Cycle	Implement shared paths on all off-road trails	All off-road trails changed from trail to shared path (change facility type 3 to 1)		•	•		
Improve attractiveness and accessibility of active mode facilities	Cycle	Uplifting cyclist confidence factors	Uplift medium confidence factors towards high confidence	• •	• •	• •	• •	
accessibility of active filoue facilities	Cycle		Reduce cost of journeys into NP central SA2 by 10%	•	•	•	•	
		Reducing cycle journey costs for trips to the CBD	Reduce cost of journeys into NP central SA2 by 20%	•	•	•	•	



	Ngāmotu STM	Intervention description		Programme option*			
Intervention category	network component		Model Assumptions	Option 0 Common interventions	Option 1 Liveability	Option 2 Connected urban area	Option 3 Reduce transport emissions hybrid
Complete the urban cycle network	Cycle	Implement 'enthused and confident' and 'interested but concerned' cycle routes	All E+C routes converted to type 5 facility	• •	• •	• •	• •
			All I+C routes converted to type 2 facility	•	•	•	•
Increase population density in areas close to key urban centres and destinations	Land use assumptions	Redistributing most population growth in proposed future urban zones to areas with medium density zoning	Adjusting 2035-2053 growth distribution at SA2 level		•		•
Reduce the need to travel where car alternatives are less viable	Land use assumptions	Reducing traffic growth between central New Plymouth and other townships	Reduce external growth from 2% trip generation to 1%				• •
	Land use assumptions	Partially redistributing retail and commercial employment growth in Bell Block area to areas with medium density zoning	Adjust 2035-2053 employment growth distribution at SA2 level				•

^{*• • -} Both in year 2035 and 2053



^{• -} Year 2035

^{• -} Year 2053

4.2.3 PT Assumptions

For the Option scenarios, DM PT service assumptions are used as a starting point and adjusted for each respective scenario. As per the DM, a new express line that connects CBD to Airport is added (Route AirEX) and route 5020 is extended to Waitara East and Westown with increased frequency. Bus frequencies are increased by 200% (doubled) in 2035 in all options. In 2053 bus frequencies are increased by 400% in all options. School bus services use the same headway as the base year.

Bus stop quality influences PT usage. Higher quality stops and stations attract more patronage. There are three levels of bus stop quality in Ngāmotu STM, namely Normal, Medium and High. These represent the physical quality of the stops, with different levels of wait perception factors, transfer penalties and transfer perception factors applied to quality level. Typically, all bus stops are classified as Normal quality. The PT stop and station quality parameters for Normal, Medium, and High stations are documented in **Table 10-1** of "Ngāmotu STM v1.0 Strategic Transport Model: Model Development Report".

PT fares are reduced by 50% for all the Option scenarios in both years. In the base year, only one fare zone was used for the modelling purpose. The PT fare system consists of different ticket types, such as Cash and Bee Card users, as received from the NPDC and the weighted average fare for adults and students were calculated. This process is explained in **Section 10.5** of "Ngāmotu STM Strategic Transport Model: Model Development Report". The PT fare for the adults and students are given in **Table 4-4**.

Table 4-4 PT Fare system

Trin Durance	2035		20	53
Trip Purpose	DM	Options	DM	Options
HBW	\$2.12	\$1.06	\$2.12	\$1.06
Other Trip Purposes	\$1.71	\$0.86	\$1.71	\$0.86
HBE	\$2.06	\$1.03	\$2.06	\$1.03

4.3 Preferred Option Scenario Assumptions

As previously described, the Preferred Option is a combination of the interventions proposed in the 'Connected Urban Centres' option (Option 2) with some additions, and the land use assumptions used in Option 3. The assumptions for the Preferred Option (PO) scenario are in the table below.

Table 4-5: Preferred Option Assumptions

Intervention category	Ngāmotu STM network component	Intervention description	Model Assumptions	Preferred Option
Align public transport routes with key destinations and	Public transport	Extending TRC bus route 5020 and increasing headway	Extend Route 5020 to Waitara East and Westown and update headway to 30 minutes	• •
make public transport more accessible	Public transport	Implementing airport to CBD bus route	New Airport Line with headway of 30 minutes	• •
	Public transport	Decreasing walking perception factors	Reduce the Walking Perception Factor from 2 to 1.5	•
Improve public transport	Road	Implementing bus priority on bus routes	Bus lanes on Route 5020	•
infrastructure and travel time to make	Road	Implementing bus priority on bus routes	Bus lane on all roads traversed by buses	•



Intervention category	Ngāmotu STM network component	Intervention description	Model Assumptions	Preferred Option
public transport more attractive, and	Public transport	Improving bus stop quality	Upgrade bus stops from 'Normal' to 'Medium' quality	• •
accessible	Public transport	Improving bus stop quality	Upgrade bus stations and hubs in CBD, Waitara, Bell Block further from medium to high quality	•
	Public transport	Reducing bus route time factors	Reduce Route 5020 time factors by 50%	•
Improve public transport frequencies and level of service to	Public transport	Increasing bus service frequencies	Elevate the frequency of all PT services to 200%	•
make public transport a more attractive option			Elevate the frequency of all PT services to 400%	•
Improve lower cost multi-modal access,	Public transport	Reducing public transport fares	Reduce PT fare by 50%	• •
especially for communities outside	Cycle	Reducing cycle journey costs	Reduce costs for all cycle journeys by 10%	• •
of central New Plymouth	Cycle	Increasing off road trail perception factors	Improve perception factor for all off road trails by 20%	•
Resilient connections at network pinch points for all modes	Road	Intersection delay capped at E (55-80 seconds)	Provide additional capacity at up to 10 signalised intersection pinch points.	• •
		Link delay capped to LOS E (<x% c)<="" td="" v=""><td>Provide additional capacity at up to 10 midblock pinch points.</td><td>•</td></x%>	Provide additional capacity at up to 10 midblock pinch points.	•
Travel demand and travel behaviour management	Road	Increasing parking costs and expanding parking cost zone	100% increase in the CBD parking cost and expand parking cost zone to all of New Plymouth Central SA2 area	•
	Road	Increasing parking costs and expanding parking cost zone	300% increase in the CBD parking cost and expand parking cost zone to all of New Plymouth Central SA2 area	•
	Road	Increasing car journey costs	Increase Car Cost by 2 times in Mode Split Module as a proxy for a road pricing scheme.	•
Reconfigure streets to align with One Network Framework	Road	Reducing speed limits on certain road types	Reduce local street and high friction collector roads (link type=4&5) free speed to 30km/hr	• •
outcomes and provide facilities for all modes	Road	Reducing speed limits on certain road types	Reduce speed limit on rural roads from 100kph to 80kph (Link type=13 free speed change to 80km/hr)	• •
	Cycle	Implementing speed management facilities on certain road types	Add facility type 7 onto all local streets (speed management)	• •



Intervention category	Ngāmotu STM network component	Intervention description	Model Assumptions	Preferred Option
	Cycle	Implementing cycle lanes on arterial roads	Cycle lanes on all Arterial roads	•
	Road	Reducing capacity on SH44 and increasing capacity on SH45	Reduce capacity on SH44 and increase capacity on SH45	•
Safety improvements on existing active mode facilities	Cycle	Upgrading existing cycle lanes to buffered lanes	Existing cycle lanes changed from on-road painted to on-road barrier (change facility type 4 to 5)	• •
	Cycle	Implement shared paths on all off-road trails	All off-road trails changed from trail to shared path (change facility type 3 to 1)	•
Improve attractiveness and	Cycle	Uplifting cyclist confidence factors	Uplift medium confidence factors towards high confidence	• •
accessibility of active mode facilities	Cycle	Reducing cycle journey costs for trips to the CBD	Reduce cost of journeys into NP central SA2 by 10%	•
	Cycle	Reducing cycle journey costs for trips to the CBD	Reduce cost of journeys into NP central SA2 by 20%	•
Complete the urban cycle network	Cycle	Implement 'enthused and confident' and	All E+C routes converted to type 5 facility	• •
		'interested but concerned' cycle routes	All I+C routes converted to type 2 facility	•
Increase population density in areas close to key urban centres and destinations	Land use assumptions	Redistributing most population growth in proposed future urban zones to areas with medium density zoning	Adjusting 2035-2053 growth distribution at SA2 level	•
Reduce the need to travel where car alternatives are less viable	Land use assumptions	Reducing traffic growth between central New Plymouth and other townships	Reduce external growth from 2% trip generation to 1%	• •
	Land use assumptions	Partially redistributing retail and commercial employment growth in Bell Block area to areas with medium density zoning	Adjust 2035-2053 employment growth distribution at SA2 level	•



5 Do Minimum Scenario Results

5.1 Forecast Travel Demand

The forecast demand for travel is largely driven by the land use changes in New Plymouth. As previously described, population is expected to increase by 21% between 2018 and 2035 and by 35% between 2018 and 2053. Table 5-1 presents the forecast travel demand by the modes represented in the model. Note that the mode share comparison is obtained by multiplying the vehicle trips with occupancy factor of 1.2 (to convert to passenger trips).

As shown, the growth in vehicle demand closely follows population growth, demand for public transport is slightly ahead of population growth, and cycle demand growth is ahead of population growth.

Table 5-1 Forecast Daily demand by mode and mode share

	ſ	Demand by mode	е	Mode share		
Scenarios/ Measure	Vehicles (vehicle trips)	PT (Person trips)	Cycle (person trips)	% Car	% PT	% Cycle
2018	226,263	2,945	3,780	97.58%	1.06%	1.36%
2035 DM	267,694	3,636	5,533	97.22%	1.10%	1.67%
2053 DM	303,053	4,033	4,033 6,789 97.11%		1.08%	1.81%
	Per	cent change in 20	018	Percent	age point change	in 2018
2035	+18%	+23%	+46%	-0.36%	+0.04%	+0.32%
2053	+34%	+37%	+80%	-0.47%	+0.02%	+0.45%

The slight shift in mode share from car to PT and Cycle is influenced by higher travel costs for the Car mode due to congestion on the traffic network and additional cycle infrastructure included in the DM scenarios.

The forecast travel demand by modelled time period for Vehicle and PT trips is provided in **Appendix C Table 9-4**. The cycle demand is modelled at daily level and not available at time period.

5.2 Road Network Vehicle Statistics

The forecast additional traffic in 2035 and 2053 is predicted to result in an increase in the number of hours vehicles are delayed on the network in the Do Minimum scenarios. By 2035 the model predicts a 62% increase in hours delayed, and by 2053 the model predicts a 164% increase in hours delayed. This is illustrated in **Figure 5-1** below.



Vehicle Delays (hours per day)

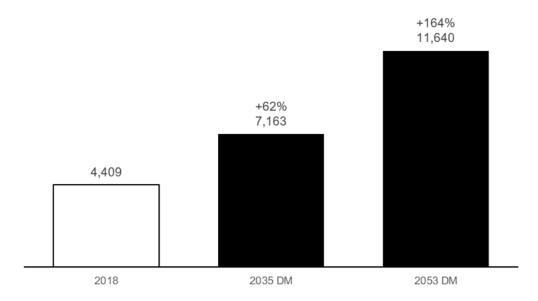


Figure 5-1 Do Minimum Vehicle Delay

Other road network vehicle statistics including total VKT (light and heavy vehicles), total hours travelled, and average trip length are presented in **Table 5-2** below.

Table 5-2 Do Minimum Road Network vehicle statistics

Scenario	Average Daily VKT	Average Daily VHT	Average Daily Delays VHT	VKT / Person	Vehicle Trips / Person	Average Trip Length (km)	
2018	1,387,799	28,642	4,409	20.26	3.30	6.13	
2035 DM	1,656,446	36,449	7,163	20.05	3.24	6.19	
2053 DM	1,875,134	44,858	11,640	20.37	3.29	6.19	
Percent change in 2018							
2035 DM vs. 2018	+19.4%	+27.3%	+62.5%	-1.0%	-1.8%	+1.0%	
2053 DM vs 2018	+35.1%	+56.6%	+164.0%	+0.5%	-0.3%	+1.0%	
2053 DM vs 2035 DM	+13.2%	+23.1%	+62.5%	+1.6%	+1.5%	+0.0%	

The number of vehicle trips per person drops slightly in both forecast years, and the number of KMs travelled per person, however the average trip length (vehicle KMs travelled *per trip*) increases by 1% suggesting that the land use changes required people to travel further on average compared to the base year.



Detailed outputs of total network statistics for private vehicle modes for the DM scenarios is provided in **Appendix C** in **Table 9-5**.

5.3 Vehicle Emissions

Vehicle emissions are estimated by applying the Waka Kotahi's Vehicle Emission Prediction Model 6.3 (VEPM) emission rates to Ngāmotu STM outputs of flows on links by speed band and vehicle type. For details on the VEPM assumptions refer to **Appendix D**.

Carbon dioxide equivalent (CO₂-eq) KG per day

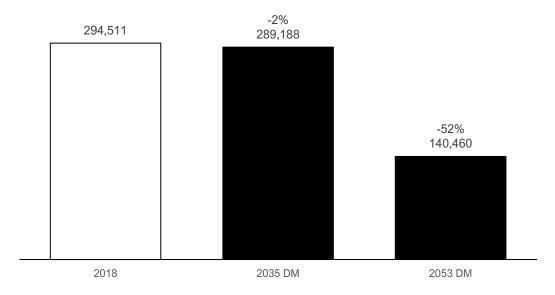


Figure 5-2 Do Minimum scenario CO₂E emissions

The summary of vehicle emission statistics is given in **Appendix C Table 9-6**. A reduction in all emission types is predicted for both forecast years. For instance, CO emission rate decreased by 77.8% for the year 2035. This rate decreased further to 93.5% in the year 2053 compared to the base year 2018. Since the fleet distribution in future years mostly comprised of hybrid/electric vehicles, the emissions in 2053 is considerably lower than 2035. The fleet distribution as per the Waka Kotahi's VEPM guidelines is given in **Appendix D Figure 9-1.**



5.4 Level of Service (LOS)

LOS plots of link and intersection have been produced for the modelled scenarios. These plots show the worst LOS in any model time periods (i.e., AM, IP, PM). LOS plots for all modelled scenarios are provided in **Appendix G**.

The key observations from LOS plots are:

- The following intersections are performing over capacity (i.e., LOS=F) in the year 2035
 - SH3 and Smart Road intersection
 - SH3 and Bridle Street
 - SH3 and Katere Road
 - SH3 and Egmont Road
 - SH3 and Corbett Road
 - SH3 and Wills Road
- In addition to the above intersections, the following intersections also have LOS=F in the year 2053
 - SH3 and Mount Edgcumbe Street
 - SH3 and Mangorie Road
 - SH3 and Vickers Road
 - Henwood Road and Paraite Road
 - SH3 and De Havilland Drive
- The following road or corridors are performing over capacity (i.e., LOS=F) in the year 2035
 - SH3 East-bound between entry ramp from Henwood Road and Mangati Road
 - SH3 East-bound between Hobson Street and Watson Street
- In addition to the above ones, the following road or corridors also have LOS=F in the year 2053
 - SH3 corridor between Devon Street East and Egmont Road on both directions
 - Devon Street East east-bound between Brown Street and Watson Street
 - Henwood Road bridge on SH3

The increase in number of intersection and corridors with LOS F is due to the population growth in New Plymouth between current and future years and insufficient committed interventions or transport policy to manage or support the forecast level of travel demand growth. The outcomes demonstrate the need for development of a long-term integrated transport framework.

The major contributing movement to the failure of intersections with poor LOS were as follows:

- SH3 and Smart Road intersection (left-turn movement from Smart Rd to SH3 in PM peak)
- SH3 and Bridle Street (left-turn movement from Bridle St to SH3 in PM peak)
- SH3 and Katere Road (left-turn movement from Katere Rd to SH3 in PM peak)
- SH3 and Egmont Road (left-turn movement from Egmont Rd to SH3 in PM peak)
- SH3 and Corbett Road (right-turn movement from Corbett Rd. to SH3 in AM peak)
- SH3 and Wills Road (right-turn movement from Wills Rd. to SH3 in AM peak)
- SH3 and Mount Edgcumbe Street (all movements southbound from Mount Edgcumbe St in AM peak)
- SH3 and Mangorie Road (all movements west bound from SH3 in PM peak)
- SH3 and Vickers Road (left-turn movement from Vickers Rd to SH3 in PM peak)
- Henwood Road and Paraite Road (left-turn movement from Bridle St to SH3 in PM peak)
- SH3 and De Havilland Drive (right-turn movement from Havilland Dr to SH3 in PM peak)

Further details on the LOS criteria are given in Appendix D.



5.5 KPI Summary

As part of the PBC, Key Performance Indicators (KPIs) were defined. These are described in **Table 5-3** below.

Table 5-3 KPI descriptions

KPI	Measure
KPI 1 ³ : Public transport travel times (average, variability)	The AM peak PT travel time for 4 routes:
	Route 1: Bell Block to CBD
	Route 2: Highlands Park to CBD
	Route 3: Hurdon to CBD
	Route 4: Spotswood to CBD
KPI 3: Percentage of population within 400 and 800 metre walking catchments of public transport	Percentage of population within 400 metre walking catchments of public transport
KPI 4a: Public transport mode share for journey to work	PT mode share for AM Peak journey to work/ school trips
KPI 4b: Public transport mode share for school trips	
KPI 5: CO2 transport related emissions	CO2-eq emission in tonnes per day
KPI 6a: Journey to work by single occupancy vehicle	AM JTW by Lights vehicle mode share (change on DM)
KPI 6b: VKT per capita per day	As per the KPI.
KPI 10: Comparative travel times	The travel times difference between
between transport modes between	PT and vehicles for four routes:
key locations	Route 1: Bell Block to CBD
	Route 2: Highlands Park
	Route 3: Hurdon to CBD
	Route 4: Spotswood to CBD
KPI 11: Percentage of residents living	Percentage of residents living within
within 400 and 800 metre walking catchments of local centres.	400 metre walking catchments of local
	Centres.
KPI 13: Percentage of freight on appropriate arterial corridors, and	- Percentage of freight on non-arterial corridors
average freight travel times.	-Average freight travel time for 3
	routes:
	Route1: Port Taranaki -
	Bell Block
	Route2: Port Taranaki-Highlands Park
	Route3: Port Taranaki-Hurdon

³ KPI numberings follow the same numberings as in the ITF PBC report. KPIs that were not informed by the models have been excluded from the summary table.



KPI	Measure
KPI 14: Deaths and serious injuries (DSI) for active mode users	Deaths and serious injuries (DSI) for cyclists.
KPI 15: Percentage of primary cycling network which is safe, separated and continuously connected.	Percentage of primary cycling network which is one of the following types: Separated shared path Separated cycleway Separated trail On-road painted On-road barrier

 Table 5-4
 presents the KPI outcomes for DM scenario in both years.

Table 5-4 KPI outputs for DM scenario

KPI	2018 Baseline	DM Outcome	Comments
KPI 1: PT travel time	25 20 15 10 5	Route 2 Route 3 Route 4 28 29 27 28 26 :	PT Travel time reduced by 2 minutes in Route 1. It increased in all other routes. The PT frequency for Bell Block-CBD was doubled for both years. This intervention has resulted less PT travel time for Route 1.
	Year 2053: Route 1 45 43 42 40 35	Route 2 Route 3 Route 4	
			27
KPI 3:	58.3% within 400m	■2018 ■2053 Do Min Year 2035:	The measure has
Percentage	74.6% within 800m	57.2% within 400m	reduced for both years
of population		74.1% within 800m	
within		Year 2053:	
walking catchments		55.5% within 400m	
of public transport		73.6% within 800m	
KPI 4a:	0.68%	Year 2035: 0.68%	PT mode shared has remained relatively the
PT mode share for AM Peak journey to work trips		Year 2053: 0.66%	same for both years



KPI	2018 Baseline	DM Outcome	Comments
KPI 4b:	14.05%	Year 2035: 13.9%	PT mode shared has
PT mode share for AM Peak journey to school trips		Year 2053: 13.5%	slightly decreased in both years
KPI 5:	295	Year 2035: 289	CO2-eq emissions
CO2E emission		Year 2053: 140	reduced for both years. The level of reduction is more for the year 2053.
KPI 6a: JTW by single occupancy vehicles	99.3% journey to work vehicle mode share	Year 2035 and 2053= 99.3%	No changed was observed for both years
KPI 6b: VKT	20.3	Year 2035: 20.1	VKT per capita
per capita		Year 2053: 20.4	decreased for 2035, but increased for 2053
KPI 10:	Route 1 = +27 min,	Year 2035:	The difference
Comparative Travel time	Route 2 =+15 min	Route 1= +25 min	between PT and private vehicle's travel
between	Route 3 = +13min	Route 2= +15 min	time has improved for
modes	Route 4 = +14 min from	Route 3= +14 min	Route 1. Other routes
	HOIII	Route 4= +14 min	have almost similar
		Year 2053:	values
		Route 1= +24 min	
		Route 2= +15 min	
		Route 3= +14 min	
KPI 11:	10% within 400m	Route 4= +14 min Year 2035 and 2053:	
Percentage	34% within 800m	10% within 400m	
of residents living within local center catchment		33% within 800m	
KPI 13:	76.7% of freight is on	Percentage of freight vehicles on	
Percentage	non-arterial road.	non-arterial roads:	
of freight on non-arterial corridors		Year 2035= 76.4% Year 2053: 75.1%	
	Average freight travel time:		
	Route1=21 min	Average freight travel time:	
	Route2=14 min	Year 2035	
	Route3= 5 min	Route1= 22 min Route2= 14 min	



KPI	2018 Baseline	DM Outcome	Comments
		Route3= 5 min Year 2053 Route1= 23 min Route2= 14 min Route3= 5 min	
KPI 14: DSI for Active mode users	2.19 annual DSI for cyclists	Year 2035= 2.88 Year 2053= 3.72	Death and serious injury have increased for both years
KPI 15: Percentage of primary cycling network which is safe / separated	6%	Year 2035= 13% Year 2053= 13%	The proportion of the cycle network that is safe and separated has almost doubled for both years



6 Short List Option Results

This section covers the results for Short List options:

- Option 0: Common interventions
- Option 1: Liveability,
- Option 2: Connected Urban Centres, and
- Option 3: Reduce Transport Emission.

The section follows the same structure as the previous section reporting the Do-Minimum results.

6.1 Forecast Travel Demand

Table 6-1 presents the forecast travel demand by the modes represented in the model.

As shown, the growth in vehicle demand closely follows population growth, demand for public transport is slightly ahead of population growth, and cycle demand growth is ahead of population growth.

Table 6-1 Short list Options Forecast Daily demand by mode and mode share

	1	Demand by mode	е	Mode share		
Scenarios/ Measure	Vehicles (vehicle trips)	PT (Person trips)	Cycle (person trips)	% Car	% PT	% Cycle
2018	226,263	2,945	3,780	97.6%	1.1%	1.4%
2035 DM	267,694	3,636	5,533	97.2%	1.1%	1.7%
2035 Option 0	264,244	5,395	7,733	96.0%	1.6%	2.3%
2035 Option 1	263,949	5,596	8,106	95.9%	1.7%	2.5%
2035 Option 2	258,158	11,201	8,320	94.1%	3.4%	2.5%
2035 Option 3	258,131	11,589	8,142	94.0%	3.5%	2.5%
2053 DM	303,053	4,033	6,789	97.1%	1.1%	1.8%
2053 Option 0	294,402	9,327	11,226	94.5%	2.5%	3.0%
2053 Option 1	293,037	9,290	12,366	94.2%	2.5%	3.3%
2053 Option 2	268,866	35,313	11,909	87.2%	9.5%	3.2%
2053 Option 3	270,384	33,398	11,712	87.8%	9.0%	3.2%

Key Observations:

- All options result in higher PT and Cycle mode shares
- Option 2: 'Connected Urban Centres' and Option 3: 'Reduce Transport Emissions' have higher PT mode share driven by higher parking costs is both forecast years and a road price for driving in 2053.

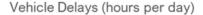


• In 2035 Option 2 has the highest cycle mode share. However, for year 2053, the highest cycle mode share is observed in Option 1.

The forecast travel demand by modelled time period for Vehicle and PT trips is provided in **Appendix C** in **Table 9-7** to **Table 9-9**.

6.2 Road Network Vehicle Statistics

The transport interventions proposed in the options all reduce road network delay compared to the Do Minimum scenarios. Options 2 and 3 are the most effective, and this is largely driven by the parking charge in 2035 and the road price in 2053.



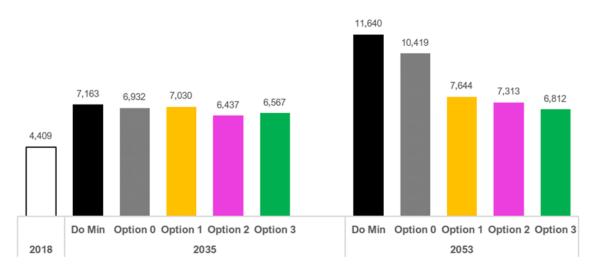


Figure 6-1: Short List Option Vehicle Delay

Other road network vehicle statistics including total VKT (light and heavy vehicles), total hours travelled, and average trip length are presented in Table 6-2 below.

Table 6-2 Short-list Options Road Network vehicle statistics

Scenario	Average Daily VKT	Average Daily VHT	Average Daily Delays VKT / Person VHT		Vehicle Trips / Person	Average Trip Length (km)
2018	1,387,799	28,642	4,409	20.26	3.30	6.13
2035 DM	1,656,446	36,449	7,163 20.05		3.24	6.19
2035 Option 0	1,636,656	35,941	6,932 19.81		3.20	6.19
2035 Option 1	1,632,976	35,941	7,030 19.77		3.20	6.19
2035 Option 2	1,598,351	34,715	6,437 19.35		3.13	6.19



Scenario	Average Daily VKT	Average Daily VHT	Average Daily Delays VKT / Person VHT		Vehicle Trips / Person	Average Trip Length (km)	
2035 Option 3	1,600,389	34,842	6,567	19.37	3.12	6.20	
2053 DM	1,875,134	44,858	11,640 20.37		3.29	6.19	
2053 Option 0	1,828,944	42,828	10,419	19.87	3.20	6.21	
2053 Option 1	1,848,565	39,576	7,644 20.08		3.18	6.31	
2053 Option 2	1,668,250	36,721	7,313 18.12		2.92	6.20	
2053 Option 3	1,675,997	36,349	6,812	18.20	2.94	6.20	

The number of vehicle trips per person drops slightly in each of the options, and the number of KMs travelled per person across all options particularly in Option 2 and Option 3 in 2053, which is the effect of the road price.

Detailed outputs of total network vehicle statistics for option scenarios is provided in **Appendix C** in **Table 9-10** and **Table 9-11**.

Key Observations:

- Option 2 demonstrates the most substantial reduction in VKT. In 2035, this reduction amounts to 3.5%, and by 2053 the reduction is 11%.
- The estimated delays in the Option scenarios, especially in the year 2053, are significantly lower compared to those in the DM scenarios.

6.3 Vehicle Emissions

CO2-e vehicle emissions for the Shortlist options are shown in **Figure 6-2** below. All options provide a reduction in CO2-e emissions, with Option 2 and 3 providing the greatest reduction.



294,511 289,188 286,269 285,912 279,638 280,520 140,460 138,180 138,231 129,411 130,127 Do Min Option 0 Option 1 Option 2 Option 3 2018 2035 Do Min Option 0 Option 1 Option 2 Option 3

Carbon dioxide equivalent (CO2-eq) KG per day

Figure 6-2: Short list Scenarios CO2-e emissions

Further detail on the vehicle emission forecast and the percentage change in emission are provided in **Appendix C** in **Table 9-12** and **Table 9-13**. Year 2053 has considerably lower emissions compared to 2035 which is mostly because of fleet distribution in future years.

6.4 Level of Service (LOS)

LOS plots of link LOS (LOS A-F shown) and intersection LOS (Only LOS F shown) have been produced for each short list scenario. These plots show the worst LOS in any model time periods (i.e., AM, IP, PM). LOS plots for all modelled scenarios are provided in **Appendix G**.

A summary of intersections with LOS=F is provided in **Table** 6-3. Also, a list of road or corridors that perform over capacity is given in **Table** 6-4. Generally, there are more intersection or links with LOS=F in the year 2053 than 2035. This observation indicates that the 2053 interventions could not manage the large growth in NP between 2035 and 2053.

Table 6-3 Intersections with LOS=F

Interception	2035				2053			
Intersection	Option 0	Option 1	Option 2	Option 3	Option 0	Option 1	Option 2	Option 3
SH3 and Corbett Road	✓	✓		✓	✓	✓		✓
SH3 and Egmont Road	√	√		~	√	√		√
SH3 and Katere Road	√	√		√	√	√		√
SH3 and Smart Road	√	√		√	√	√		√
SH3 and Bridle Street	✓	√						



Intersection		20	35		2053				
	Option 0	Option 1	Option 2	Option 3	Option 0	Option 1	Option 2	Option 3	
SH3 and Wills Road		√		√	✓	✓		✓	
SH3 and Vickers Road					✓				
Henwood Road and Paraite Road					√	√		✓	
SH3 and De Havillan Drive					✓	✓		✓	

Table 6-4 Link/Corridors with LOS=F

Road/Corridor	2035				2053			
	Option 0	Option 1	Option 2	Option 3	Option 0	Option 1	Option 2	Option 3
SH3 east-bound between entry ramp from Henwood Road and Mangati Road SH3 between Devon Street East and Egmont Road on both directions	✓	✓	✓		✓	✓		
SH3 East-bound between Hobson Street and Watson Street	~	✓			✓	√	√	

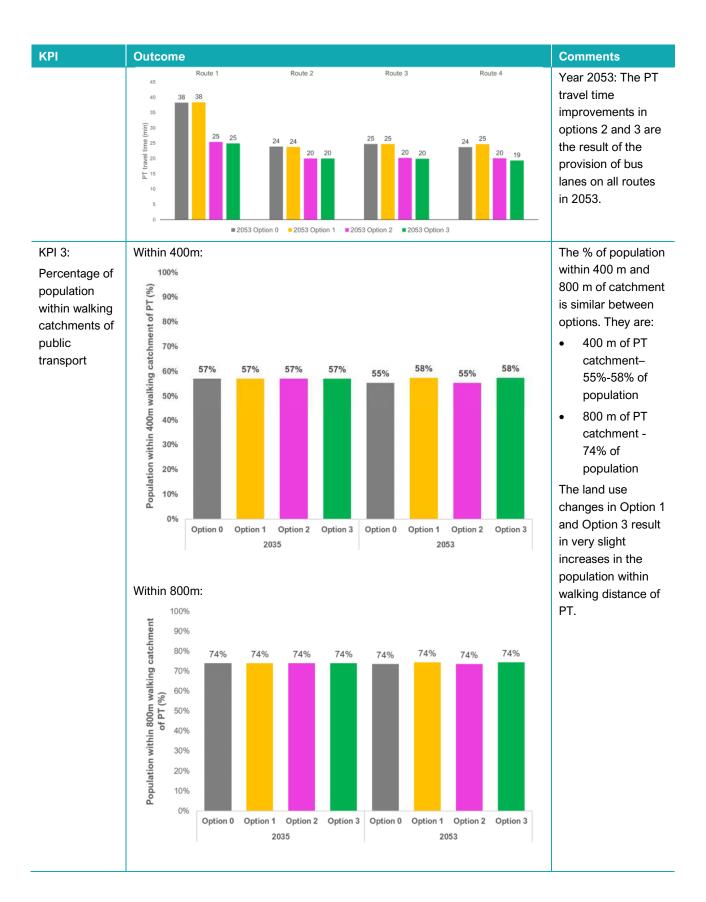
6.5 KPI Summary

The KPIs are defined in Chapter 5, **Table 5-3**. Table 6-5 below provides the KPI outcome for each option scenario.

Table 6-5 KPI outputs for Option scenarios



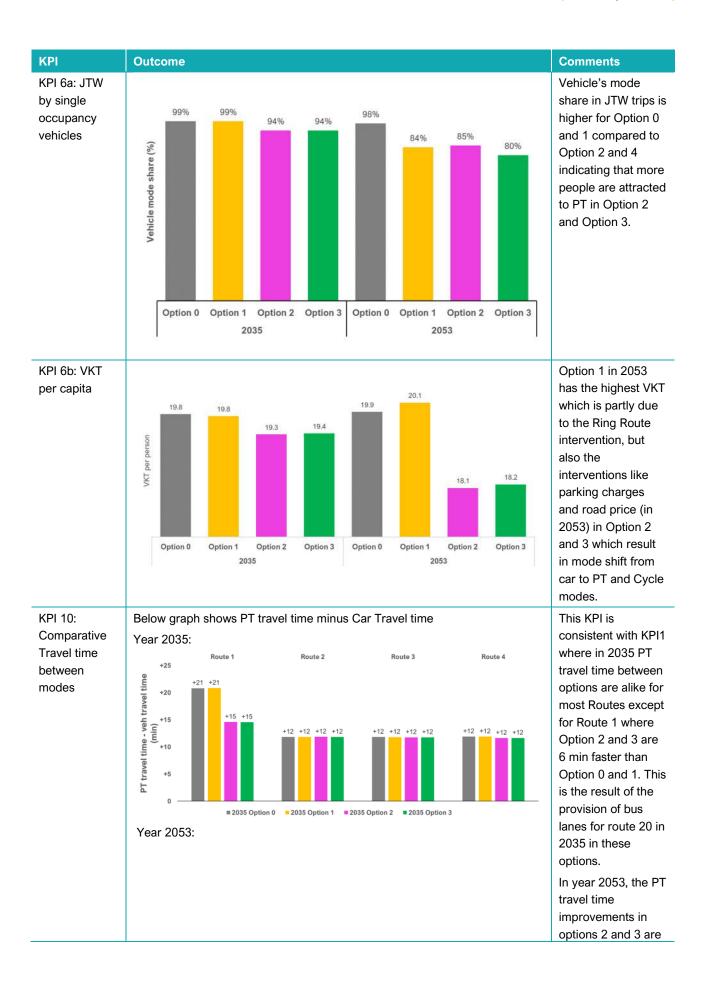




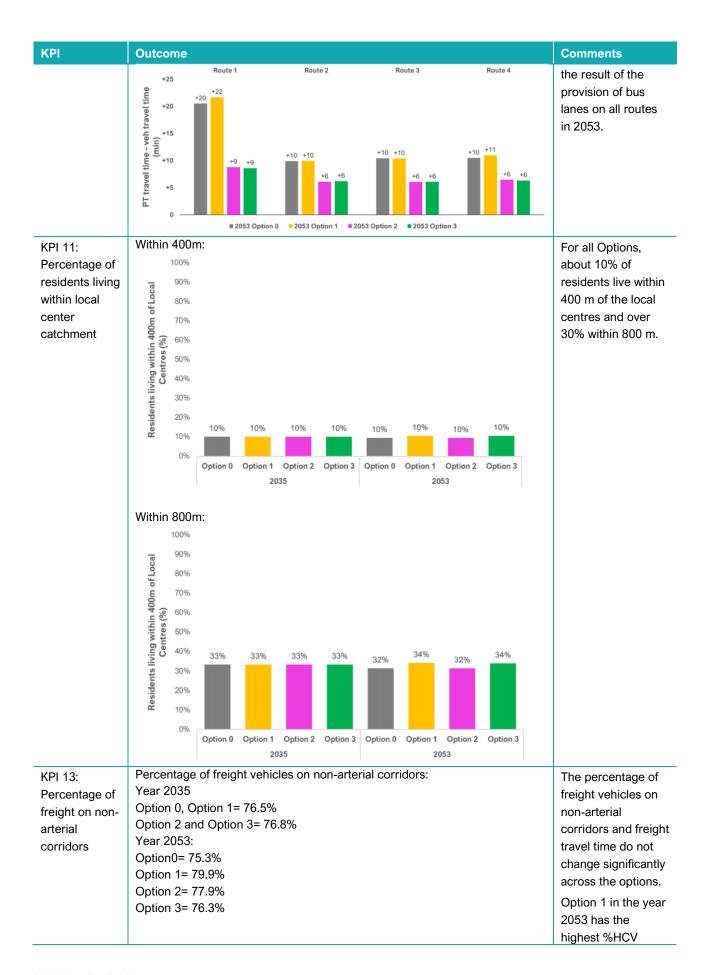




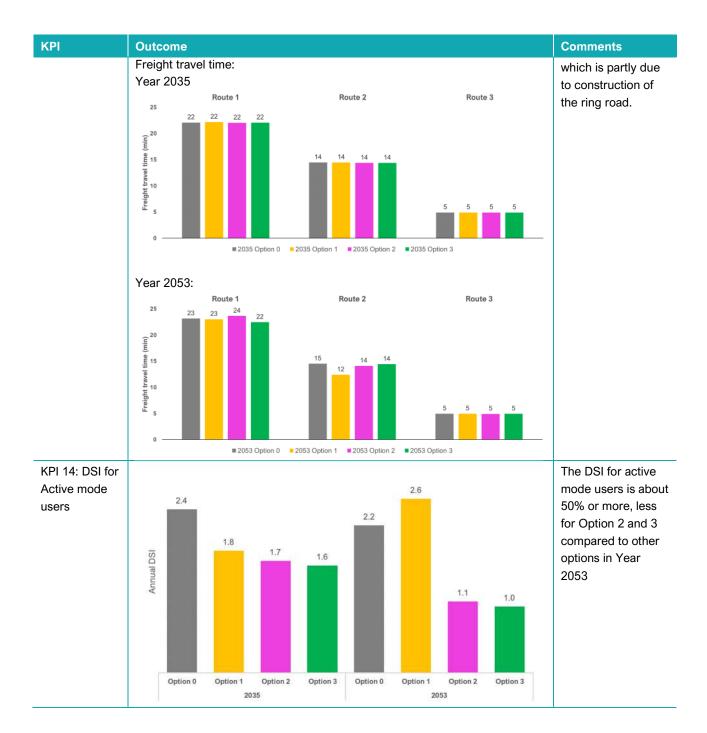


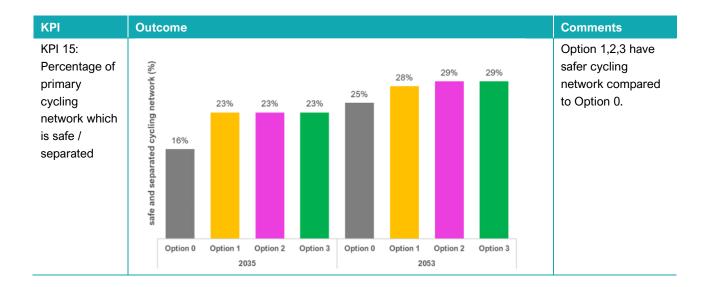














7 Preferred Option Results

Following a review of the short list options' impacts on the existing highway and PT network and scoring each scenario, 'Connected urban centres' (Option 2) was identified as the highest performing programme. This programme was combined with the land use assumptions used in Option 3 plus some additional modifications to the intervention assumptions as set out in Section 144.3. This section presents the results of the Preferred Option and compares these against the 2018 and future Do-Minimum scenarios.

7.1 Forecast Travel Demand

Table 7-1 presents the forecast travel demand by mode. As shown in the table, there is a substantial shift to PT in the Preferred Option with PT mode share being above 10% in both forecast years. There is also a shift to cycle in the Preferred Option in future years, but this is not forecast to be as substantial as the shift to PT.

Table 7-1 Preferred Option Forecast Daily demand by mode and mode share

Scenarios/ Measure		Demand by mode			Mode Share	
Measure	Vehicles (vehicle trips)	PT (person trips)	Cycle (person trips)	% Car	% PT	% Cycle
2018	226,263	2,945	3,780	97.6%	1.1%	1.4%
2035 DM	267,694	3,636	5,533	97.2%	1.1%	1.7%
2035 PO	258,176	11,526	8,015	94.07%	3.50%	2.43%
2053 DM	303,053	4,033	6,789	97.1%	1.1%	1.8%
2053 PO	256,880	47,293	11,802	83.9%	12.9%	3.2%

The forecast travel demand by modelled time period for Vehicle and PT trips for the Preferred Option is provided in **Appendix C** in **Table 9-14** to **Table 9-16**.

7.2 Road Network Vehicle Statistics

The transport interventions proposed in the Preferred Option reduce road network delay to well below the Do Minimum scenarios in each forecast year, and delay is close to the 2018 base year level of network delay. This is illustrated in **Figure 7-1** below.

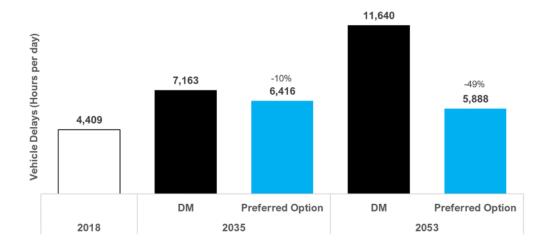




Figure 7-1 Preferred Option Network Delay

Other road network vehicle statistics including total VKT (light and heavy vehicles), total hours travelled, and average trip length are presented in Table 7-2 below.

Table 7-2: Preferred Options Road Network vehicle statistics

Scenario	Average Daily VKT	Average Daily VHT	Average Daily Delays VHT	VKT / Person	Vehicle Trips / Person	Average Trip Length (km)
2018 Base	1,387,799	28,642	4,409	20.3	3.3	6.13
2035 DM	1,656,446	36,449	7,163	20.1	3.2	6.19
2035 PO	1,589,984	34,898	6,416	19.2	3.1	6.24
2053 DM	1,875,134	44,858	11,640	20.4	3.3	6.19
2053 PO	1,596,551	34,335	5,888	17.3	2.8	6.20

Key Observations:

- Average daily VKT is reduced by 4% and 15% in the Preferred Option compared to the DM for years 2035 and 2053 respectively.
- For both years, the average vehicle trip length is slightly longer compared to DM.

Detailed outputs of the road network vehicle statistics for Preferred Option scenarios is provided in **Appendix C** in **Table 9-17** and **Table 9-18**.

7.3 Vehicle Emissions

Figure 7-2 presents the forecast CO_2 -e emissions for the Preferred Option vs Do minimum options, and the base year CO_2E emissions estimate for reference. As shown in the figure, the Preferred Option is forecast to provide a 10% reduction in CO_2E in both forecast years.

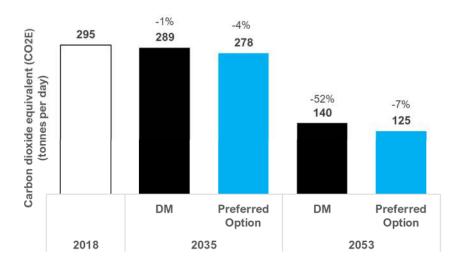




Figure 7-2 Preferred Option vs Do minimum CO₂-e emissions

The outcomes from the VEPM model and scenario comparisons are provided in **Appendix C** in **Table 9-19** and **Table 9-20**.

7.4 Level of Service (LOS)

LOS plots of link LOS (LOS A-F shown) and intersection LOS (Only LOS F shown) have been produced for the modelled scenarios. These plots show the worst LOS from all model periods (i.e., AM, IP, PM). LOS plots for all modelled scenarios are provided in **Appendix G**.

The LOS issues in the Preferred Options are noted as follows:

- For the year 2035, SH3 and Corbett Road intersection has poor performance (i.e., LOS F). Also, the
 corridor between St Luke's Lawn Cemetery and Mangati Road East-bound that has speed of 80 kph is
 experiencing LOS F.
- For the year 2053, SH3 and Bridle Street intersection has LOS F. Also, the one-lane section of SH3 between Courtenay Street and Watson Street has LOS F.

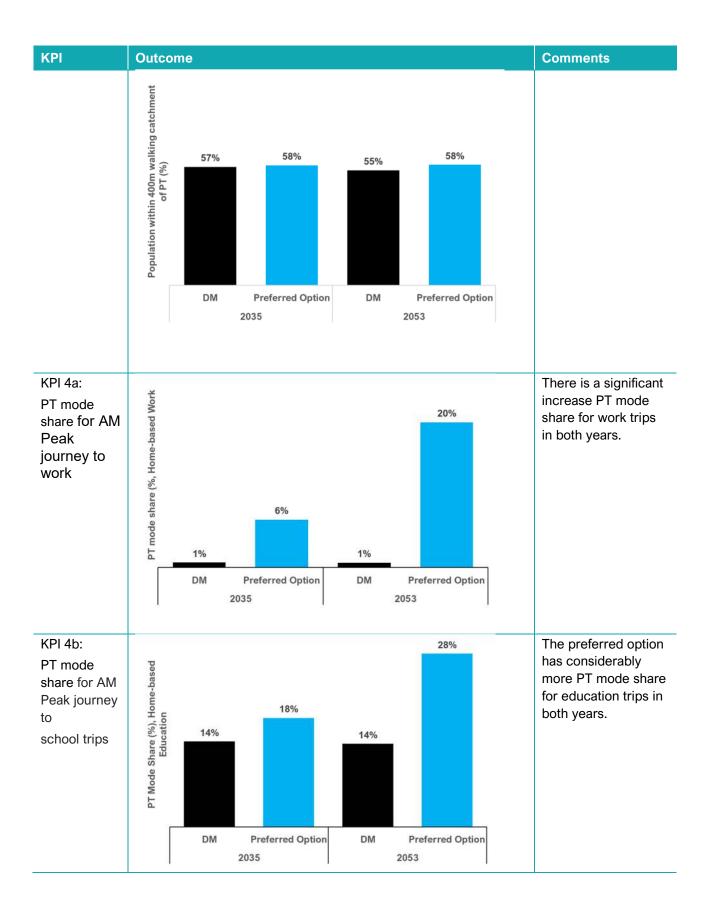
7.5 KPI Summary

KPI descriptions is defined in Chapter 5, **Table 5-3**. The following table presents the KPI outcomes for DM and PO scenarios.

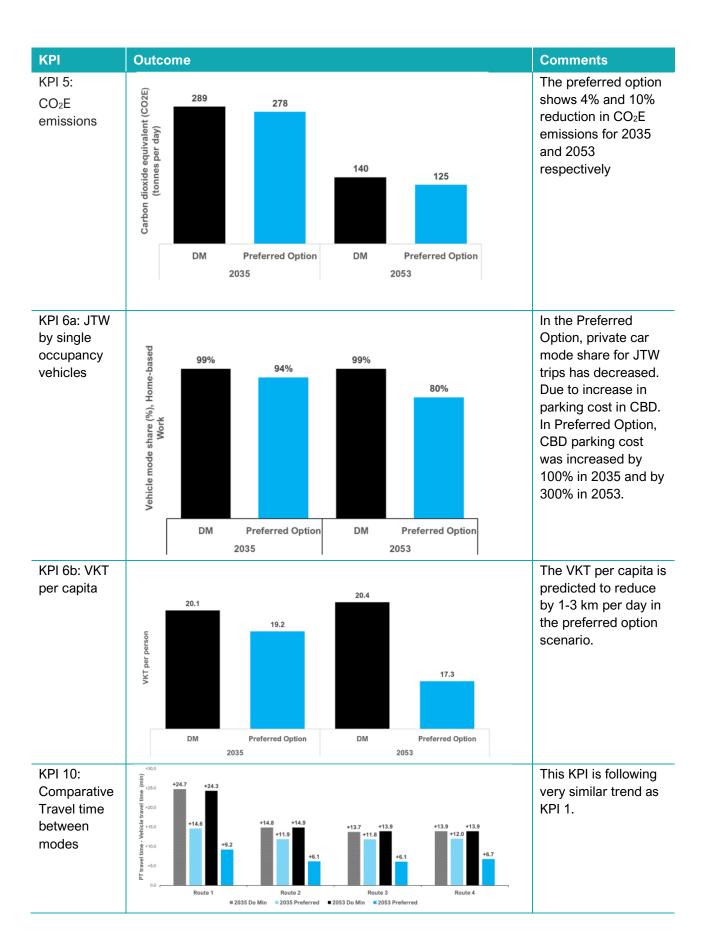
Table 7-3 KPI outcome for preferred option

KPI	Outcome	Comments
KPI 1: PT travel time	45 40 305 41 42 305 41 42 305 41 42 42 40 40 40 40 40 40 40 41 42 42 40 40 40 40 40 40 40 40 40 40 40 40 40	Preferred Option has improvement on PT travel time across all routes and in both forecast years. The PT travel time has decreased on Route 1 which is due to the improvement for route 5020 and bus station improvement in Bell Block.
KPI 3: Percentage of population within walking catchments of public transport	Within 400m:	There is improved accessibility for some locations in New Plymouth, but overall, there is little change to this measure of accessibility.

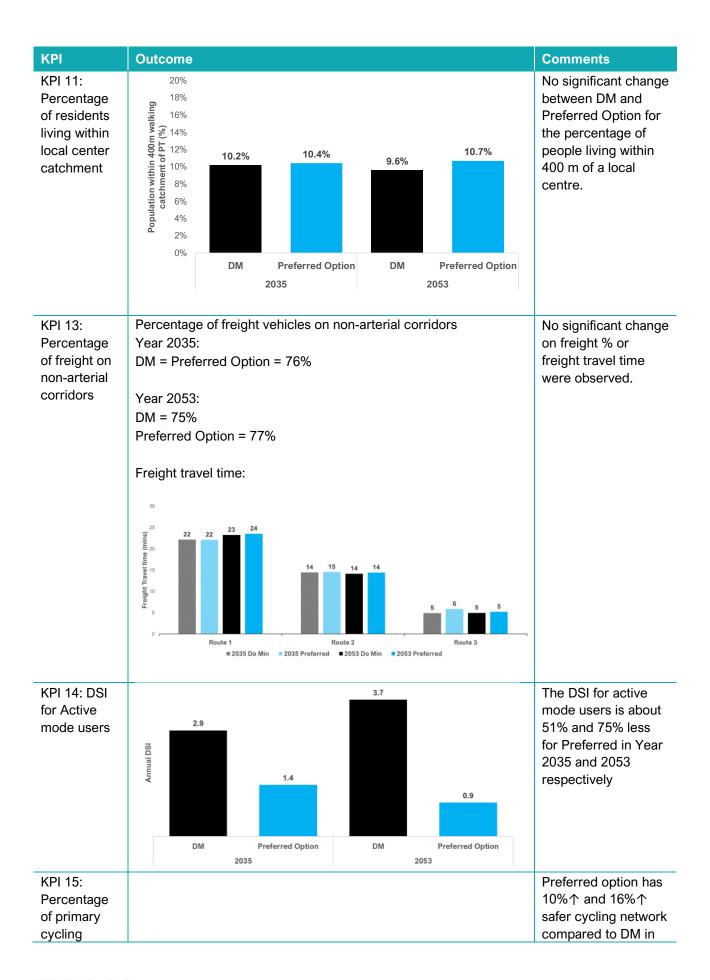




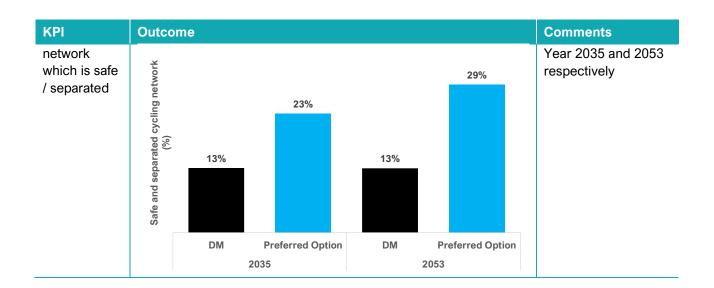














8 Ring road option

NPDC requested that a variation on the 2053 Preferred Option be modelled to include a Ring Road from SH3 to SH45 around the south of the New Plymouth urban area. The alignment of the Ring Road represented in the model is illustrated in Figure 8-1 below.

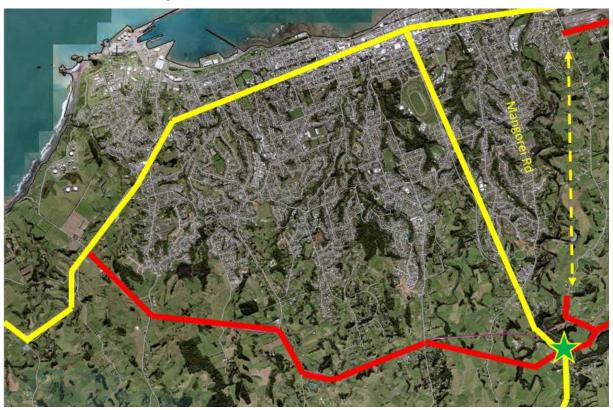


Figure 8-1 Illustration of the Ring Road alignment

Intersections of the Ring Road with existing roads have been assumed to be at a grade of 1 to 2 lanes as illustrated in the figure below.



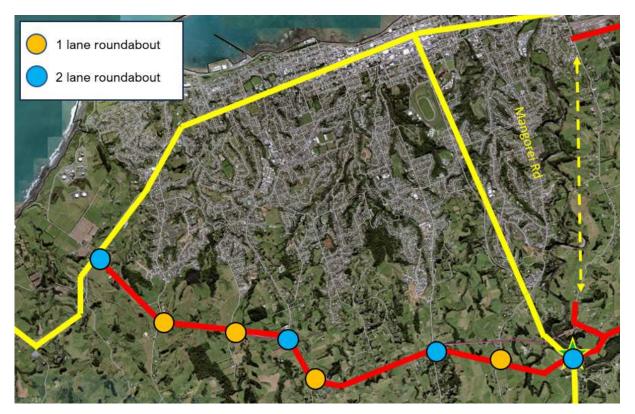


Figure 8-2 Intersection form assumptions for the Ring Road

Table 7-1 presents the forecast travel demand by mode. As shown in the table, there is a slight increase in vehicle trips and car mode share as a result of the addition of the ring road.

Table 8-1 Preferred Option with Ring Road Forecast Daily demand by mode and mode share

Scenarios/ Measure		Demand by mod	le		Mode Share	
weasure	Vehicles (vehicle trips)	PT (person trips)	Cycle (person trips)	% Car	% PT	% Cycle
2053 DM	303,053	4,033	6,789	97.1%	1.1%	1.8%
2053 PO	256,880	47,293	11,802	83.9%	12.9%	3.2%
2053 PO with Ring Road	257,381	47,105	11,384	84.1%	12.8%	3.1%

The transport interventions proposed in the Preferred Option reduce road network delay to well below the Do Minimum scenarios in each forecast year, and delay is close to the 2018 base year level of network delay.

Road network vehicle statistics including total VKT (light and heavy vehicles), total hours travelled, network delay, average trip length and CO_2 -e emissions are presented in Table 7-2 below. The addition of the Ring Road results in a 1.4% increase in VKT, a 13.2% reduction in network delay and slight increase (+0.3%) in CO_2 -e emissions.



Table 8-2: Preferred Options Road Network vehicle statistics

Scenario	Average Daily VKT	Average Daily VHT	Average Daily Delays VHT	VKT / Person	Vehicle Trips / Person	Average Trip Length (km)	CO₂E Kg/day
2053 DM	1,875,134	44,858	11,640	20.37	3.29	6.19	140,460
2053 PO	1,596,551	34,335	5,888	17.34	2.79	6.22	124,661
2053 PO with Ring Road	1,619,452	33,317	5,113	17.59	2.80	6.29	124,692

The flow difference plot comparing Average daily traffic flows with the ring road compared to without the ring road is provided in **Appendix E**, and the Max LOS plot for the scenario is provided in **Appendix F**.



9 Conclusion

This report documents the development of forecast scenarios for New Plymouth's Integrated Transport Framework programme business case. The forecasting was done using the Ngāmotu STM v1.0 model. Several scenarios were considered for forecast scenarios, namely Do Minimum, Short List Options and Preferred Option for the future years of 2035 and 2053. Various land use, transport network, PT, and cycle interventions were tested in these scenarios.

The impacts on the strategic transport network of these scenarios is presented in this report as well as the KPIs supplied to the programme business case team.

The key metrics from the modelling of the Preferred Scenario were:

- The Preferred Option has a daily public transport mode share of 3.5% in 2035 and 12.9% in 2053. In the 2035 AM Peak period PT mode share is 6% for journey to work trips and PT mode share is 18% for school trips. These values for the year 2053 are 18% and 28% for journey to work trips and school trips.
- The Preferred Option has a cycle mode share of 2.4% in 2035 and 3.2% in 2053.
- The Preferred Option provides a 4% reduction in CO₂ equivalent emissions on the DM scenario for 2035 and a 10% reduction for 2053.
- The Preferred Option provides a 10% reduction in vehicle delay across the network compared to the DM scenario in 2035 and a 49% reduction in vehicle delay across the network in 2053. The interventions in the Preferred Option which make the biggest contribution to the key metrics are:
 - the parking price and extent that parking price is applied in the CBD.
 - the proxy for road pricing represented in the model; and
 - the combination of PT infrastructure and service level improvements.





Appendix A – Land Use Projections by SA2s

Population																																					
SA2_2023	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	205
Bell Block Central	2,783	2,797	2,811	2,824	2,838	2,847	2,862	2,877	2,892	2,909	2,928	2,949	2,972	2,996	3,021	3,043	3,061	3,074	3,086	3,096	3,108	3,121	3,136	3,152	3,166	3,179	3,185	3,189	3,191	3,193	3,195	3,197	3,200	3,204	3,207	3,211	3,21
Bell Block East	1,153	1,275	1,397	1,519	1,641	1,734	1,851	1,970	2,097	2,236	2,390	2,546	2,688	2,808	2,900	2,962	3,016	3,062	3,103	3,141	3,178	3,217	3,255	3,293	3,328	3,359	3,386	3,408	3,427	3,442	3,456	3,469	3,483	3,497	3,510	3,523	3,53
Bell Block West	3,354	3,500	3,646	3,793	3,939	3,983	4,042	4,102	4,166	4,236	4,313	4,396	4,480	4,562	4,636	4,700	4,751	4,791	4,824	4,851	4,876	4,903	4,931	4,957	4,980	4,998	5,007	5,014	5,021	5,028	5,036	5,045	5,055	5,066	5,076	5,086	5,09
Blagdon-Lynmouth	2,570	2,583	2,595	2,608	2,621	2,623	2,630	2,639	2,648	2,659	2,673	2,688	2,706	2,724	2,743	2,760	2,773	2,783	2,791	2,797	2,805	2,815	2,827	2,840	2,853	2,864	2,869	2,872	2,873	2,872	2,872	2,872	2,874	2,875	2,877	2,878	2,880
Everett Park	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	0	0	0	- (
Ferndale	904	918	932	946	961	980	1,007	1,038	1,073	1,114	1,163	1,212	1,257	1,294	1,322	1,340	1,355	1,367	1,379	1,390	1,401	1,414	1,428	1,443	1,458	1,472	1,487	1,500	1,512	1,524	1,535	1,547	1,558	1,569	1,579	1,589	1,598
Fitzroy	2,085	2,095	2,105	2,115	2,126	2,136	2,152	2,167	2,183	2,200	2,219	2,239	2,260	2,280	2,298	2,314	2,327	2,337	2,345	2,354	2,363	2,374	2,385	2,397	2,408	2,418	2,422	2,423	2,424	2,423	2,423	2,423	2,423	2,424	2,425	2,426	2,427
Frankleigh Park	3,323	3,339	3,355	3,372	3,388	3,390	3,398	3,407	3,417	3,430	3,446	3,464	3,484	3,506	3,528	3,549	3,564	3,575	3,584	3,592	3,601	3,613	3,627	3,642	3,657	3,669	3,674	3,676	3,675	3,674	3,674	3,674	3,674	3,676	3,677	3,679	3,680
Glen Avon	1,235	1,280	1,326	1,372	1,418	1,435	1,458	1,482	1,509	1,539	1,573	1,618	1,673	1,736	1,806	1,880	1,981	2,109	2,263	2,444	2,651	2,879	3,122	3,376	3,636	3,895	4,225	4,539	4,839	5,125	5,402	5,665	5,916	6,156	6,384	6,600	6,805
Highlands Park (New Plymouth district)	3,410	3,427	3,444	3,460	3,477	3,501	3,531	3,560	3,587	3,614	3,641	3,671	3,704	3,739	3,774	3,806	3,831	3,851	3,866	3,881	3,895	3,912	3,931	3,951	3,969	3,985	3,992	3,996	3,999	4,001	4,003	4,005	4,009	4,013	4,017	4,022	4,025
Hurdon	2,316	2,353	2,391	2,428	2,466	2,485	2,512	2,541	2,571	2,604	2,641	2,687	2,741	2,801	2,866	2,931	3,000	3,072	3,148	3,232	3,323	3,415	3,504	3,590	3,670	3,742	3,814	3,869	3,911	3,941	3,963	3,983	4,004	4,025	4,044	4,063	4,081
Inglewood	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	0	0	0	- (
Kaitake	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	0	0	0	- (
Kawaroa	2,400	2,412	2,424	2,435	2,447	2,458	2,472	2,486	2,499	2,512	2,525	2,540	2,556	2,574	2,591	2,606	2,619	2,628	2,636	2,643	2,652	2,663	2,674	2,686	2,697	2,706	2,710	2,711	2,712	2,712	2,712	2,712	2,714	2,715	2,717	2,719	2,720
Lepperton-Brixton	1,780	1,803	1,825	1,848	1,871	1,886	1,906	1,928	1,950	1,975	2,002	2,033	2,065	2,099	2,132	2,162	2,188	2,210	2,229	2,247	2,266	2,286	2,307	2,328	2,349	2,367	2,382	2,395	2,404	2,412	2,420	2,427	2,435	2,442	2,450	2,457	2,463
Lower Vogeltown	2,950	2,970	2,990	3,010	3,029	3,042	3,062	3,082	3,103	3,126	3,152	3,180	3,210	3,240	3,268	3,293	3,313	3,327	3,339	3,350	3,361	3,375	3,390	3,406	3,420	3,432	3,437	3,438	3,438	3,438	3,437	3,437	3,438	3,440	3,442	3,444	3,445
Mangaoraka	47	47	47	48	48	48	48	49	49	49	50	50	51	51	52	52	52	52	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53
Mangorei	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	0	0	0	- /
Marfell	1.705	1.729	1.753	1.777	1.802	1.821	1.848	1.875	1.903	1.935	1.970	2.009	2.049	2.090	2.130	2.166	2.198	2.225	2.251	2.275	2.299	2.324	2.348	2 372	2.393	2.411	2.423	2.432	2.436	2.438	2.438	2.439	2 440	2 442	2 444	2 446	2.447
Merrilands	2.990	3,005	3.019	3.034	3.049	3.056	3.069	3.083	3.099	3.117	3.137	3.160	3.185	3.211	3,236	3.259	3,276	3.289	3.299	3.307	3.316	3.328	3.342	3.357	3.372	3.384	3.391	3.395	3.399	3.403	3,407	3.412	3.417	3.423	3,429	3,434	3.439
Moturoa	1.870	1.879	1.888	1.898	1.907	1.913	1.923	1.934	1.946	1.959	1.975	1,992	2.010	2.028	2.045	2.061	2.072	2.081	2.088	2.095	2.101	2.110	2.119	2.128	2.137	2.144	2.147	2.150	2.151	2.152	2.154	2.157	2.159	2.162	2.165	2.168	2,171
Mount Messenger	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	0	0	0	- /
New Plymouth Central	1.155	1.310	1.465	1.620	1.775	1.782	1.794	1.805	1.818	1.831	1.847	1.863	1.879	1.896	1.911	1.924	1.934	1.941	1.947	1.953	1.958	1.965	1.973	1.980	1.986	1.991	1.991	1.989	1.987	1.984	1.982	1.981	1.980	1.980	1.980	1.979	1.979
Oakura	1.580	1,602	1.624	1.646	1.668	1.677	1.691	1,705	1.719	1.735	1.752	1.771	1.792	1.813	1.833	1.852	1.867	1.880	1.892	1.904	1.916	1.929	1.941	1.953	1.962	1.970	1.973	1.974	1.974	1.973	1.972	1.972	1.973	1.973	1.974	1.975	1.976
Omata	479	488	496	504	513	521	531	542	554	567	581	598	616	634	651	668	683	696	708	719	730	741	751	761	770	778	784	789	793	796	798	800	802	804	806	809	811
Paraite	932	935	938	941	944	947	951	956	961	966	971	977	984	992	999	1.006	1.012	1.016	1 020	1 023	1 027	1.031	1.035	1 040	1.043	1.046	1.046	1.046	1.045	1.045	1 044	1.044	1 044	1 044	1.045	1 045	1.045
Port Taranaki	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	0	0	0	
Spotswood	3,730	3,736	3.743	3.749	3.755	3.769	3.791	3.815	3.842	3.872	3 906	3.943	3.979	4.013	4.043	4.068	4.086	4.098	4 108	4.116	4.126	4.140	4.156	4 175	4.192	4 208	4.215	4.218	4.221	4.222	4.224	4.226	4 230	4.234	4.239	4.243	4.247
Strandon	2,640	2.711	2,782	2.852	2,923	2 934	2,950	2 968	2.987	3,008	3,032	3,058	3.087	3.117	3 147	3.174	3 194	3,208	3 218	3.225	3.231	3,240	3.250	3 261	3,270	3.277	3,277	3.275	3,273	3.271	3,270	3,270	3,271	3.272	3.274	3,275	3,277
Tarata	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,200	0,2.0	0	0	0	0	0	0,2.0	0	0,2.1	0	0	0	0	0	0,2.0	
Tikorangi	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	0	0	0	
Upper Vogeltown	2.820	2.834	2.848	2.862	2.876	2.924	2 978	3.026	3.067	3.103	3.132	3.164	3.197	3.230	3.262	3.290	3.313	3.332	3 348	3.363	3 379	3 398	3.418	3,437	3.455	3 470	3 478	3.483	3.486	3.488	3,490	3.492	3.496	3.500	3.504	3 508	3.511
Waitara East	3.020	3.029	3,039	3,048	3.058	3,079	3.108	3 139	3 170	3 205	3 244	3,290	3 344	3.402	3,463	3 524	3 577	3,622	3,663	3 701	3 739	3 777	3.815	3,851	3.884	3 911	3 932	3,950	3,963	3 975	3 986	3.997	4.008	4.020	4.031	4.042	4.052
Waitara West	4.120	4,140	4.161	4.181	4,201	4.215	4.236	4,259	4,284	4.312	4,343	4,378	4,414	4.451	4.485	4.516	4,539	4.556	4 569	4,580	4,592	4,607	4,625	4 642	4.659	4,673	4.676	4.676	4.675	4.674	4.673	4,673	4,674	4,676	4,678	4 680	4,682
Waiwhakaiho-Rell Block South	159	186	212	239	265	265	266	266	267	267	268	269	270	271	777	273	273	274	274	774	274	274	774	275	275	276	276	275	275	274	274	274	274	274	274	274	274
Welbourn	3.417	3,460	3.503	3,546	3.590	3.592	3.600	3.610	3.622	3.637	3.654	3.674	3.697	3.722	3,746	3.770	3.787	3.800	3.810	3.819	3.829	3.842	3.857	3.872	3.886	3.896	3,898	3.897	3.896	3.894	3.892	3.892	3.893	3.894	3.896	3.898	3.899
Westown	4,530	4,589	4,648	4.707	4,765	4.769	4.780	4,793	4.808	4,827	4,849	4,875	4,904	4,934	4 965	4,993	5,014	5,029	5,040	5,050	5.062	5,077	5.095	5,113	5,130	5,143	5,145	5.144	5,143	5.143	5.143	5.146	5.149	5,153	5,157	5,161	5,165
Whalers Gate	2,419	2,444	2,470	2,496	2,521	2,528	2,539	2,550	2,562	2,574	2,588	2,603	2,620	2,637	2,654	2,670	2,681	2,690	2,696	2,702	2,709	2,718	2,728	2,738	2,747	2,754	2,755	2,756	2,756	2,757	2,758	2,760	2,763	2,766	2,770	2,773	2,775
Total	67.875	68.876	69.878	70.879	71.880	72,340	72,986	73.651	74.356	75.121	75.966	76.896	77.873	78.850	79,778	80.614	81.338	81.977	82.576	83,176	83.821	84,538	85.300 °	86.070	86.807	87.472	88.048	88.533	88.951	89,326	89,684	90.046	90.411	90,772	91.123	91,457	91.770
	67,875				,																					,							,				
Change	0	1,001	2,003	3,004	4,005	4,465	5,111	5,776	6,481	7,246	8,091	9,021	9,998	10,975	11,903	12,739	13,463	14,102	14,701	15,301	15,946	16,663	17,425	18,195	18,932	19,597	20,173	20,658	21,076	21,451	21,809	22,171	22,536	22,897	23,248	23,582	23,895
Perent Change	0%	+1%	+3%	+4%	+6%	+7%	+8%	+9%	+10%	+11%	+12%	+13%	+15%	+16%	+18%	+19%	+20%	+21%	+22%	+23%	+23%	+25%	+26%	+27%	+28%	+29%	+30%	+30%	+31%	+32%	+32%	+33%	+33%	+34%	+34%	+35%	+35%



Households								
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| SA2 2023 | 2018 | 20: | 19 202 | 0 2021 | 2022 | 2023
 | 2024 | 2025 | 2026 | 2027
 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 203 | 34 2035 | 2036 | 2037 | 2038
 | 2039 | 2040 | 041 20 | 42 204 | 2044 | 2045 | 2046
 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052
 | 2053 | 2054 |
| Bell Block Central | 1.154 | | | | 1.165 | 1.167
 | 1,171 | | 1,178 | 1,182
 | 1,186 | 1,192 | 1.198 | 1,205 | | 1,221 1,22 | | | 1,248 | 1,253
 | 1,258 | | ,268 1,3 | | | 1.288 | 1,293
 | 1,297 | 1.302 | 1,306 | | 1,314 | 1,318
 | 1,322 | 1,325 |
| Bell Block East | 453 | | | | 658 | 690
 | 731 | 773 | 817 | 865
 | 919 | 973 | 1.022 | 1.063 | | 1.118 1.13 | | 1.174 | 1.190 | 1.205
 | 1,219 | | 245 1.7 | | | 1,294 | 1,306
 | 1,316 | 1.325 | 1,334 | 1,343 | 1,351 | 1,359
 | 1.367 | 1,374 |
| Bell Block West | 1 261 | | | | | 1.316
 | | | | 1.392
 | | | 1,022 | 1,063 | | | | | |
 | | | .642 1.0 | | | 1,294 | 1,680
 | | 1,323 | 1,334 | | | |
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| | | | | | 1,302 |
 | 1,334 | | 1,371 |
 | 1,415 | | | | | | | | 1,604 | 1,615
 | 1,625 | | | | | |
 | 1,689 | | | | 1,724 | 1,732
 | 1,739 | 1,746 |
| Blagdon-Lynmouth
Everett Park | 968 | 9 | 71 97 | 4 976 | 979 | 979
 | 980 | 982 | 983 | 985
 | 988 | 992 | 997 | 1,003 | 1,009 | 1,016 1,03 | 22 1,028 | 1,033 | 1,037 | 1,042
 | 1,046 | 1,050 1 | ,055 1,0 | 59 1,06 | 1,068 | 1,073 | 1,078
 | 1,082 | 1,085 | 1,089 | 1,092 | 1,096 | 1,099
 | 1,102 | 1,105 |
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 | 0 | - 0 | | | - 0 | - 0
 | | 0 |
| Ferndale | 349 | | | | 352 | 359
 | 368 | 379 | 391 | 405
 | 422 | 439 | 455 | 468 | 477 | | 90 495 | | 505 | 510
 | 515 | | | 30 53 | | 549 | 556
 | 562 | 568 | 574 | 580 | 586 | 591
 | 596 | 601 |
| Fitzroy | 867 | 8 | | | 875 | 879
 | 883 | | 892 | 897
 | 902 | 908 | 915 | 921 | 928 | 934 9 | | | 955 | 960
 | 964 | | | 76 98 | | 988 | 991
 | 995 | 998 | 1,001 | | 1,006 | 1,009
 | 1,011 | 1,013 |
| Frankleigh Park | 1,310 | 1,3 | 1,31 | 6 1,319 | 1,322 | 1,322
 | 1,323 | 1,324 | 1,325 | 1,328
 | 1,331 | 1,336 | 1,342 | 1,348 | 1,356 | 1,365 1,37 | 72 1,379 | 1,386 | 1,391 | 1,397
 | 1,402 | 1,407 1 | ,412 1,4 | 17 1,42 | 1,428 | 1,434 | 1,439
 | 1,444 | 1,449 | 1,453 | 1,458 | 1,462 | 1,466
 | 1,469 | 1,473 |
| Glen Avon | 496 | 5 | 56 | 3 597 | 631 | 637
 | 645 | 653 | 662 | 672
 | 684 | 700 | 720 | 744 | 770 | 799 8 | 39 890 | 952 | 1,024 | 1,107
 | 1,197 | 1,292 1 | 391 1,4 | 92 1,59 | 1,728 | 1,858 | 1,983
 | 2,104 | 2,222 | 2,334 | 2,441 | 2,543 | 2,640
 | 2,733 | 2,821 |
| Highlands Park (New Plymouth district) | 1,509 | 1,5 | 9 1,51 | 0 1,511 | 1,511 | 1,519
 | 1,528 | 1,536 | 1,544 | 1,551
 | 1,558 | 1,567 | 1,577 | 1,587 | 1,599 | 1,611 1,63 | 22 1,632 | | 1,649 | 1,656
 | | | 676 1,0 | 81 1,68 | | 1,701 | 1,707
 | 1,714 | 1,720 | | 1,731 | 1,736 | 1,741
 | 1,746 | 1,750 |
| Hurdon | 947 | 9 | 55 96 | 2 970 | 978 | 985
 | 994 | 1,003 | 1,013 | 1,024
 | 1,036 | 1,052 | 1,072 | 1,094 | 1,118 | 1,144 1,17 | 72 1,203 | 1,235 | 1,271 | 1,308
 | 1,345 | 1,380 1 | 413 1,4 | 44 1,47 | 1,504 | 1,532 | 1,554
 | 1,572 | 1,586 | 1,600 | 1,613 | 1,625 | 1,636
 | 1,647 | 1,658 |
| Inglewood | 0 | | 0 | 0 0 | 0 | 0
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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0
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| Kaitake | 0 | | 0 | 0 0 | 0 | 0
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 | 0 | 0 |
| Kawaroa | 1.065 | 1.0 | 9 1.07 | 3 1.076 | 1.080 | 1.084
 | 1.088 | 1.092 | 1.096 | 1.100
 | 1,103 | 1,108 | 1,113 | 1,119 | 1,126 | 1,133 1,14 | 40 1,146 | 1,152 | 1,157 | 1,162
 | 1,167 | 1,172 1 | ,177 1,: | 81 1,18 | 1,190 | 1.194 | 1,199
 | 1,203 | 1.208 | 1,212 | 1.215 | 1,219 | 1,223
 | 1,226 | 1 220 |
| Lepperton-Brixton | 706 | 7. | | | 734 | 739
 | 745 | | 758 | 766
 | 774 | 784 | 794 | 806 | 817 | | 38 848 | | 864 | 872
 | 890 | | | 01 90 | | 923 | 930
 | 937 | 943 | | | 958 | 963
 | 968 | 1,229 | | | | | | | |
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 | | 972 |
| Lower Vogeltown | 1,234 | | | | 1,250 | 1,254
 | 1,260 | 1,266 | 1,273 | 1,280
 | 1,288 | 1,297 | 1,307 | 1,318 | 1,329 | 1,340 1,35 | | | 1,374 | 1,380
 | 1,386 | | 398 1,4 | 03 1,40 | 1,414 | 1,420 | 1,426
 | 1,431 | 1,436 | 1,441 | 1,445 | 1,450 | 1,454
 | 1,458 | 1,462 |
| Mangaoraka | 19 | | 19 1 | 9 19 | 19 | 19
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 | 20 | 20 | 20 | 20 | 20 | 21 2 | 21 21 | 21 | 21 | 21
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| Mangorei | 0 | | 0 | 0 0 | 0 | 0
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| Marfell | 580 | 5 | | | 632 | 638
 | 646 | 655 | 664 | 674
 | 684 | 697 | 710 | 724 | 737 | | 63 774 | | 795 | 805
 | 814 | | | 38 84 | | 857 | 862
 | 866 | 870 | 873 | 876 | 878 | 881
 | 883 | 886 |
| Merrilands | 1,266 | 1,2 | 72 1,27 | 8 1,283 | 1,289 | 1,292
 | 1,295 | 1,298 | 1,302 | 1,307
 | 1,312 | 1,319 | 1,327 | 1,336 | 1,345 | 1,355 1,36 | 63 1,371 | 1,377 | 1,383 | 1,389
 | 1,394 | 1,399 1 | ,404 1,4 | 09 1,414 | 1,421 | 1,427 | 1,434
 | 1,441 | 1,447 | 1,454 | 1,460 | 1,465 | 1,471
 | 1,476 | 1,481
966 |
| Moturoa | 814 | 8. | 17 82 | 0 823 | 826 | 828
 | 831 | 834 | 838 | 842
 | 847 | 853 | 860 | 867 | 874 | 881 88 | 87 892 | 897 | 902 | 906
 | 910 | 914 | 917 9 | 21 92 | 928 | 932 | 936
 | 940 | 944 | 948 | 952 | 956 | 959
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| New Plymouth Central | 523 | 5. | 2 52 | 1 520 | 520 | 523
 | 527 | 531 | 535 | 540
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 | 608 | 612 | 615 (| 17 619 | 622 | 625 | 628
 | 630 | 633 | 635 | 638 | 640 | 642
 | 644 | 646 |
| Oakura | 621 | | | | 650 | 654
 | 658 | | 666 | 671
 | 677 | 683 | 690 | 697 | 705 | | | | 739 | 744
 | 750 | | | 62 765 | | 772 | 775
 | 778 | 780 | 783 | 785 | 787 | 790
 | 792 | 794 |
| Omata | 210 | | | | | 217
 | | 662
224 | 228 |
 | 237 | 243 | 249 | | 261 | | | | 287 | 292
 | | | | 06 30 | | | 317
 | 320 | 321 | | 325 | 326 | 328
 | 329 | 331 |
| | 376 | | 21 | 7 378 | 214 |
 | 220 | 224 | 228 | 232
 | | 243 | | 255 | | 20/ 2 | 73 278 | 283 | | 292
 | 296 | 300 | 303 3 | 40 30 | 312 | 315 |
 | 320 | 321 | 323 | 325 | | 328
 | | 551 |
| Paraite | 376 | 3 | 77 37 | / 378 | 379 | 380
 | 381 | 382 | 383 | 384
 | 385 | 387 | 389 | 391 | 393 | 396 39 | 98 401 | 403 | 405 | 406
 | 408 | 409 | 411 4 | 12 41 | 414 | 415 | 416
 | 418 | 419 | 420 | 421 | 422 | 423
 | 424 | 425 |
| Port Taranaki | 0 | | U | 0 | 0 | 0
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| Spotswood | 1,484 | | | | 1,509 | 1,514
 | 1,520 | | 1,534 | 1,543
 | 1,553 | | 1,576 | 1,588 | | 1,609 1,6 | | | 1,639 | 1,645
 | 1,651 | | ,664 1,0 | | | 1,691 | 1,698
 | 1,706 | 1,712 | 1,719 | | 1,731 | 1,737
 | 1,742 | 1,748 |
| Strandon | 1,176 | 1,1 | 31 1,18 | 6 1,191 | 1,196 | 1,200
 | 1,205 | 1,209 | 1,215 | 1,221
 | 1,228 | 1,237 | 1,246 | 1,257 | 1,268 | 1,280 1,29 | 90 1,298 | 1,305 | 1,311 | 1,315
 | 1,319 | 1,323 1 | 326 1, | 29 1,33 | 1,336 | 1,340 | 1,344
 | 1,349 | 1,353 | 1,358 | 1,362 | 1,366 | 1,370
 | 1,373 | 1,377 |
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| Tikorangi | 0 | | 0 | 0 0 | 0 | 0
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| Upper Vogeltown | 1,168 | 1,1 | 72 1,17 | 6 1,181 | 1,185 | 1,203
 | 1,223 | 1,240 | 1,254 | 1,266
 | 1,274 | 1,285 | 1,296 | 1,307 | 1,319 | 1,330 1,34 | 41 1,351 | 1,360 | 1,369 | 1,377
 | 1,385 | 1,393 1 | ,400 1,4 | 06 1,41 | 1,419 | 1,426 | 1,433
 | 1,439 | 1,445 | 1,450 | 1,456 | 1,461 | 1,466
 | 1,470 | 1,475 |
| Waitara East | 1,191 | 1,2 | | | 1,229 | 1,236
 | 1,246 | 1,255 | 1,265 | 1,275
 | 1,287 | 1,302 | 1,320 | 1,340 | | 1,386 1,40 | | | 1,462 | 1,478
 | 1,493 | | 520 1, | | | 1,565 | 1,576
 | 1,586 | 1,596 | 1,605 | 1,614 | 1,622 | 1,630
 | 1,637 | 1,644 |
| Waitara West | 1.612 | | | | 1,607 | 1,611
 | 1,617 | | 1.629 | 1.637
 | 1,646 | | 1.667 | 1,679 | | 1.704 1.7 | | | 1,740 | 1,747
 | 1,754 | | 766 1, | | | 1,789 | 1,795
 | 1.801 | 1.807 | 1.813 | 1.818 | 1.823 | 1.828
 | 1,833 | 1,837 |
| Waiwhakaiho-Bell Block South | 2,022 | | 34 7 | 0 76 | 82 | 82
 | 82 | 82 | 82 | 82
 | 82 | 82 | 82 | 82 | 92 | | 83 83 | | 84 | 84
 | 2,734 | 84 | | 84 84 | | 85 | 85
 | 85 | 85 | 85 | 00 | 86 | 86
 | 96 | 86 |
| Welbourn | 1,366 | 1,3 | | 2 1,376 | 1,379 | 1,379
 | 1,379 | 1,380 | 1,382 | 1,385
 | 1,388 | 1,393 | 1,399 | 1,406 | 1,415 | 1,424 1,43 | | | 1,452 | 1,458
 | 1,463 | | ,472 1,4 | | | 1,490 | 1,495
 | 1,500 | 1,505 | | 1,514 | 1,518 | 1,522
 | 1,526 | 1,529 |
| | 1,855 | | | 7 1,859 | 1,860 | 1,379
 | | 1,380 | 1,865 | 1,385
 | 1,873 | 1,393 | 1,888 | 1,406 | 1,909 | 1,921 1,9 | 32 1,439 | 1,951 | 1,959 | 1,458
 | 1,974 | 1,981 1 | ,987 1,9 | 93 1,991 | 2,005 | 2,012 | 2,020
 | 2,028 | 2,036 | | | 2,059 | 2,065
 | 2,072 | 2,078 | | | | | | | |
| Westown | | | | | |
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| Whalers Gate | 1,121 | 1,1 | 1,12 | 7 1,129 | 1,132 | 1,134
 | 1,136 | 1,139 | 1,142 | 1,145
 | 1,148 | 1,152 | 1,157 | 1,163 | 1,169 | 1,176 1,18 | 82 1,187 | 1,192 | 1,197 | 1,201
 | 1,205 | 1,209 1 | ,213 1,3 | 16 1,211 | 1,222 | 1,227 | 1,231
 | 1,236 | 1,241 | 1,246 | 1,250 | 1,254 | 1,258
 | 1,262 | 1,266 | | | | | | | |
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 | | |
| Total | 27,758 | 27,9 | 4 28,15 | | 28,543 | 28,700
 | | | 29,306 | 29,537
 | 29,794 | | | | | 1,407 31,7 | | | 32,614 | 32,905
 | | | ,759 34,0 | | | 34,915 | 35,210
 | 35,490 | 35,757 | | | | 36,707
 | 36,917 | 37,118 |
| Change | 0 | 1 | | | 785 | 942
 | 1,137 | | 1,548 | 1,780
 | 2,037 | | 2,657 | 2,989 | | 3,650 3,90 | | | 4,856 | 5,147
 | 5,438 | | ,001 6,3 | | | 7,157 | 7,452
 | 7,732 | 7,999 | | | 8,729 | 8,949
 | 9,160 | 9,361 |
| Perent Change | 0% | +1 | % +19 | 6 +2% | +3% | +3%
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 | +7% | +8% | +10% | +11% | +12% | +13% +14 | 1% +15% | +16% | +17% | +19%
 | +20% | +21% + | 22% +2 | 3% +239 | +25% | +26% | +27%
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SAZ 2023 Beel Black Central Beel Black East Beel Black East Beel Black East Beel Black West Blagdon - lymmouth Everett Park Fernor Mell Blagdon - lymmouth Hurdon Ingle wood Kattake Kawaroa Lepperton-Brixton Lower Vogettown Managaronka Managaronka Merrial Merriands Mourte Messenger Moutrout Moutrout Moutrouth Central	52 60 60 0 0 14 98 40 40 43 43 43 43 60 74 60 60 60 60 60 74 60 60 60 74 60 60 74 60 60 60 74 60 60 74 74 74 74 74 74 74 74 74 74 74 74 74	31	52	22	52 61 63 60 0 0 14 118 32 40 34 43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 63 60 0 0 144 123 32 40 0 0 76 300 0 0 6 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 63 60 0 144 130 32 40 0 0 0 76 300 506 2 2 0 0 6 4 4 4 3 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 64 60 0 14 137 33 40 34 43 0 0 77 300 55 2 2	52 61 64 60 0 14 145 32 40 34 43 0 0 0 77 300 5 6 6 6 6 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 64 60 0 14 153 32 40 0 0 77 300 56 2 0 0 0 0 40 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 65 60 0 14 162 32 40 34 43 0 0 0 0 0 0 0 0 0 34 43 43 43 50 60 60 60 60 60 60 60 60 60 60 60 60 60	52 61 65 60 0 14 171 32 40 34 43 0 0 0 78 30 56 2 0 6 44 41 113	52 61 66 60 0 14 181 32 40 34 43 0 0 0 79 300 56 2 0 6 44 120	52 61 66 60 0 14 191 32 40 34 43 0 0 0 79 300 56 2 0 6 45 2	52 61 67 60 0 14 199 32 40 34 43 0 0 0 0 300 56 6 6 6 46	52	522 52 52 52 52 52 52 52 52 52 52 52 52	52 61 68 60 0 0 14 222 32 40 0 0 81 30 56 2 2 0 0 14 40 40 40 40 40 40 40 40 40 40 40 40 40	52 61 68 60 0 1 226 32 40 0 0 81 30 56 2 2 0 6 4 7	52 61 68 60 0 14 230 32 40 43 43 0 0 81 300 56 2 2 0 6	52 61 68 69 0 0 14 235 32 40 34 43 0 0 0 0 5 5 5 6 6 6 8 6 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 68 68 60 0 14 241 32 40 0 0 82 0 0 56 2 1 0 6 8 1 0 0 8 8 0 0 0 1 4 4 3 8 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 68 68 60 0 14 246 32 40 33 2 40 34 43 0 0 0 56 6 2 2 0 6 6 6 48 164 5 0 0 786 114 5 0 0 786 11,1	\$\frac{52}{61}\$ \$\frac{6}{61}\$ \$\fra	52 52 61 61 66 69 60 60 60 60 60 60 60 60 60 60 60 60 60	52 61 69 60 0 144 259 32 40 0 0 83 300 566 2 2 0 0 6 4 9	52 61. 69 60 0 144 259 32 40 0 0 0 83 300 6 6 6 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 69 60 0 14 259 32 40 0 0 0 83 300 0 0 6 6 9 6 9 6 9 6 9 6 9 9 9 9 9 9 9	52 61 60 0 0 14 258 32 40 0 0 0 0 0 0 0 0 14 42 43 32 2 2 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 631 699 60 0 144 258 32 40 0 0 0 0 0 56 2 2 0 0 6 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 611 699 60 0 144 259 32 40 0 0 0 0 0 0 0 0 0 0 0 144 43 0 0 0 0 0 0 0 145 145 145 145 145 145 145 145 145 145	52 61 69 60 0 14 259 32 32 34 40 34 43 30 6 6 6 6 6 6 7 7 7 8 7 8	52 61 69 60 0 14 260 32 40 0 0 83 30 0 0 6 6 6 6 6 6 6 6 7 8 7 8 8 8 8 9 6 9 6 9 6 9 6 9 6 9 8 8 8 8 9 9 9 9	52 61 69 60 0 14 260 32 40 34 43 0 0 0 0 0 0 0 5 6 9 6 9 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 69 60 0 14 260 32 40 34 43 30 0 0 0 56 2 0 0 6 0
SAZ 2023 Beel Black Central Beel Black East Beel Black West Blagdon (ymmouth Blagdon (ymmouth Fistro) Frankleigh Park Glen Avon Highlands Park Glen Avon Highlands Park Hurdon Luper Vogettown Mangaonka Mangaorei Marfell Merrilands Merrilands Merrilands Merrylands Merrilands Merrylands M	52 60 60 0 0 14 98 40 40 43 43 43 43 60 74 60 60 60 60 60 74 60 60 60 74 60 60 74 60 60 60 74 60 60 74 74 74 74 74 74 74 74 74 74 74 74 74	31	522	2 52 2 52 1 52 1 51 51 51 51 51 51 51 51 51 51 51 51 5	52 61 63 60 0 14 118 32 40 0 0 0 76 6 300 56 2 2 0 0 4 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 63 60 0 0 14 40 0 0 0 76 6 300 56 2 2 4 4 3 3 4 4 4 3 3 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 63 60 0 0 144 130 34 40 0 0 0 76 6 300 56 2 2 4 2 4 4 0 0 1 1 4 4 4 0 0 0 0 1 1 1 1 1 1 1	52 61 64 60 0 114 137 32 40 34 43 0 0 77 300 56 2 2 0 6	52 61 64 60 0 14 145 32 40 34 43 40 0 0 0 0 0 56 2 2 4 3 4 9 9 9 9 9 9	52 61 64 60 0 14 153 32 40 0 77 30 56 56 6 43 101 0 1,409	52 61 65 60 0 14 162 32 40 34 43 40 0 0 0 0 0 56 2 2 0 0 0 0 0 14 40 0 0 0 0 0 0 0 0 0 0 0 0	52 61 65 60 0 14 171 32 40 34 43 0 0 78 300 56 2 0 6 44 113 0 0 0 14 171 171 171 171 171 171 171 171 171	52 61 66 60 0 14 181 32 40 34 43 0 0 0 79 300 56 2 0 0 6 44 120 0	52 61 66 60 0 14 191 32 40 34 43 30 0 0 79 300 56 2 0 6 45 127 0 0	52 61 67 60 0 0 14 199 32 40 0 0 0 80 0 56 2 0 6 4 4 3 30 0 8 0 8 0 1 9 8 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1	52 61 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	522 52 52 52 52 52 52 52 52 52 52 52 52	52 61 68 60 0 14 222 32 40 0 0 0 0 15 11 300 56 6 47 14 14 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16	52 61 68 60 0 14 226 32 40 34 43 0 0 81 300 6 6 6 47 152 0 0 1,684 104	52 61 68 60 0 14 230 32 40 34 43 30 0 0 0 13 13 13 0 0 0 0 0 0 0 0 0 0	52 61 68 68 60 0 14 235 32 40 34 43 3 2 82 300 56 2 0 6 8 82 300 5 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 68 68 60 0 14 241 32 40 0 0 82 2 300 56 2 0 6 4 8 8 161 0	52 61 68 68 60 0 14 246 246 33 40 0 0 82 2 300 5 6 6 6 9 0 14 43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$252 \$5.66 \$6.66 \$	S2 S2 S2 S3 S2 S3 S3 S4 S4 S4 S4 S4 S4	52 61 69 60 0 144 259 32 40 0 0 83 300 50 6 49 172 0 1,890	52 61. 69 60 0 144 259 32 40 0 0 0 56 22 0 0 64 49 173 0 0 1,916	52 61 69 60 0 14 259 32 40 34 43 30 0 0 0 56 2 2 9 9 32 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 144 258 32 40 0 0 83 300 0 6 6 6 9 49 174 0 1,965	52 61 69 60 0 144 258 32 40 0 0 0 56 6 49 9 175 0	52 611 699 60 0 144 2599 32 40 0 0 0 56 6 6 6 49 176 0 0 2,009	52 61 69 60 0 14 259 32 40 34 43 0 0 83 300 56 2 2 0 0 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	52 61 69 60 0 14 260 32 40 0 0 0 0 0 56 2 2 0 0 0 0 14 40 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 260 32 40 34 43 0 0 0 83 300 56 2 0 6 6 50 0 0 0 0 17 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 69 60 0 14 260 32 40 0 0 83 300 56 6 50 180 0 0 2,086 50
SAZ 2023 Betal Block Central Betal Block Central Betal Block East Betal Block West Blagdon - Inymouth Everett Park Ferndale Fittory Frankleigh Park Fittory Frankleigh Park Hughands Park (New Plymouth district) Hurdon Inglewood Kattake Kawaroa Lepperton-Birton Lower Vogeltown Mangaoraka Mangaoraka Mangaoraka Mangaoraka Moutre Messenger Moutre Messenger Moutre Messenger Oakstra Oakstra Oakstra Oakstra Oakstra Oakstra Oakstra	52 60 60 0 0 14 98 40 40 43 43 43 43 60 74 60 60 60 60 60 74 60 60 60 74 60 60 74 60 60 60 74 60 60 74 74 74 74 74 74 74 74 74 74 74 74 74	31	522	22	52 61 63 60 0 0 14 118 32 40 34 43 0 0 0 76 300 56 2 0 0 6 4 0 0 0 0 4 0 0 0 0 0 0 0 0 0 0 0	52 61 63 60 0 0 123 32 44 43 0 0 0 0 56 2 2 0 6 8 9 9 9	52 61 63 60 0 0 144 130 32 40 0 76 300 56 2 2 0 6 42 2 7 7 8	52 61 64 60 0 14 137 32 40 0 0 0 0 0 0 0 0 0 32 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 64 60 0 14 145 32 40 34 43 0 0 777 300 6 6 43 43 0 1,138 96 0 0 0 0 0 1,4 1,4 1,5 1,5 1,5 1,5 1,5 1,5 1,5 1,5 1,5 1,5	52 61 64 60 0 14 153 32 40 0 0 77 300 56 2 0 6 6 43 101 0 101 101	52 61 65 60 0 14 162 32 40 34 43 0 0 78 300 56 2 0 0 0 0 0 14 40 34 43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 65 60 0 14 171 32 40 34 43 0 0 0 0 78 300 56 2 0 6 4 4 1113 0 6 6 14 1113 10 10 10 10 10 10 10 10 10 10 10 10 10	52 61 66 60 0 14 181 32 40 34 43 0 0 0 79 300 56 2 0 6 44 120 0 1,488	52 61 66 60 0 14 191 32 40 34 43 0 0 0 79 300 56 2 0 6 45 2 127 0 0 1,517	52 61 67 60 0 14 199 32 40 34 43 0 0 80 300 80 2 2 0 6 6 6 6 6 6 6 6 7 8 0 9 19 9 19 9 19 9 19 9 19 9 19 9 19	S2 1 6 6 6 6 6 6 6 6 6	522 522 522 525 525 525 525 525 525 525	52 61 68 60 0 0 14 222 40 32 40 0 0 0 0 81 300 56 6 7 7 14 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 68 60 0 14 226 32 40 34 43 0 0 81 300 6 6 6 47 152 0 0 1,684 104	52 61 68 60 0 14 230 32 40 34 43 0 0 0 81 300 56 6 47 154 0 0	52 61 68 60 0 14 225 32 40 34 43 0 0 0 82 30 66 2 56 2 2 0 6 6 6 17 7 7 8 8	52 61 68 68 60 0 14 241 32 40 34 43 0 0 0 82 300 56 6 6 6 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 68 68 60 0 14 246 32 40 34 43 0 0 0 0 82 300 56 6 6 82 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$\frac{52}{61}\$ \$\frac{6}{61}\$ \$\fra	S2 S2 S2 S3 S2 S3 S3 S4 S4 S4 S4 S4 S4	52 61 69 60 0 144 259 32 40 0 0 0 56 2 2 0 6 6 49 172 0 189 172	52 61 69 60 0 0 14 259 32 22 40 34 43 300 83 300 6 6 6 6 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 69 60 0 14 259 32 40 34 43 0 0 0 83 300 56 6 2 0 0 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 69 60 0 144 258 32 40 0 0 0 34 43 2 2 2 2 40 0 0 0 6 6 6 6 6 7 6 7 6 7 7 8 7 8 7 8 7 9 8 7 9 9 9 9 9 9 9 9 9	52 631 699 60 0 144 258 32 40 0 0 0 0 0 56 6 6 6 9 175 0 0 1,188 1,188 1,188 1,188	52 611 699 60 0 144 2599 32 40 0 0 0 56 6 6 6 49 176 0 0 2,009	52 61 69 60 0 14 259 32 40 34 43 0 0 0 83 300 83 300 6 6 6	52 61 69 60 0 14 260 32 40 34 43 0 0 83 300 6 6 56 2 0 0 0 2,250 0 32 40 0 34 17 17 17 17 17 17 17 17 17 17 17 17 17	52 61 69 60 0 14 260 32 40 34 43 0 0 0 83 300 56 2 0 6 6 50 0 0 0 0 17 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 69 60 0 14 260 32 40 34 43 30 0 0 0 0 56 2 0 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SA2_2023 Beel Blook Central Beel Blook Central Beel Blook East Beel Blook West Blagdon I ymmouth Everett Park Everett Park Everett Park Fittory Frankfeigh Park Glen Avon Highlands Park Glen Avon Highlands Park Hurdon Kartake Lapperton-Britton Lower Vogettown Mangaorek Mangaoret Meritands Meritands Meritands Mount Messenger House No Lapperton House No Lapperton House No Lapperton Mount Messenger House No Lapperton House No Lappe	52 60 60 0 0 14 98 40 40 43 43 43 43 60 74 60 60 60 60 60 74 60 60 60 74 60 60 74 60 60 60 74 60 60 74 74 74 74 74 74 74 74 74 74 74 74 74	31	522 5 5 5 5 5 7 7 0 0 0 0 0 0 0 0 0 0 0 0 0	22	52 61 63 60 0 0 14 118 32 40 34 43 34 43 30 0 56 6 6 6 42 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 63 60 0 0 14 123 32 40 0 0 0 0 56 6 6 6 4 2 8 3 8 3 0 0 0 0 0 1 1 4 4 0 0 0 0 0 0 0 0 0 0 0	52 61 63 60 0 0 144 130 32 40 0 76 300 56 2 2 0 6 42 2 7 7 8	52 61 64 60 0 14 137 32 40 0 0 0 0 0 0 0 0 0 32 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 64 60 0 14 145 32 40 34 43 0 0 77 77 300 56 6 6 6 9 6 9 0 0 1,389 1,389	52 61 64 60 0 14 153 32 40 0 0 77 300 56 2 0 6 6 43 101 0 101 101	52 61 65 60 0 14 162 32 40 34 43 34 43 60 78 900 56 6 6 6 6 107 107 0 0 107 107 107 107 107 107 107	52 61 65 60 0 14 171 32 40 34 43 0 0 0 0 78 300 56 2 0 6 4 4 1113 0 6 6 14 1113 10 10 10 10 10 10 10 10 10 10 10 10 10	52 61 66 60 0 14 181 32 40 34 43 0 0 0 79 300 56 2 0 6 44 120 0 1,488	52 61 66 60 0 14 191 32 40 34 43 0 0 0 79 300 56 6 45 127 0 1,517	52 61 67 60 0 14 199 32 40 34 43 0 0 80 300 80 2 2 0 6 6 6 6 6 6 6 6 7 8 0 9 19 9 19 9 19 9 19 9 19 9 19 9 19	S2 1 6 6 6 6 6 6 6 6 6	\$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22	52 61 68 60 0 0 14 222 40 32 40 0 0 0 0 81 300 56 6 7 7 14 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 68 60 0 14 226 32 40 34 43 0 0 81 300 56 6 2 2 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 68 60 0 14 230 32 40 34 43 0 0 0 0 56 6 47 154 0 0 0 1,710	52 61 68 60 0 14 225 32 40 34 43 0 0 0 82 30 66 2 56 2 2 0 6 6 6 17 7 7 8 8	52 61 68 60 0 144 241 32 40 40 43 44 43 20 0 0 0 0 5 5 6 6 6 0 14 4 4 2 2 1 2 1 2 1 1 2 1 1 1 1 1 1 1	52 61 68 68 60 0 14 246 32 40 34 43 0 0 0 0 82 300 56 6 6 82 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$22 \$\frac{5}{2}\$\$ \$151 61 61 62 63 64 64 64 64 64 64 64 64 64 64 64 64 64	S2 S2 S2 S3 S4 S4 S4 S4 S4 S4 S4	52 61 69 60 0 14 40 34 43 30 0 0 83 300 56 49 172 0 1,890 106	52 61 69 60 0 14 40 34 43 30 0 0 0 6 6 6 49 173 0 0 0 191 191 6 191 191 191 191 191 191 191 1	52 61 69 60 0 14 259 32 40 34 43 0 0 0 83 300 56 6 2 0 0 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 69 60 0 144 258 32 40 0 0 0 83 300 56 2 2 0 0 6 4 144 43 43 43 43 40 0 0 15 40 16 16 16 16 16 16 16 16 16 16 16 16 16	52 61 69 60 0 14 42 58 32 40 0 0 0 83 33 0 0 0 0 6 4 4 9 1 7 7 8 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9	52 611 699 60 0 144 2599 32 40 0 0 0 56 6 6 6 49 176 0 0 2,009	52 61 69 60 0 14 259 32 40 0 0 83 30 56 56 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 260 32 40 34 43 0 0 0 0 56 5 5 5 7 7 8 3 7 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 69 60 0 14 260 32 40 34 43 0 0 0 83 300 56 2 0 6 6 50 0 0 0 0 17 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 69 60 0 14 260 32 40 0 0 83 300 56 6 50 180 0 0 2,086 50
SAZ_2028 Betal Block Central Betal Block Central Betal Block West Blagdon - Lymouth Everett Park Ferndale Fistroy Franklesph Park Fistroy Franklesph Park Hughbands Park (New Plymouth district) Hurdon Inglewood Kattake Kawaroa Lepperton-Brixton Lower Vogeltown Mangooraka Mangorel Marfell Merrilands Merrilands Mount Messenger Mount Me	52 60 60 0 0 14 98 40 40 43 43 43 43 60 74 60 60 60 60 60 74 60 60 60 74 60 60 74 60 60 60 74 60 60 74 74 74 74 74 74 74 74 74 74 74 74 74	: : : : : : : : : : : : : : : : : : :	522 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	22	52 61 63 60 0 0 14 118 32 40 32 40 0 0 0 76 6 6 6 2 2 8 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 63 60 0 0 14 123 32 22 40 34 43 30 0 76 300 56 6 2 2 0 0 0 0 0 14 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16	52 61 63 60 0 0 144 130 32 40 0 76 300 56 2 2 0 6 42 2 7 7 8	52 61 64 60 0 14 137 32 40 0 77 300 56 2 0 6 40 0 137 32 40 0 0 0 0 77 32 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 64 60 0 14 145 32 40 34 43 30 0 77 77 300 56 2 2 0 6 43 96 0 0 0 0 149 149 149 149 149 149 149 149 149 149	52 61 64 60 0 14 153 32 40 0 0 77 300 56 2 0 6 6 43 101 0 101 101	52 61 65 60 0 14 162 32 40 34 43 0 0 0 56 2 2 0 6 6 43 107 0 0 14 43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 65 60 0 14 171 32 40 34 43 30 0 0 0 0 6 2 0 0 14 171 32 40 34 43 30 0 0 0 0 0 18 19 19 19 19 19 19 19 19 19 19 19 19 19	52 61 66 60 0 14 181 32 40 34 43 0 0 0 79 300 56 2 0 6 44 120 0 1,488	52 61 66 60 0 14 191 32 40 0 0 79 300 56 2 0 6 45 127 0 1,517 102 20 34	52 61 67 60 0 144 199 32 40 34 43 30 0 0 0 0 0 56 2 0 6 46 133 0 0 1,547 103 1,547 103 2 0 0	52	522 52 52 52 52 52 52 52 52 52 52 52 52	52 61 68 60 0 14 14 222 32 40 0 0 0 81 300 6 6 2 2 0 0 0 14 4 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 68 60 0 14 226 32 40 34 43 30 0 0 81 13 300 56 2 2 0 0 1,884 104 1,884 104 105 105 105 105 105 105 105 105 105 105	52 61 68 60 0 114 230 32 40 34 43 0 0 0 0 1 300 56 2 2 0 0 0 1 1 4 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 68 60 0 14 235 32 40 34 43 0 0 82 300 56 2 2 0 6 6 8 157 0 0 14 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 68 60 0 144 241 32 40 0 0 82 300 6 5 5 6 2 0 1,762 1 105 1 105 1 105 1 105 1 105 1 105 1 105 1 105 1 105 1 105 1 105 1 1 1 1	52 61 66 68 60 0 0 14 32 46 32 40 32 40 34 43 0 0 0 3 20 300 3 56 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	522 5.5.6 6.6 6.6 6.6 6.6 6.6 6.6 6.6 6.6 6.	522 619 69 69 60 60 60 60 60 6	52 61 69 60 0 0 14 259 32 40 34 43 3 0 0 0 0 8 3 300 5 6 6 4 9 172 0 0 189 0 0 0 0 0 3 4 4 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 259 32 40 0 0 83 300 56 6 6 6 6 6 6 9 1916 1916 20 1916 20 20 34	52 61 69 60 0 14 259 32 40 34 43 0 0 0 83 300 56 2 2 0 0 1,941 106 20 34 49	52 61 69 60 0 144 258 32 40 0 0 0 0 56 2 2 0 6 6 49 174 0 0 1,965 106 20 20 34	52 61 69 60 0 14 258 32 40 0 0 0 83 300 56 6 6 6 49 175 0 0 1,988 106 22	52 61 69 60 0 14 259 32 40 0 0 0 0 83 300 56 6 6 6 6 6 7 6 9 176 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 259 32 40 0 0 0 83 300 56 2 2 0 0 0 0 0 14 7 19 8 3 2 2 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 260 32 40 0 0 83 300 56 2 2 2 2 0 0 0 0 0 32 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 260 32 40 34 43 0 0 0 0 83 300 56 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 40 260 32 40 0 0 0 56 2 0 6 50 6 50 0 2 0 0 2 2 0 0 2 3 3 2 0 0 0 0 0 0 0
SAZ 2023 Bell Block Central Bell Block Central Bell Block East Bell Block West Blagdon I ymmouth Everett Park Everett Park Everett Park Fistrory Marganoria Manganoria Manganoria Mount Messenger Mount Messenger Mount Messenger Mount Messenger Mount Messenger Fistrory Fistrory Mount Messenger Fistrory	52 60 60 0 0 14 98 40 40 43 43 43 43 60 74 60 60 60 60 60 74 60 60 60 74 60 60 74 60 60 60 74 60 60 74 74 74 74 74 74 74 74 74 74 74 74 74	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	522 5 5 6 6 6 5 7 7 12 12 7 7 12 8 8 1,28 8 9 9 14 2 3 1 2 2 2 4 4 3 3 1 2 2 2 3 3 3 1 2 3 3 3 3 3 3 3 3 3	2	52 61 63 60 0 14 118 32 32 43 43 0 0 76 55 6 2 2 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$22 611 633 600 00 114 123 322 440 00 766 22 00 66 22 00 1,334 99 99 200 34 00	52 61 63 60 0 0 144 130 32 40 0 76 300 56 2 2 0 6 42 2 7 7 8	52 61 64 64 65 60 00 0 14 137 32 40 0 0 0 77 300 56 6 42 9 10 13 13 10 10 10 10 10 10 10 10 10 10 10 10 10	52 61 64 60 0 14 145 32 40 0 0 0 77 300 56 6 6 138 6 96 0 0 145 145 24 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 64 60 0 14 153 32 40 34 43 0 0 77 300 6 6 6 43 101 101 20 0 1,49 101 101 20 34 0	52 61 65 60 0 14 162 32 40 43 0 0 0 78 300 56 6 6 43 107 0 107 107 0 117 0 117 0 117 0 118 118 118 118 118 118 118 118 118 1	52 61 65 60 0 14 171 32 40 0 0 78 30 56 2 0 6 44 113 0 6 6 44 113 0 0 6 6 6 6 6 7 8 7 8 9 9 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 66 60 0 14 181 32 40 34 43 0 0 79 300 56 2 0 6 44 120 0 1,488 102 2 3 4 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3	52 61 66 60 0 14 191 32 40 34 43 0 0 79 300 56 2 0 6 45 127 102 20 34 0	52 61 67 60 0 14 199 32 40 34 43 0 0 80 300 80 2 2 0 6 6 6 6 6 6 6 6 7 8 0 9 19 9 19 9 19 9 19 9 19 9 19 9 19	S2	522 522 522 522 522 522 522 522 522 522	52 61 68 68 68 69 0 0 14 43 30 0 0 81 30 56 6 6 47 149 0 0 1,000 1	52 61 68 60 0 14 226 32 40 0 0 0 81 30 0 50 6 47 152 0 0 1,884 10 0 1,884 10 0 0 1,884 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 68 60 0 14 230 40 32 40 34 43 30 0 81 300 6 6 47 154 0 0 1,710 105 20 34 40 43 43 43 43 43 44 43 44 43 44 43 44 43 44 44	52 61 68 60 0 14 225 32 40 0 0 82 30 0 0 82 30 6 6 6 6 6 48 157 0 6 6 48 157 0 0 145 157 0 0 157 157 157 157 157 157 157 157 157 157	52 61 68 60 0 14 241 32 40 0 0 82 82 0 6 6 6 8 8 8 8 8 8 8 8 16 16 16 16 16 16 16 16 16 16	52 68 60 0 14 32 246 33 43 0 0 82 300 55 66 66 60 60 60 60 60 60 60 60	522 5.5.6 6.6 6.6 6.6 6.6 6.6 6.6 6.6 6.6 6	522 69 69 0 0 1 14 2 258 3 32 0 40 0 0 0 0 0 0 0 30 0 30 0 56 6 49 172 0 0 0 172 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 661 69 60 0 0 14 259 32 40 0 34 43 30 0 0 6 6 6 49 9 172 0 1,890 0 0 1,890 0 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 259 32 32 44 43 0 0 0 0 259 32 0 0 0 0 0 0 1 1 4 4 2 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 0 14 259 32 40 34 43 34 43 30 0 0 56 2 0 0 6 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 69 60 0 14 258 34 43 3 0 0 0 5 6 6 49 174 0 1,965 106 20 34 4 0 1,965 106 106 106 106 106 106 106 106 106 106	52 61 69 60 0 0 14 258 32 40 0 34 43 33 30 0 6 6 6 49 9 175 0 0 1,98 1,98 1,98 1,98 1,98 1,98 1,98 1,98	52 61 69 60 0 14 259 32 40 0 0 0 0 83 300 56 6 6 6 6 6 7 6 9 176 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 259 32 43 43 0 0 0 83 83 300 556 56 5 5 7 7 0 0 2 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 260 32 40 34 43 0 0 83 300 56 2 0 178 6 5 5 5 0 178 6 178 7 178 178 178 178 178 178 178 178 1	52 61 69 60 0 14 260 32 40 0 0 0 0 83 33 300 50 6 6 50 179 0 0 2,069 0 106 20 106 20 106 20 106 20 106 20 20 20 20 20 20 20 20 20 20 20 20 20	52 61 69 60 0 14 260 34 40 0 3 3 3 0 0 0 5 6 6 5 9 180 0 0 6 6 9 0 19 19 19 19 19 19 19 19 19 19 19 19 19
SAZ 2023 Betal Block Central Betal Block Central Betal Block East Betal Block West Blagdon Lymmouth Everett Park Ferndale Fitrory Frankleigh Park Glen Avon Highlandh Park (New Plymouth district) Highlandh Park (New Plymouth district) Lepperton-Briston Lower Vogeltown Mangaonaka Mangaoria Marfell Merrilands Moturoa Moutto Messenger New Plymouth Central Ocentral Paralle Par	52 60 60 0 0 14 98 40 40 43 43 43 43 60 74 60 60 60 60 60 74 60 60 60 74 60 60 74 60 60 60 74 60 60 74 74 74 74 74 74 74 74 74 74 74 74 74	1,722 1,722	522 5 5 5 1 6 6 15 1 6 6 15 1 6 6 15 1 6 6 15 1 6 6 15 1 6 6 15 1 6 6 15 1 6 1 6	2	52 61 63 60 0 14 118 32 40 0 0 76 300 56 2 0 0 6 42 2 81 0 0 0 0 76 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 63 60 0 0 14 123 32 22 40 34 43 30 0 76 300 56 6 2 2 0 0 0 0 0 14 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16	52 61 63 60 0 0 144 130 32 40 0 76 300 56 2 2 0 6 42 2 7 7 8	52 61 64 60 0 14 137 32 40 0 77 300 56 2 0 6 40 0 137 32 40 0 0 0 0 77 32 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 64 60 0 144 145 32 40 0 0 777 300 6 6 6 4 3 4 4 3 4 4 3 4 9 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 64 60 0 14 153 32 40 0 0 77 300 56 2 0 6 6 43 101 0 101 101	52 61 65 60 0 14 162 32 40 34 43 0 0 0 56 2 2 0 6 6 43 107 0 0 14 43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 65 60 0 14 171 32 40 34 43 30 0 0 0 0 6 2 0 0 14 171 32 40 34 43 30 0 0 0 0 0 18 19 19 19 19 19 19 19 19 19 19 19 19 19	52 61 66 60 0 14 181 32 40 34 43 0 0 0 79 300 56 2 0 6 44 120 0 1,488	52 61 66 60 0 14 191 32 40 0 0 79 300 56 2 0 6 45 127 0 1,517 102 20 34	52 61 67 60 0 144 199 32 40 34 43 30 0 0 0 0 0 56 2 0 6 46 133 0 0 1,547 103 1,547 103 2 0 0	S2	522 52 52 52 52 52 52 52 52 52 52 52 52	52 61 61 68 60 0 14 42 222 32 40 0 0 81 300 6 6 7 7 14 9 9 0 0 0 0 14 43 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 68 60 0 14 226 32 40 34 43 0 0 0 81 81 300 56 2 2 0 0 1 4 4 7 1 5 6 6 6 1 6 6 6 7 7 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8	52 61 68 60 0 114 230 32 40 34 43 0 0 0 0 1 300 56 2 2 0 0 0 1 1 4 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 68 60 0 14 235 32 40 34 43 0 0 82 300 56 2 2 0 6 6 8 157 0 0 14 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 51 68 60 0 0 14 241 241 32 40 34 43 0 0 62 2 0 6 48 161 161 105 161 161 161 161 161 161 161 16	52 68 60 0 14 32 246 33 43 0 0 82 300 55 66 66 67 68 60 60 60 60 60 60 60 60 60 60	522 5.5.5 61 6.6 63 66 65 66 66 66 66 67 66 68 67 67 68 68 68 68 69 68 69 69 60 60 60 60 60 60 60 60 60 60 60 60 60	522 619 629 630 649	52 61 69 60 0 0 14 259 32 40 34 43 3 0 0 0 0 8 3 300 5 6 6 4 9 172 0 0 189 0 0 0 0 0 3 4 4 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 259 32 40 0 0 83 300 56 6 6 6 6 6 6 9 1916 1916 20 1916 20 20 34	52 61 69 60 0 14 259 32 40 34 43 0 0 0 83 300 56 2 2 0 0 1,941 106 20 34 49	52 61 69 60 0 144 258 32 40 0 0 0 0 56 2 2 0 6 6 49 174 0 0 1,965 106 20 20 34	52 61 69 60 0 14 258 32 40 0 0 0 0 83 300 56 2 2 0 0 6 9 49 175 0 0 1,988 106 20 20 40 40 40 40 40 40 40 40 40 40 40 40 40	52 61 69 60 0 14 259 32 40 0 0 0 0 83 300 56 6 6 6 6 6 7 6 9 176 0 0 0 0 0 14 14 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	52 61 69 60 0 14 259 32 40 0 0 0 0 0 0 0 0 0 0 0 34 4 33 30 0 0 0	52 61 69 60 0 14 260 32 40 0 0 0 0 0 0 32 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 260 32 40 34 43 0 0 0 0 83 300 56 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 40 260 32 40 0 0 0 56 2 0 6 50 6 50 0 2 0 0 2 2 0 0 2 3 3 2 0 0 0 0 0 0 0
SAZ 2023 Bell Block Central Bell Block Central Bell Block East Bell Block West Blagdon I ymmouth Everett Park Ferndale Frankfeigh Park Glen Avon Highlands Park (New Plymouth district) Hurdon Hurdon Kattake Kawarcan Kawarcan Kawarcan Kawarcan Mangorel Mangorel Mouth Messenger Mouth Messenger Mouth Messenger Mouth Central Oakura Oakura Oakura Oakura Oakura Oakura Oakura Oakura Oakura Spotswood Strandon I Taratal	52 60 60 0 0 14 98 40 40 43 43 43 43 60 74 60 60 60 60 60 74 60 60 60 74 60 60 74 60 60 60 74 60 60 74 74 74 74 74 74 74 74 74 74 74 74 74	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	522 5 5 5 5 7 7 0 0 5 5 7 0 0 0 0 0 0 0 0 0	2	52 61 63 60 0 14 118 32 32 43 43 0 0 76 55 6 2 2 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$22 611 633 600 00 114 123 322 440 00 766 22 00 66 22 00 1,334 99 99 200 34 00	52 61 63 60 0 0 144 130 32 40 0 76 300 56 2 2 0 6 42 2 7 7 8	52 61 64 64 65 60 00 0 14 137 32 40 0 0 0 77 300 56 6 42 9 10 13 13 10 10 10 10 10 10 10 10 10 10 10 10 10	52 61 64 60 0 14 145 32 40 0 0 0 77 300 56 6 6 138 6 96 0 0 145 145 24 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 64 60 0 14 153 32 40 34 43 0 0 77 300 6 6 6 43 101 101 20 0 1,49 101 101 20 34 0	52 61 65 60 0 14 162 32 40 43 0 0 0 78 300 56 6 6 43 107 0 107 107 0 117 0 117 0 117 0 118 118 118 118 118 118 118 118 118 1	52 61 65 60 0 14 171 32 40 0 0 78 30 56 2 0 6 44 113 0 6 6 44 113 0 0 6 6 6 6 6 7 8 7 8 9 9 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 66 60 0 14 181 32 40 34 43 0 0 79 300 56 2 0 6 44 120 0 1,488 102 2 3 4 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3	52 61 66 60 0 14 191 32 40 34 43 0 0 79 300 56 2 0 6 45 127 102 20 34 0	52 61 67 60 0 144 199 32 40 34 43 30 0 0 0 0 0 56 2 0 6 46 133 0 0 1,547 103 1,547 103 2 0 0	S2	522 522 522 522 522 522 522 522 522 522	52 61 61 68 60 0 14 42 222 32 40 0 0 81 300 6 6 7 7 14 9 9 0 0 0 0 14 43 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 68 60 0 14 226 32 40 0 0 0 81 30 0 50 6 47 152 0 0 1,884 10 0 1,884 10 0 0 1,884 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 68 60 0 14 230 40 32 40 34 43 30 0 81 300 6 6 47 154 0 0 1,710 105 20 34 40 43 43 43 43 43 44 43 44 43 44 43 44 43 44 44	52 61 68 60 0 14 225 32 40 0 0 82 30 0 0 82 30 6 6 6 6 6 48 157 0 6 6 48 157 0 0 145 157 0 0 157 157 157 157 157 157 157 157 157 157	52 61 68 60 0 14 241 32 40 0 0 82 82 0 6 6 6 8 8 8 8 8 8 8 8 16 16 16 16 16 16 16 16 16 16	52 68 60 0 14 32 246 33 43 0 0 0 82 300 5 5 6 6 6 0 0 14 40 0 0 0 0 0 0 0 0 0 0 0 0 0	522 5.5.6 6.6 6.6 6.6 6.6 6.6 6.6 6.6 6.6 6	522 69 60 0 0 1 14 2 258 3 32 0 40 0 0 0 0 0 0 0 30 0 30 0 56 6 49 172 0 0 0 172 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 661 69 60 0 0 14 259 32 40 0 34 43 30 0 0 6 6 6 49 9 172 0 0 1,890 0 0 0 3 2 2 2 2 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 259 32 32 44 43 0 0 0 0 259 32 0 0 0 0 0 0 1 1 4 4 2 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 0 14 259 32 40 34 43 34 43 30 0 0 56 2 0 0 6 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 69 60 0 14 258 34 43 3 0 0 0 5 6 6 49 174 0 1,965 106 20 34 4 0 1,965 106 106 106 106 106 106 106 106 106 106	52 61 69 60 0 0 14 258 32 40 0 34 43 33 30 0 6 6 6 49 9 175 0 0 1,98 1,98 1,98 1,98 1,98 1,98 1,98 1,98	52 61 69 60 0 14 259 32 40 0 0 0 0 83 300 56 6 6 6 6 6 7 6 9 176 0 0 0 0 0 14 14 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	52 61 69 69 69 0 0 14 43 259 32 40 0 0 83 300 56 2 2 0 0 6 6 50 20 107 108 20 108 20 108 20 108 20 108 20 108 20 108 20 108 20 108 20 108 20 108 20 20 20 20 20 20 20 20 20 20 20 20 20	52 61 69 60 0 14 260 32 40 34 43 0 0 83 300 56 2 0 178 6 5 5 5 0 178 6 178 7 178 178 178 178 178 178 178 178 1	52 61 69 60 0 14 260 32 40 0 0 0 0 83 33 300 50 6 6 50 179 0 0 2,069 0 106 20 106 20 106 20 106 20 106 20 20 20 20 20 20 20 20 20 20 20 20 20	52 61 69 60 0 14 260 34 40 0 3 3 3 0 0 0 5 6 6 5 9 180 0 0 6 6 9 0 19 19 19 19 19 19 19 19 19 19 19 19 19
SA2_2023 Beel Blook Central Beel Blook Central Beel Blook East Beel Blook West Blagdon Jrymouth Everett Park Verrett Park	52 60 60 0 0 14 98 40 40 43 43 43 43 60 74 60 60 60 60 60 74 60 60 60 74 60 60 74 60 60 60 74 60 60 74 74 74 74 74 74 74 74 74 74 74 74 74	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	522 5 5 5 1 6 6 15 1 6 6 15 1 6 6 15 1 6 6 15 1 6 6 15 1 6 6 15 1 6 6 15 1 6 1 6	2	52 61 63 60 0 14 118 32 40 0 0 76 300 56 2 0 0 6 42 2 81 0 0 0 0 76 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$22 611 633 600 00 114 123 322 440 00 766 22 00 66 22 00 1,334 99 99 200 34 00	52 61 63 60 0 0 144 130 32 40 0 76 300 56 2 2 0 6 42 2 7 7 8	52 61 64 64 65 60 00 0 14 137 32 40 0 0 0 77 300 56 6 42 9 10 13 13 10 10 10 10 10 10 10 10 10 10 10 10 10	52 61 64 60 0 144 145 32 40 0 0 777 300 6 6 6 4 3 4 4 3 4 4 3 4 9 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 64 60 0 14 153 32 40 34 43 0 0 77 300 6 6 6 43 101 101 20 0 1,49 101 101 20 34 0	52 61 65 60 0 14 162 32 40 43 0 0 0 78 300 56 6 6 43 107 0 107 107 0 117 0 117 0 117 0 118 118 118 118 118 118 118 118 118 1	52 61 65 60 0 14 171 32 40 0 0 78 30 56 2 0 6 44 113 0 6 6 44 113 0 0 6 6 6 6 6 7 8 7 8 9 9 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 66 60 0 14 181 32 40 34 43 0 0 79 300 56 2 0 6 44 120 0 1,488 102 2 3 4 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3	52 61 66 60 0 14 191 32 40 34 43 0 0 79 300 56 2 0 6 45 127 102 20 34 0	52 61 67 60 0 144 199 32 40 34 43 30 0 0 0 0 0 56 2 0 6 46 133 0 0 1,547 103 1,547 103 2 0 0	S2	522 52 52 52 52 52 52 52 52 52 52 52 52	52 61 61 68 60 0 14 42 222 32 40 0 0 81 300 6 6 7 7 14 9 9 0 0 0 0 14 43 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 68 60 0 14 226 32 40 34 43 0 0 0 81 81 81 0 0 0 56 2 2 0 0 0 1 4 4 4 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 68 60 0 14 230 40 32 40 34 43 30 0 81 300 6 6 47 154 0 0 1,710 105 20 34 40 43 43 43 43 43 44 43 44 43 44 43 44 43 44 44	52 61 68 60 0 14 225 32 40 0 0 82 30 0 0 82 30 6 6 6 6 6 48 157 0 6 6 48 157 0 0 145 157 0 0 157 157 157 157 157 157 157 157 157 157	52 51 68 60 0 0 14 241 241 32 40 34 43 0 0 62 2 0 6 48 161 161 105 161 161 161 161 161 161 161 16	52 68 60 0 14 32 246 33 43 0 0 0 82 300 5 5 6 6 6 0 0 14 40 0 0 0 0 0 0 0 0 0 0 0 0 0	522 5.5.5 61 6.6 63 66 65 66 66 66 66 67 66 68 67 67 68 68 68 68 69 68 69 69 60 60 60 60 60 60 60 60 60 60 60 60 60	522 619 629 630 649	52 661 69 60 0 0 14 259 32 40 0 34 43 30 0 0 6 6 6 49 9 172 0 0 1,890 0 0 0 3 2 2 2 2 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 259 32 32 44 43 0 0 0 0 259 32 0 0 0 0 0 0 1 1 4 4 2 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 0 14 259 32 40 34 43 34 43 30 0 0 56 2 0 0 6 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 69 60 0 14 258 34 43 3 0 0 0 5 6 6 49 174 0 1,965 106 20 34 4 0 1,965 106 106 106 106 106 106 106 106 106 106	52 61 69 60 0 14 258 32 40 0 0 0 0 83 300 56 2 2 0 0 6 9 49 175 0 0 1,988 106 20 20 40 40 40 40 40 40 40 40 40 40 40 40 40	52 61 69 60 0 14 259 32 40 0 0 0 0 83 300 56 6 6 6 6 6 7 6 9 176 0 0 0 0 0 14 14 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	52 61 69 60 0 14 259 32 40 0 0 0 0 0 0 0 0 0 0 0 34 4 33 30 0 0 0	52 61 69 60 0 14 260 32 40 0 0 0 0 0 0 32 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 260 32 40 0 0 0 0 83 33 300 50 6 6 50 179 0 0 2,069 0 106 20 106 20 106 20 106 20 106 20 20 20 20 20 20 20 20 20 20 20 20 20	52 61 69 60 0 14 260 32 40 0 0 0 0 556 2 0 0 6 550 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SAZ 2023 Bed Block Central Bed Block Central Bed Block Dest Bel Block West Blagdon (ymmouth Blagdon (ymmouth Fitzor) Frankleigh Park Glen Avon Highlands Park (New Plymouth district) Hurdon Ingle-wood Ingle-woo	52 60 60 0 0 14 98 40 40 43 43 43 43 60 74 60 60 60 60 60 74 60 60 60 74 60 60 74 60 60 60 74 60 60 74 74 74 74 74 74 74 74 74 74 74 74 74	33 34 1,22 1,22 1,22 1,22 1,22 1,22 1,22 1,2	522 5 5 5 5 7 7 0 0 5 5 7 0 0 0 0 0 0 0 0 0	22 S2 S	52 61 63 60 0 14 118 32 40 0 0 76 300 56 2 0 0 6 42 2 81 0 0 0 0 76 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$22 611 633 600 00 114 123 322 440 00 766 22 00 66 22 00 1,334 99 99 200 34 00	52 61 63 60 0 0 144 130 32 40 0 76 300 56 2 2 0 6 42 2 7 7 8	52 61 64 64 65 60 00 0 14 137 32 40 0 0 0 77 300 56 6 42 9 10 13 13 10 10 10 10 10 10 10 10 10 10 10 10 10	52 61 64 60 0 144 145 32 40 0 0 777 300 6 6 6 4 3 4 4 3 4 4 3 4 9 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 64 60 0 14 153 32 40 34 43 0 0 77 300 6 6 6 43 101 101 20 0 1,49 101 101 20 34 0	52 61 65 60 0 14 162 32 40 43 0 0 0 78 300 56 6 6 43 107 0 107 107 0 117 0 117 0 117 0 118 118 118 118 118 118 118 118 118 1	52 61 65 60 0 14 171 32 40 0 0 78 30 56 2 0 6 44 113 0 6 6 44 113 0 0 6 6 6 6 6 7 8 7 8 9 9 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 66 60 0 14 181 32 40 34 43 0 0 79 300 56 2 0 6 44 120 0 1,488 102 2 3 4 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3	52 61 66 60 0 14 191 32 40 34 43 0 0 79 300 56 2 0 6 45 127 102 20 34 0	52 61 67 60 0 144 199 32 40 34 43 30 0 0 0 0 0 56 2 0 6 46 133 0 0 1,547 103 1,547 103 2 0 0	S2	522 52 52 52 52 52 52 52 52 52 52 52 52	52 61 68 68 69 0 14 42 222 22 22 22 22 23 24 40 41 43 43 60 60 60 60 60 60 60 60 60 60 60 60 60	52 61 68 60 0 14 226 32 40 34 43 0 0 0 81 81 81 0 0 0 56 2 2 0 0 0 1 4 4 4 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 68 60 0 14 230 40 32 40 34 43 30 0 81 300 6 6 47 154 0 0 1,710 105 20 34 40 43 43 43 43 43 44 43 44 43 44 43 44 43 44 44	52 61 68 60 0 14 225 32 40 0 0 82 30 0 0 82 30 6 6 6 6 6 48 157 0 6 6 48 157 0 0 145 157 0 0 157 157 157 157 157 157 157 157 157 157	52 51 68 60 0 0 14 241 241 32 40 34 43 0 0 62 2 0 6 48 161 161 105 161 161 161 161 161 161 161 16	52 61 66 60 0 0 1 1 4 32 246 32 40 34 43 0 0 82 2 30 6 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	522 5.5.5 61 6.6 63 66 65 66 66 66 66 67 66 68 67 67 68 68 68 68 69 68 69 69 60 60 60 60 60 60 60 60 60 60 60 60 60	522 619 629 630 649	52 661 69 60 0 0 14 259 32 40 0 34 43 30 0 0 6 6 6 49 9 172 0 0 1,890 0 0 0 3 2 2 2 2 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 259 32 32 44 43 0 0 0 0 259 32 0 0 0 0 0 0 1 1 4 4 2 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 0 14 259 32 40 34 43 34 43 30 0 0 56 2 0 0 6 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 61 69 60 0 14 258 34 43 3 0 0 0 5 6 6 49 174 0 1,965 106 20 34 4 0 1,965 106 106 106 106 106 106 106 106 106 106	52 61 69 60 0 14 258 32 40 0 0 0 0 83 300 56 2 2 0 0 6 9 49 175 0 0 1,988 106 20 20 40 40 40 40 40 40 40 40 40 40 40 40 40	52 61 69 60 0 14 259 32 40 0 0 0 0 83 300 56 6 6 6 6 6 7 6 9 176 0 0 0 0 0 14 14 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	52 61 69 69 69 0 0 14 43 259 32 40 0 0 83 300 56 2 2 0 0 6 6 50 20 107 108 20 108 20 108 20 108 20 108 20 108 20 108 20 108 20 108 20 108 20 108 20 20 20 20 20 20 20 20 20 20 20 20 20	52 61 69 60 0 14 260 32 40 0 0 0 0 0 0 32 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 260 32 40 0 0 0 0 83 33 300 50 6 6 50 179 0 0 2,069 0 106 20 106 20 106 20 106 20 106 20 20 20 20 20 20 20 20 20 20 20 20 20	52 61 69 60 0 14 260 34 40 0 0 0 56 50 180 0 0 2,086 106 2,086 106 2,086
SAZ 2023 Beel Black Central Beel Black East Beel Black East Beel Black East Beel Black West Blagdon Jrymouth Everett Park Ferndale Ferndal	52 60 60 0 0 14 98 40 40 43 43 43 43 60 74 60 60 60 60 60 74 60 60 60 74 60 60 74 60 60 60 74 60 60 74 74 74 74 74 74 74 74 74 74 74 74 74	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	522 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6	22	52 61 63 63 63 63 63 60 60 118 32 40 00 76 63 60 64 42 81 81 99 20 20 40 99 20 20 40 90 90 90 90 90 90 90 90 90 90 90 90 90	52 61 63 60 0 14 123 32 40 0 0 0 0 56 300 56 42 2 43 0 0 0 0 0 133 34 43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 63 60 0 0 144 130 32 40 0 76 300 56 2 2 0 6 42 2 7 7 8	52 61 64 64 65 60 00 0 14 137 32 40 0 0 0 77 300 56 6 42 9 10 13 13 10 10 10 10 10 10 10 10 10 10 10 10 10	52 61 64 60 0 144 145 32 40 0 0 77 300 56 2 0 6 3 4 4 3 4 4 3 4 9 6 0 0 0 0 0 1 4 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 64 60 0 14 153 32 40 34 43 0 0 77 300 6 6 6 43 101 101 20 0 1,49 101 101 20 34 0	52 61 65 60 0 14 162 32 40 34 43 0 0 78 300 66 107 0 1,432 101 20 34 43 300 66 67 68 68 69 69 69 60 60 60 60 60 60 60 60 60 60	52 61 65 60 0 14 171 32 40 0 0 78 30 56 2 0 6 44 113 0 6 6 44 113 0 0 6 6 6 6 6 7 8 7 8 9 9 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 66 60 0 14 181 32 40 34 43 0 0 79 300 56 2 0 6 44 120 0 1,488 102 2 3 4 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3	52 61 66 60 0 144 191 32 40 34 43 6 6 6 6 6 6 6 6 6	52 61 67 60 0 144 199 32 40 34 43 30 0 0 0 0 0 56 2 0 6 46 133 0 0 1,547 103 1,547 103 2 0 0	521 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	522 52 52 52 52 52 52 52 52 52 52 52 52	52 61 68 68 68 69 0 14 222 22 23 40 40 43 43 60 60 60 60 60 60 60 60 60 60 60 60 60	52 61 68 68 60 0 144 226 32 40 34 43 0 0 0 56 2 0 6 6 47 152 0 0 1,684 104 0 2 3 0 0 1,684 105 105 105 105 105 105 105 105 105 105	52 61 68 60 0 14 230 32 40 9 40 81 300 6 6 47 154 0 0 1,710 105 105 105 105 105 105 105 105 105 1	52 61 68 60 0 14 225 32 40 0 0 82 30 0 0 82 30 6 6 6 6 6 48 157 0 6 6 48 157 0 0 145 157 0 0 157 157 157 157 157 157 157 157 157 157	52 51 68 60 0 0 14 241 32 34 42 43 42 43 60 6 6 6 6 6 6 6 15 16 10 10 10 10 10 10 10 10 10 10	52 66 67 68 68 69 00 14 246 246 32 32 34 40 34 43 00 00 82 00 66 48 00 100 200 34 00 00 00 00 00 00	522 5.5. 5.5. 61 6.6 68 69 69 69 69 69 69 69 69 69 69 69 69 69	S22 S22 S23 S24 S24 S25	522 611 693 60 0 144 2599 32 40 0 0 83 33 30 0 66 2 172 0 1890 106 20 34 0 144 96 0 0 0 5 99	52 61 69 60 0 14 259 32 40 0 0 83 300 6 2 0 0 6 4 9 19 19 19 19 19 19 19 19 19	52 61 69 60 0 14 259 32 40 0 0 0 83 30 0 0 6 6 9 173 0 0 173 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 0 14 43 32 40 0 0 83 33 20 0 0 6 6 9 12 12 12 12 12 12 12 12 12 12 12 12 12	52 61 69 60 0 14 2588 32 44 43 0 0 0 0 56 6 49 1755 0 0 1,988 106 20 34 44 0 0 0 0 0 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6	52 61 69 60 0 14 259 32 40 0 0 0 0 83 300 56 6 6 6 6 6 7 6 9 176 0 0 0 0 0 14 14 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	522 61 1 69 69 69 69 69 69 69 69 69 69 69 69 69	52 61 69 60 0 14 260 32 40 0 0 83 30 0 56 2 2 0 0 6 5 6 5 6 5 0 0 14 83 83 30 0 0 0 15 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 260 32 40 0 0 0 0 83 33 300 50 6 6 50 179 0 0 2,069 0 106 20 106 20 106 20 106 20 106 20 20 20 20 20 20 20 20 20 20 20 20 20	521 619 600 0 0 144 2600 322 400 0 0 833 3300 566 2 0 0 0 6 0 106 203 44 109 109 109 109 109 109 109 109 109 109
SAZ 2023 Beel Blook Central Beel Blook Central Beel Blook East Beel Blook West Blagdon Lymouth Everett Park E	52 60 60 0 0 14 98 40 40 43 43 43 43 60 74 60 60 60 60 60 74 60 60 60 74 60 60 74 60 60 60 74 60 60 74 74 74 74 74 74 74 74 74 74 74 74 74	11 11 11 11 11 11 11 11 11 11 11 11 11	522 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6	22	52 61 63 60 0 14 118 32 40 0 0 76 300 6 2 0 6 2 0 1 1 1 1 1 1 1 1 1 1 1 1 1	522 611 613 600 00 114 123 32 400 00 60 300 60 300 60 60 40 40 40 40 40 40 40 40 40 40 40 40 40	522 611 633 600 144 1300 322 400 766 326 66 422 877 0 1,3552 100 20 304 305 66 67 42 87 0 56 68 68 69 69 69 60 60 60 60 60 60 60 60 60 60 60 60 60	522 61 64 69 0 0 14 137 22 22 22 22 22 22 22 22 22 2	52 61 64 60 0 14 145 34 43 0 0 777 300 56 6 6 6 6 43 96 0 0 0 1,289 1,28	52 61 64 60 0 14 153 32 40 0 0 77 300 56 2 0 0 16 101 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 65 60 60 144 162 32 40 34 43 0 78 300 56 43 107 0 1,432 101 200 34 0 1,438 107 0 5 6 6 6 6 6 6 6 6 6 6 6 6 6	52 52 52 52 52 52 53 54 54 54 54 54 54 54	52 61 66 60 0 14 181 32 40 34 43 0 0 79 300 56 2 0 6 44 120 0 1,488 102 2 3 4 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3	52 61 66 66 66 66 66 67 67	52 61 67 60 0 144 199 32 40 34 43 30 0 0 0 0 0 56 2 0 6 46 133 0 0 1,547 103 1,547 103 2 0 0	52	522 522 522 522 522 522 522 522 522 522	52 61 68 68 69 0 14 222 22 22 22 23 24 40 34 43 300 56 6 47 149 0 0 0 149 149 149 149 149 149 149 149	52 61 68 60 0 14 226 32 40 0 0 81 300 56 2 2 0 6 47 152 0 0 6 47 152 0 0 6 40 143 20 40 40 40 40 40 40 40 40 40 40 40 40 40	52 61 68 60 0 14 230 32 40 40 81 300 6 6 7 17,710 105 20 34 4 3 2 0 6 6 7 17,710 105 20 3 3 3 4 4 0 0 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 68 60 0 14 225 225 40 0 0 82 230 0 0 0 82 2 30 6 6 6 6 6 6 6 6 6 7 7 7 8 7 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	52 52 52 52 52 52 52 52 52 52 52 52 52 5	52 61 62 63 66 60 0 0 14 40 32 246 32 40 34 43 0 0 82 300 56 2 0 6 6 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	522 5.5 5.6 6.6 6.6 6.6 6.6 6.6 6.6 6.6 6.6	522 52 52 52 52 52 52 52 52 52 52 52 52	521 619 600 0 0 144 259 32 400 0 0 833 300 0 6 6 49 172 10 10 10 10 10 10 10 10 10 10 10 10 10	52 61 69 0 0 0 144 42 32 44 33 0 0 0 56 49 173 0 0 1,916 20 20 20 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 259 32 40 0 0 83 300 6 2 0 6 1 1 1 1 1 1 1 1 1 1 1 1 1	522 611 699 600 0 144 2588 322 400 0 0 333 300 0 566 499 174 106 200 344 0 0 1.965 34 0 0 0 1.966 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	522 611 699 60 0 14 2588 32 40 0 0 83 300 566 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 69 60 0 14 259 32 40 0 0 3 300 6 6 49 176 0 0 2,009 106 20 14 43 3 0 0 0 0 0 0 0 0 0 0 0 0 0	522 611 69 69 69 69 69 69 69 69 69 69 69 69 69 6	52 61 69 60 0 14 260 32 40 0 0 83 30 0 0 0 56 2 0 178 0 0 2 0 0 0 0 14 178 178 178 178 178 178 178 178 178 178	52 61 69 60 0 14 260 32 40 0 0 0 0 83 33 300 50 6 6 50 179 0 0 2,069 0 106 20 106 20 106 20 106 20 106 20 20 20 20 20 20 20 20 20 20 20 20 20	521 619 600 0 0 144 2600 322 400 0 0 833 3300 566 2 0 0 0 6 0 106 203 44 109 109 109 109 109 109 109 109 109 109
SAZ 2023 Betal Block Central Betal Block Central Betal Block East Betal Block West Blagdon - Lymouth Everett Park Ferndale Fittory Hirthouth Fittory Hirthouth Hirthou	522 611 600 600 600 600 600 600 600 600 600	33 3 1,22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	522 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	22 S22 S22 S22 S22 S2 S2 S2 S2 S2 S2 S2	52 61 63 63 63 63 63 60 141 118 32 40 0 76 330 0 56 6 6 6 6 6 6 6 132 0 0 0 0 0 0 0 0 0 0 0 0 0	522 (1997) 524 (1997) 525 (\$2,000 61,	52 61 64 66 64 60 14 137 32 40 40 43 43 43 43 40 50 60 60 60 60 60 60 60 60 60 6	52 61 64 60 00 143 32 40 34 43 0 0 777 77 300 56 6 2 2 0 0 6 6 43 96 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52	52 61 65 60 60 14 162 32 40 34 43 0 78 300 56 43 107 101 20 14 34 0 1,432 101 20 34 0 1,432 101 20 5 5 5 5 22 22 249	52 52 61 65 60 00 14 171 172 40 43 43 00 0 78 8300 66 64 44 113 0 66 67 68 69 69 69 69 69 69 69 69 69 69	52 61 62 66 66 67 68 67 68 68 68 68 68 68 68 68 68 68 68 68 68	52 52 66 60 60 60 60 60 60 6	522 611 67 60 0 114 199 32 40 34 42 0 0 80 80 300 56 2 0 6 46 133 0 1,547 0 103 20 40 0 0 57 72 22 64	522 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	\$\frac{525}{61}\$ \$\frac{52}{62}\$ \$\frac{52}{62}\$ \$\frac{52}{62}\$ \$\frac{52}{61}\$ \$\frac{51}{61}\$ \$\frac{61}{61}\$ \$\frac{61}{61}\$ \$\frac{67}{67}\$ \$\frac{67}{67}\$ \$\frac{67}{67}\$ \$\frac{67}{67}\$ \$\frac{67}{67}\$ \$\frac{67}{67}\$ \$\frac{67}{67}\$ \$\frac{67}{67}\$ \$\frac{67}{61}\$ \$\frac{67}{61	52 61 68 68 68 69 0 0 14 222 22 23 40 40 43 43 30 0 6 6 47 149 149 149 149 149 149 149 149	52 61 68 68 60 0 144 226 32 40 34 43 0 0 0 56 2 0 6 47 152 0 0 1,684 104 2 0 0 1,564 104 104 0 0 0 0 1,564 105 105 105 105 105 105 105 105 105 105	52 61 68 60 0 144 230 230 32 40 0 0 81 81 300 56 2 2 0 0 47 154 47 155 20 300 300 56 6 6 6 47 155 20 105 20 30 30 30 30 30 30 30 30 30 30 30 30 30	52 52 52 53 54 54 54 54 54 54 54	52 52 52 52 52 52 52 52 52 52 52 52 52 5	52 66 67 68 68 69 0 14 246 246 32 32 34 40 34 43 0 0 0 56 6 6 6 6 6 6 6 6 78 6 78 78 78 78 78 78 78 78 78 78	5:52 5:52 5:52 5:52 5:52 5:52 5:52 5:52	522 699 600 600 600 600 600 600 600 600 600	521 616 600 0 0 1 144 259 322 324 40.0 0 833 3000 662 2 0 0 0 127 0 0 1060 1172 0 0 1060 1144 1499 1499 1499 1499 1599 1699 1699 1799 1799 1799 1799 1799 17	52 61 69 0 0 0 144 43 32 44 33 0 0 0 56 49 173 0 0 191 6 196 20 20 20 20 20 20 20 20 20 20 20 20 20	52 61 69 69 69 00 10 12 40 259 32 40 0 0 83 300 56 2 0 6 6 49 113 106 20 20 149 159 166 179 179 189 189 189 189 189 189 189 18	52 61 69 60 0 144 43 32 40 32 40 33 43 43 30 56 66 6 6 6 6 6 9 174 0 195 195 195 195 195 195 195 195 195 195	522 611 69 60 0 0 144 258 32 40 0 0 83 300 56 49 175 0 0 1,988 106 20 40 0 1,988 106 20 40 0 1,988 106 20 40 0 1,988 106 20 40 0 1,988 106 20 20 20 20 20 20 20 20 20 20 20 20 20	52 611 69 60 0 0 144 259 32 40 0 0 34 43 3 300 56 6 49 176 0 2,099 106 20 34 49 176 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 69 60 0 0 14 259 259 300 0 0 0 0 0 0 14 43 3 300 0 6 5 5 5 5 5 6 6 7 7 7 8 8 8 8 8 8 8 8 8 8 8 8 8	52 61 69 60 00 144 260 32 40 0 34 43 0 0 0 56 2 0 0 56 50 178 0 0 2,250 0 0 40 143 143 143 143 143 143 143 143 143 143	52 61 69 60 0 0 14 260 32 40 43 43 0 0 0 83 3 300 6 6 5 6 6 2 0 0 179 0 0 179 0 0 179 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	522 6169 600 144 2660 322 400 603 833 344 433 605 565 22 20 1066 1066 1076 1076 1076 1076 1076 107
SAZ 2023 Beel Block Central Beel Block Central Beel Block East Beel Block West Blagdon I ymmouth Everett Park	522 611 600 600 600 600 600 600 600 600 600	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	522	22	52 61 63 60 0 0 14 118 32 40 43 43 43 43 43 60 0 0 0 0 56 6 42 81 1,320 99 20 34 0 0 0 0 6 1 1 1 1 1 1 1 1 1 1 1 1 1	521 5 5 6 6 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7	\$2.50 \$3.00	52 61 64 60 0 0 14 137 32 40 34 43 0 0 0 0 6 2 2 0 6 2 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 64 60 0 0 14 145 343 0 0 777 300 56 6 6 43 9 6 6 43 9 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	522 64 64 66 60 64 64 66 66 64 66 66 66 66 66 66 66 66	52 61 65 60 0 14 1502 32 32 340 0 0 0 56 6 43 107 0 14 152 0 6 6 43 107 0 81 200 81 96 0 55 22 249 827	52 52 61 65 66 66 66 66 67 68 68 68	52 61 66 66 66 66 66 66 6	52 66 61 66 66 66 66 66 6	52 52 61 67 660 60 60 60 60 60 6	52	522 522 522 522 52 52 52 52 52 52 52 52	52 61 68 60 0 0 14 42 22 32 40 34 43 30 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 68 60 0 0 14 226 32 40 34 43 0 0 81 300 56 6 6 47 152 0 0 142 20 300 6 6 4 43 0 0 151 152 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 51 68 60 0 14 230 32 240 43 43 0 0 81 300 56 47 154 0 0 157 105 20 34 0 6 47 154 0 0 0 0 0 154 157 157 157 157 157 157 157 157	52 52 52 52 53 54 54 54 54 54 54 54	52 52 52 52 52 52 52 52 52 52 52 52 52 5	52 68 68 68 69 0 14 246 246 32 400 34 400 0 0 0 0 16 16 16 16 16 1786 1,1 135 20 34 0 0 0 0 135 59 0 0 59 22 281	52	S22 S22 S23 S24 S25	521 61 69 60 60 14 49 259 22 22 255 889 9	522 611 699 600 0 0 144 2599 342 443 343 300 566 499 173 0 0 1,916 106 200 0 0 0 0 1,916 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 0 14 42 259 32 40 43 43 300 56 6 6 49 173 0 1 1941 106 20 20 22 22 22 22 23 40 40 40 40 40 40 40 40 40 40	521 619 600 0 0 144 258,83 32 400 0 0 33 300,00 566 499 174 0 0 1,965 34 0 0 0 0 1,965 96 66 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	521 61 69 60 60 60 144 43 322 64 60 60 60 60 60 60 60 60 60 60 60 60 60	52 61 69 60 0 0 144 259 343 343 330 56 6 49 106 2,009 106 2,009 106 0 0 0 146 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 259 32 32 32 34 44 34 30 0 0 56 50 107 0 147 96 0 60 22 284 8844	52 61 69 60 0 14 260 32 40 34 30 6 6 6 6 6 6 6 6 6 6 6 6 7 8 3 3 0 0 8 3 3 0 0 6 0 1 4 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 69 60 0 0 14 260 32 40 43 43 0 0 83 300 56 56 50 2 2 0 6 50 50 179 0 106 2,069 106 2,069 106 106 106 106 106 106 106 106 106 106	522 6169 600 144 2660 322 400 603 833 344 433 605 565 22 20 1066 1066 1076 1076 1076 1076 1076 107
SAZ 2023 Betal Block Central Betal Block Central Betal Block East Betal Block East Betal Block West Blagdon I Symouth Everett Park Ferndale Fittory Frankfeigh Park Highlands Park (New Plymouth district) Hurdon Hurdon Kaltake Kawaroa Lepperton-Birton Lower Vogeltown Mungaoraka Mungaoraka Mungaoraka Mungaoraka Mungaoraka Mungaoraka Mungaoraka Mungaoraka Mounte Messenger New Plymouth Central Oakura Oakura Oakura Oakura Oakura Standon Taraka Spotswood Standon	522 61 16 16 16 16 16 16 16 16 16 16 16 16 1	1,22,2	22 2 2 3 3 3 10 10 10 10 10 10 10 10 10 10 10 10 10	22	522 61 63 60 0 0 14 118 328 40 0 0 0 76 56 2 0 1 300 6 2 0 0 1 1 4 4 4 3 3 0 0 7 6 6 6 6 6 6 6 6 6 6 6 6 6	521 521 521 521 521 521 521 521 521 521	\$2.50 \$2.00	52 61 64 60 0 0 14 137 32 40 34 43 43 43 55 66 42 91 0 1,370 100 20 30 30 55 22 240 85	52 61 64 60 0 0 14 145 32 40 0 0 0 77 77 300 56 2 0 6 43 96 0 1,389 100 20 20 34 40 34 40 60 60 60 60 60 60 60 60 60 6	522 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	522 611 655 650 0 0 144 1562 322 440 234 433 0 0 788 3000 6 6 143 107 0 1,432 107 107 0 1,432 107 0 0 1,432 107 0 0 1,432 107 0 0 1,432 107 0 0 1,432 107 0 0 1,432 107 0 0 1,432 107 0 1,432 107 107 107 107 107 107 107 107 107 107	52 52 52 52 66 66 66 66	521 661 661 660 660 660 660 660 660 660 66	521 661 661 660 660 660 660 660 660 660 66	522 611 67 60 0 114 199 32 40 34 42 0 0 80 80 300 56 2 0 6 46 133 2 0 1,547 0 103 2 0 0 0 5 7 2 2 4 0 0 0 8 8 8 8 8 8 8	S2	\$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22	52 61 68 60 0 0 14 222 40 34 43 34 43 35 65 66 66 47 149 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 68 68 60 0 14 226 32 40 34 43 0 0 81 300 66 2 0 6 47 152 0 0 6 47 152 0 0 0 1,684 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	521 66 66 67 67 67 67 67 67 67 67 67 67 67	52 51 68 69 00 0 14 235 32 40 0 0 0 0 82 30 60 60 60 60 60 60 60 60 60 6	52 52 52 52 52 52 53 54 54 54 54 54 54 54	522 61 61 62 66 60 0 0 1 14 2246 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	552 5.5 5.5 5.5 5.5 5.5 5.5 5.5 5.5 5.5	522 699 690 0 0 144 8 322 9 440 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	521 521 521 521 521 521 521 521 521 521	521 521 521 521 521 521 521 521 521 521	521 521 521 521 521 521 521 521 521 521	52.2 61 61 69 60 0 0 1 14 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52.2 (1.5 mg) (1.5 mg	52.2 (1.5 (1.5 (1.5 (1.5 (1.5 (1.5 (1.5 (1.5	522 611 699 600 0 0 144 2399 330 40 43 43 33 300 6 6 6 7 7 7 7 7 9 6 9 9 9 9 9 9 9 9 9 9	521 521 521 521 521 521 521 521 521 521	52 61 69 60 0 0 14 260 32 40 0 33 300 66 2 0 6 6 5 0 179 0 2,069 179 0 106 20 20 20 20 20 20 20 20 20 20	52 (52) (52) (52) (52) (52) (52) (52) (5
SAZ 2023 Bell Block Central Bell Block Central Bell Block East Bell Block East Bell Block West Blagdon I ymmouth Everett Park Everett Park Everett Park Glen Avon Highlands Park (New Plymouth district) Hurdon Hurdon Kattake Kawartoan-Britson Kastake Kawartoan-Britson Mangaorek Mangaorek Mangaorek Moutroa Moutroa Moutroa Moutroa Moutroa Moutroa Moutroa Moutroa Sesenger New Plymouth Central Oakura Oakura Taratal Walinean Cell Block South Welstown Westown	522 611 600 600 600 600 600 600 600 600 600	1,22,2	522	22	\$21 \$25 \$25 \$25 \$25 \$25 \$25 \$25 \$25 \$25 \$25	521 5 5 6 6 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7	\$2.50 \$2.00	52 61 64 60 0 0 14 137 32 40 34 43 43 43 55 66 42 91 0 1,370 100 20 30 30 55 22 240 85	52 61 64 60 0 0 14 145 343 0 0 777 300 56 6 6 43 9 6 6 43 9 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	522 64 64 66 60 64 64 66 66 64 66 66 66 66 66 66 66 66	52 61 65 60 0 14 1502 32 32 340 0 0 0 56 6 43 107 0 14 152 0 6 6 43 107 0 81 200 81 96 0 55 22 249 827	52 52 61 65 66 66 66 66 67 68 68 69 69 69 69 69 69	52 61 66 66 66 66 66 66 6	52 66 61 66 66 66 66 66 6	52 52 61 67 660 60 60 60 60 60 6	S2	522 522 522 522 52 52 52 52 52 52 52 52	52 61 68 60 0 0 14 42 22 32 40 34 43 30 0 0 6 5 6 2 0 1 1 1 1 1 1 1 1 1 1 1 1 1	52 61 68 60 0 0 14 226 32 40 34 43 0 0 81 300 56 6 6 47 152 0 0 142 20 300 6 6 4 43 0 0 151 152 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 51 68 60 0 14 230 32 240 43 43 0 0 81 300 56 47 154 0 0 157 105 20 34 0 6 47 154 0 0 0 0 0 154 157 157 157 157 157 157 157 157	52 52 52 52 53 54 54 54 54 54 54 54	52 52 52 52 52 52 53 54 54 54 54 54 54 54	5.52 6.61 6.68 6.00 0 0 1.4 2.246 6.32 2.2 2.3 2.3 2.3 2.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4	52	522 69 69 69 60 60 60 60 60 60 60 60 60 60 60 60 60	521 61 69 60 60 14 49 259 22 22 255 889 9	522 611 699 600 0 0 144 2599 342 443 343 300 566 499 173 0 0 1,916 106 200 0 0 0 0 1,916 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 0 14 42 259 32 40 43 43 300 56 6 6 49 173 0 1 1941 106 20 20 22 22 22 22 23 40 40 40 40 40 40 40 40 40 40	521 619 600 0 0 144 258,83 32 400 0 0 33 300,00 566 499 174 0 0 1,965 34 0 0 0 0 1,965 96 66 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52.2 (1.5 mg) (1.5 mg	52 61 69 60 0 0 144 259 343 343 330 56 6 49 106 2,009 106 2,009 106 0 0 0 146 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 69 60 0 14 259 32 40 34 43 0 0 0 20 20 20 20 20 20 20 20 20 20	521 61 60 00 0 0 144 260 0 22 22 0 0 134 14 12 12 12 12 12 12 12 12 12 12 12 12 12	52 61 69 60 0 0 14 260 32 40 43 43 0 0 83 300 56 56 50 2 2 0 6 50 50 179 0 106 2,069 106 2,069 106 106 106 106 106 106 106 106 106 106	52 (52) (52) (52) (52) (52) (52) (52) (5
SAZ 2023 Bell Block Central Bell Block Central Bell Block East Bell Block East Bell Block West Blagdon I ymmouth Everett Park Everett Park Everett Park Glen Avon Highlands Park (New Plymouth district) Hurdon Hurdon Kattake Kawartoan-Britson Kastake Kawartoan-Britson Mangaorek Mangaorek Mangaorek Moutroa Moutroa Moutroa Moutroa Moutroa Moutroa Moutroa Moutroa Sesenger New Plymouth Central Oakura Oakura Taratal Walinean Cell Block South Welstown Westown	522 61 16 16 16 16 16 16 16 16 16 16 16 16 1	1,22,2	22 2 2 3 3 3 10 10 10 10 10 10 10 10 10 10 10 10 10	22	522 61 63 60 0 0 14 118 328 40 0 0 0 76 56 2 0 1 300 6 2 0 0 1 1 4 4 4 3 3 0 0 7 6 6 6 6 6 6 6 6 6 6 6 6 6	521 521 521 521 521 521 521 521 521 521	\$2.50 \$2.00	52 61 64 60 0 0 14 137 32 40 34 43 43 43 55 66 42 91 0 1,370 100 20 30 30 55 22 240 85	52 61 64 60 0 0 14 145 32 40 0 0 0 77 77 300 56 2 0 6 43 96 0 1,389 100 20 20 34 40 34 40 60 60 60 60 60 60 60 60 60 6	522 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	522 611 655 650 0 0 144 1562 322 440 234 433 0 0 788 3000 6 6 143 107 0 1,432 107 107 0 1,432 107 0 0 1,432 107 0 0 1,432 107 0 0 1,432 107 0 0 1,432 107 0 0 1,432 107 0 0 1,432 107 0 1,432 107 107 107 107 107 107 107 107 107 107	52 52 52 52 66 66 66 66	521 661 661 660 660 660 660 660 660 660 66	521 661 661 660 660 660 660 660 660 660 66	522 611 67 60 0 114 199 32 40 34 42 0 0 80 80 300 56 2 0 6 46 133 2 0 1,547 0 103 2 0 0 0 5 7 2 2 4 0 0 0 8 8 8 8 8 8 8	S2	\$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22	52 61 68 60 0 0 14 222 40 34 43 34 43 35 65 66 66 47 149 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 68 68 60 0 14 226 32 40 34 43 0 0 81 300 66 2 0 6 47 152 0 0 6 47 152 0 0 0 1,684 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	521 66 66 67 67 67 67 67 67 67 67 67 67 67	52 51 68 69 00 0 14 235 32 40 0 0 0 0 82 30 60 60 60 60 60 60 60 60 60 6	52 52 52 52 52 52 53 54 54 54 54 54 54 54	522 61 61 62 66 60 0 0 1 14 2246 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	552 5.5 5.5 5.5 5.5 5.5 5.5 5.5 5.5 5.5	522 699 690 0 0 144 8 322 9 440 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	521 521 521 521 521 521 521 521 521 521	521 521 521 521 521 521 521 521 521 521	521 521 521 521 521 521 521 521 521 521	52.2 61 61 69 60 0 0 1 14 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1	52.2 (1.5 mg) (1.5 mg	52.2 (1.5 (1.5 (1.5 (1.5 (1.5 (1.5 (1.5 (1.5	522 611 699 600 0 0 144 2399 330 40 43 43 33 300 6 6 6 7 7 7 7 7 9 6 9 9 9 9 9 9 9 9 9 9	521 521 521 521 521 521 521 521 521 521	52 61 69 60 0 0 14 260 32 40 0 33 300 66 2 0 6 6 5 0 179 0 2,069 179 0 106 20 20 20 20 20 20 20 20 20 20	522 69 60 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SAZ 2023 Bell Block Central Bell Block Central Bell Block East Bell Block East Bell Block West Blagdon I ymmouth Everett Park Ferndale Frankleigh Park Glen Avon Highlands Park (New Plymouth district) Hurdon Hurdon Hurdon Kattake Kawaroa Kawaroa Kawaroa Kastake Kawaroa K	522 611 600 600 0 0 144 988 328 329 344 446 600 744 900 900 900 900 900 900 900 900 900 9	313 313 313 313 313 313 313 313 313 313	122 123 124	2	\$22 \$24 \$24 \$25	\$2.52 \$1.334 \$2.52 \$	S2 S2 S2 S2 S2 S2 S2 S2	52 61 64 66 60 0 14 137 32 40 0 0 77 300 56 42 2 0 1,370 10 0 0 0 0 0 0 0 0 0	521 61 64 60 60 60 60 60 60 60	522 526 526 526 526 526 526 526 526 526	521 611 655 660 0 0 144 1922 40 20 40 40 43 43 40 40 60 60 60 60 60 60 60 60 60 60 60 60 60	52 52 52 52 66 66 66 67 68 68 68 68	521 661 660 60 0 0 144 1331 32 344 60 0 0 1581 100 0 1488 100 0 0 1488 100 0 0 0 0 1488 100 0 0 0 0 0 0 1588 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 61 66 60 0 0 14 191 32 40 0 0 0 0 14 191 32 40 0 0 0 0 0 14 191 32 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	52 52 61 67 66 67 66 67 66 67 66 67 66 67 68 68	52	\$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22	52 61 68 60 0 0 1 44 222 32 32 32 30 0 0 81 30 0 0 6 6 6 7 8 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1	521 581 681 680 00 00 144 2266 40 40 40 40 40 40 40 40 40 40 40 40 40	521 681 680 00 01 14 220 400 32 40 00 81 330 01 158 566 22 10 17,700 10 115 566 566 22 276 68844 88 844 88 13	521 661 662 0 0 144 225 232 240 0 0 0 82 250 0 0 0 0 0 0 17,785 20 10 0 17,785 20 10 0 10 0 10 0 10 0 10 0 10 0 10 0 1	52 51 68 68 60 0 14 241 32 40 0 0 82 82 82 82 82 82 9 15 15 15 15 15 15 15 15 15 15	5.52 (6.61 6.66 6.60 6.60 6.60 6.60 6.60 6.60	Section Sect	522 69 69 60 60 60 60 60 60 60 60 60 60 60 60 60	521 522 525 525 525 525 525 525 525 525	\$25 \$25	521 521 521 521 521 521 521 521 521 521	521 521 521 521 521 521 521 521 521 521	52, 52, 52, 52, 52, 52, 52, 52, 52, 52,	52 (1) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2	522 (6 c) (7	521 521 521 521 521 521 521 521 521 521	521 69 60 0 0 14 260 00 14 260 20 14 40 0 0 88 88 88 88 88 88 88 88 88 88 88 88 88	522 61 61 61 61 61 61 61 61 61 61 61 61 61
SAZ 2023 Beel Block Central Beel Block Central Beel Block East Beel Block West Blagdon I ymmouth Ceveret Park Fitzory Frankleigh Park Glen Avon Highlands Park Glen Avon Highlands Park Glen Avon Hurdon Lower Vogettown Mangaonka Mangoret Marfell Merrilands Merrilands Merrilands Mount Messenger New Plymouth Central Onkort Onkort Onkort Description Mount Messenger New Plymouth Central Onkort Onkort Torrankal Spottwond Unger Vogettown Waltara East Waltara West Waltara East Waltara West Waltara East Waltara West Waltara West Waltara East Waltara West Waltara East	522 61 16 16 16 16 16 16 16 16 16 16 16 16 1	1,2,2,2,2,3,3,5,3,5,5,5,5,5,5,5,5,5,5,5,5	122 123 124 125	2 52 52 1 52 1 1 61 1 61 1 61 1 61 1 62 1 62	521 521 521 521 521 521 521 521 521 521	521 611 633 63 63 63 63 63 63 63 63 6	52.5 63.6 63.6 63.6 63.0 64.1 130.0 141.2 44.4 43.1 43.1 44.3 43.1 44.3 43.1 44.3 43.1 44.3 45.1 46.2 47.2	52 61 64 60 0 0 13 13 13 24 43 34 43 30 0 0 77 300 56 6 6 6 9 10 11 13 13 13 13 13 13 13 13 13	521 61 64 66 60 0 0 14 145 145 43 44 43 40 0 0 0 0 0 0 0 14 45 60 60 60 60 60 60 60 60 60 60 60 60 60	522 522 640 6426 6426 6426 6426 6426 6426 642	521 611 612 613 614 616 617 618 619 619 619 619 619 619 619 619	52 52 61 65 66 66 66 66 66 66	521 661 661 660 0 0 144 181 32 40 40 34 40 0 0 79 300 6 6 6 120 0 1.488 0 0 0 1.488 0 0 0 0 0 0 1.488 0 0 0 0 0 0 1.488 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	521 661 660 60 0 14 1991 14 1991 30 40 0 0 79 300 6 6 2 2 0 0 6 45 127 100 2 0 0 6 6 1556 6 0 0 0 4 596 6 885 87 155 87	52 61 62 60 60 60 60 60 60 60 60 60 60 60 60 60	\$\frac{1}{52}\$ \$\frac{1}{5}\$ \$	\$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22	52 61 68 60 0 0 14 22 22 22 22 22 22 22 22 22 22 22 22 22	521 61 66 66 60 0 144 226 64 64 64 64 64 64 64 64 64 64 64 64 64	521 681 681 680 0 0 14 220 32 32 34 43 43 43 43 43 40 10 11 12 12 12 12 12 12 12 12 12 12 12 12	521 661 660 670 70 114 1255 120 140 127 131 150 160 171 1726 160 177 1726 177 1726 177 1726 172 172 172 172 173 174 175 175 175 175 175 175 175 175 175 175	52 51 68 68 60 0 14 14 13 13 14 14 14 15 16 16 17 17 17 17 17 17 17 17 17 17 17 17 17	5.52 6.61 6.61 6.62 6.	\$\frac{1}{2}\$ \frac{1}{2}\$ \fra	52 52 52 52 52 52 52 52	522 525 52 52 52 52 52 52 52 52 52 52 52	S2 S2 S2 S2 S2 S2 S2 S2	522 (1997) (1997	521 521 521 521 521 521 521 521 521 521	52.5 52.6 53.6 63.6 63.6 63.6 63.6 63.6 63.6 63	522 521 631 639 630 630 641 431 433 433 433 433 433 433 4	521 521 521 521 521 521 521 521 521 521	521 61 61 61 61 61 61 61 61 61 61 61 61 61 6	521 61 60 60 60 60 60 60 60 60 60 60 60 60 60	52 (61) (62) (63) (64) (64) (64) (64) (64) (64) (64) (64
SA2 2023 Bell Block Central Bell Block Central Bell Block Central Bell Block West Blagdon Lymmouth Everett Park Ferndale Frankleish Park Glen Avon Highlands Park (New Plymouth district) Hurdon Inglewood Ing	522 611 600 600 0 0 144 988 328 329 344 446 600 744 900 900 900 900 900 900 900 900 900 9	313 313 313 313 313 313 313 313 313 313	122 123 124 125	2 52 52 1 52 1 1 61 1 61 1 61 1 61 1 62 1 62	\$22 \$24 \$24 \$25	\$2.52 \$1.334 \$2.52 \$	\$2.50 \$2.50	52 61 64 60 0 0 11 12 22 40 34 43 0 50 60 10 10 10 10 10 10 10 10 10 1	521 61 64 60 60 60 60 60 60 60	522 526 526 526 526 526 526 526 526 526	521 611 655 660 0 0 144 1922 40 20 40 40 43 43 40 40 60 60 60 60 60 60 60 60 60 60 60 60 60	522 0 0 1.469 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	521 661 660 60 0 0 144 1331 32 344 60 0 0 1581 100 0 1488 100 0 0 1488 100 0 0 0 0 1488 100 0 0 0 0 0 0 1588 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	521 661 666 60 0 0 14 1991 32 40 0 0 79 300 0 6 6 6 12 120 10 10 10 10 10 10 10 10 10 10 10 10 10	52 61 62 60 60 60 60 60 60 60 60 60 60 60 60 60	52	\$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22 \$22	52 61 68 60 0 0 14 22 22 22 22 22 22 22 22 22 22 22 22 22	521 581 681 680 00 00 144 2266 40 40 40 40 40 40 40 40 40 40 40 40 40	521 681 680 00 01 14 220 400 321 400 321 400 01 81 330 01 1770 195 195 195 195 195 195 195 195 195 195	521 661 662 0 0 144 225 232 240 0 0 0 82 250 0 0 0 0 0 0 17,785 20 10 0 17,785 20 10 0 10 0 10 0 10 0 10 0 10 0 10 0 1	52 51 68 68 60 0 14 14 13 13 14 14 14 15 16 16 17 17 17 17 17 17 17 17 17 17 17 17 17	5.52 (6.61 6.66 6.60 6.60 6.60 6.60 6.60 6.60	\$\frac{1}{2}\$ \frac{1}{2}\$ \fra	S2 S2 S2 S3 S4 S4 S4 S4 S4 S4 S4	521 522 525 525 525 525 525 525 525 525	\$25 \$25	522 66 60 60 60 60 60 60 60 60 60 60 60 60	522 (1997) (1997	52.5 52.6 53.6 63.6 63.6 63.6 63.6 63.6 63.6 63	52 (1) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2	522 (6 c) (7	521 521 521 521 521 521 521 521 521 521	321 52 61 60 60 60 60 60 60 60 60 60 60 60 60 60	521 52 52 52 52 52 52 52 52 52 52 52 52 52
SAZ 2023 Bell Block Central Bell Block Central Bell Block East Bell Block East Bell Block West Blagdon Lymnouth Everet Park Forest Park Glen Avon Highlands Park Glen Avon Highlands Park Glen Avon Highlands Park Hurdon Lower Vogeltown Mangoorka Mangoorel Merel Holden Merel Holden Merel Holden Mount Messenger New Pymouth Central Onatra Onatra Onatra Onatra Onatra Horaranki Spotowood Spotowood Spotowood Highlands Park Highlan	522 611 600 600 0 0 144 988 328 329 344 446 600 744 900 900 900 900 900 900 900 900 900 9	1,2,2,1 1,2,2,1 1,2,2,1 1,2,2,1 1,2,2,1 1,2,2,1 1,2,2,1 1,2,2,1 1,2,2,1 1,2,2,1 1,2,2,1 1,2,2,1 1,2,2,1 1,2,2,1 1,	12 12 13 14 15 15 15 15 15 15 15	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	521 521 521 521 521 521 521 521 521 521	521 611 633 63 63 63 63 63 63 63 63 6	52.5 63.6 63.6 63.6 63.0 64.1 130.0 141.2 44.4 43.1 43.1 44.3 43.1 44.3 43.1 44.3 43.1 44.3 45.1 46.2 47.2	52 61 64 60 0 0 11 12 22 40 34 43 0 50 60 10 10 10 10 10 10 10 10 10 1	521 61 64 66 60 0 0 14 145 145 43 44 43 40 0 0 0 0 0 0 0 14 45 60 60 60 60 60 60 60 60 60 60 60 60 60	522 522 640 6426 6426 6426 6426 6426 6426 642	521 611 612 613 614 616 617 618 619 619 619 619 619 619 619 619	52 52 61 65 66 66 66 66 66 66	521 661 661 660 0 0 144 181 32 40 40 34 40 0 0 79 300 6 6 6 120 0 1.488 0 0 0 1.488 0 0 0 0 0 0 1.488 0 0 0 0 0 0 1.488 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	521 661 660 60 0 14 1991 14 1991 30 40 0 0 79 300 6 6 2 2 0 0 6 45 127 100 2 0 0 6 6 1556 6 0 0 0 4 596 6 885 87 155 87	52 61 62 60 60 60 60 60 60 60 60 60 60 60 60 60	\$\frac{1}{52}\$ \$\frac{1}{5}\$ \$	\$22 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2 \$2	52 61 68 68 66 60 60 60 60 60 60 60 60 60	521 61 66 66 60 0 144 226 64 64 64 64 64 64 64 64 64 64 64 64 64	521 681 681 680 0 0 14 220 32 32 34 43 43 43 43 43 40 10 11 12 12 12 12 12 12 12 12 12 12 12 12	521 661 660 670 70 114 1255 120 140 127 131 150 160 171 1726 160 177 1726 177 1726 177 1726 172 172 172 172 173 174 175 175 175 175 175 175 175 175 175 175	52 52 52 53 54 54 55 55 56 56 56 56	5.52 6.61 6.61 6.62 6.	Section Sect	S2 S2 S2 S3 S4 S4 S4 S4 S4 S4 S4	522 525 52 52 52 52 52 52 52 52 52 52 52	S2 S2 S2 S2 S2 S2 S2 S2	522 (1997) (1997	521 521 521 521 521 521 521 521 521 521	52.5 52.6 53.6 63.6 63.6 63.6 63.6 63.6 63.6 63	522 521 631 639 630 630 641 431 433 433 433 433 433 433 4	521 521 521 521 521 521 521 521 521 521	521 61 61 61 61 61 61 61 61 61 61 61 61 61 6	521 61 60 60 60 60 60 60 60 60 60 60 60 60 60	52 (61) (62) (63) (64) (64) (64) (64) (64) (64) (64) (64



Commercial																																					
SA2 2023	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054
Bell Block Central	105	105	106	106	106				108	108	109	109	110	111	111	112	112	113	113	113	114		115	115	115	116	116	116	116	116	116	116	116	116	116	117	117
Bell Block East	93	93	93	93	94	94	94	94	95	95	95	96	96	96	96	96	96	97	97	97	97	97	97	97	97	97	97	97	97	97	97	97	97	97	97	98	98
Bell Block West	218	222	225	228	231	232	233	234	236	237	239	240	242	244	246	247	248	249	250	250	251	251	252	252	253	253	253	254	254	254	254	254	254	255	255	255	255
Blagdon-Lynmouth	120	121	122	123	124	124	125	125	126	127	128	129	130	132	133	134	135	136	137	137	138	139	139	140	141	142	143	143	143	143	143	143	143	143	143	143	143
Everett Park	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	0	0	0	0
Ferndale	44	44	44	44	44	45	45	46	46	47	48	48	49	50	50	50	50	51	51	51	51	51	52	52	52	52	52	53	53	53	53	53	54	54	54	54	54
Fitzroy	163	163	164	165	166	166	168	169	170	171	172	174	175	177	178	179	180	181	182	182	183	184	185	186	186	187	187	188	188	188	187	187	188	188	188	188	188
Frankleigh Park	144	145	146	146	147	147	148	148	149	149	150	151	152	153	154	155	155	156	156	156	157	157	158	159	159	160	160	160	160	160	160	160	160	160	160	160	160
Glen Avon	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	68	68	68	68	69	69	69	69	70	70	70	71	71	71	72	72	72	73	73	73
Highlands Park (New Plymouth district)	324	325	327	328	330	331	334	336	339	341	343	345	348	351	354	356	359	360	361	363	364	365	367	368	370	371	372	372	372	372	373	373	373	373	374	374	374
Hurdon	114	115	115	115	116		116	117	117	117	118	118	119	120	120	121	122	123	124	125	126	127	128	129	130	130	131	132	132	133	133	133	133	134	134	134	134
Inglewood	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	0	0	0
Kaitake	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	0	0	0	- 0
Kawaroa	502	505	509	512	516	519	523	528	532	536	540	544	549	554	559	564	568	571	573	575	578	581	585	588	592	595	596	596	596	596	596	596	597	597	598	598	599
Lepperton-Brixton	232	232	233	233	234				236	236	237	237	238	239	240	240	241	241	242	242	242	243	243	244	244	245	245	245	245	246	246	246	246	246	246	246	247
Lower Vogeltown	192	184	185	196	197		190	190	101	192	192	105	196	109	100	201	202	202	203	203	204	205	205	206	207	208	208	208	208	208	208	208	208	208	208	208	208
Mangaoraka	3	3	203	200	207	200	200	3	3	3	3	233	3	230	3	202	202	202	200	3	204	203	203	200	207	200	200	200	3	200	200	200	200	200	3	200	200
Mangorei	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	0	
Marfell	39	28	39	28	39	29	30	30	30	30	30	40	40	40	40	41	41	41	41	41	42	42	42	42	42	42	42	43	43	43	43	43	43	43	43	43	43
Merrilands	1/11	142	143	143	144	144	145	145	146	147	148	149	150	151	152	153	153	154	154	155	155	156	156	157	157	158	158	158	159	159	159	159	159	160	160	160	160
Moturoa	1/12	144	145	146	147				151	153	155	157	159	161	163	165	166	167	168	169	170	171	172	173	174	175	175	175	176	176	176	176	177	177	177	178	178
Mount Messenger	140	0	143	0	247	140	140	130	0	133	0	137	133	0	0	0	0	0	0	0	1/0	1/1	0	1/3	- 0	0	0	1/3	0	1/0	1/0	1/0		- 0	- 111	1/0	- 170
New Plymouth Central	3.666	3.700	3.734	3.768	3.802	3.830	3.863	3.898	3.935	3.975	4.019	4.071	4.127	4.184	4.242	4.298	4.352	4.405	4,457	4,507	4.558	4.608	4.657	4 706	4.752	4,795	4.852	4.906	4.957	5.005	5.051	5.096	5.137	5.178	5.216	5.252	5.287
Oakura	200	202	202	205	206		0,000	3,000	210	211	212	212	215	216	210	219	220	221	222	222	223	7,000	225	226	226	227	227	227	227	227	227	227	227	227	227	227	227
Omata	200	49	40	203	49		100	203	50	50	50	51	51	51	52	52	52	53	53	53	53	£24 £3	54	54	54	5/1	54	54	54	55	55	55	55	55	55	55	- 227
Paraite	67	67	67	67	67		- 40		67	67	67	67	67	67	52	68	60	60	50	68	50	- 53	68	60	60	60	68	50	60	50	60	60	60	68	68	60	- 53
Port Taranaki	07	07	0/	0/	- 07	07	0/	0/	0/	0/	07	0/	0/	0/	00	00	00	00	00	00	00	08	00	00	00	00	00	00	08	00	00	00	00	08	00	00	- 00
Spotswood	208	208	209	209	210	211	212	214	216	218	221	224	226	229	231	233	234	235	236	236	237	220	239	241	242	243	244	244	244	244	244	245	245	245	245	246	246
Strandon	5.60	582	595	608	621				633	637	642	647	652	658	663	668	672	675	676	678	679	691	682	684	686	688	687	687	697	686	686	686	686	687	687	687	697
Tarata	0	0	333	000	0.1	023	020	0	000	037	0	047	032	0.00	003	000	0/2	0/3	070	0/0	0,5	002	0	004	000	000	007	007	0	000	000	0.00	000	007	007	007	007
Tikoranei	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	0	0	
Upper Vogeltown	167	168	168	160	170	172	174	177	179	180	182	183	195	196	199	189	190	191	192	193	102	194	195	196	197	100	198	108	108	108	199	199	100	199	199	100	200
Waitara East	193	194	194	194	194				196	196	197	198	198	199	200	201	202	203	203	204	204		206	206	207	207	207	208	208	208	208	208	208	209	209	209	200
Waitara West	445	448	450	452	454				464	467	470	474	478	482	486	490	492	494	495	497	498	500	502	504	506	507	507	508	507	507	507	507	507	507	508	509	508
Waiwhakaiho-Bell Block South	623	662	702	742	781				784	785	786	787	799	790	792	793	794	794	794	794	794	795	795	796	797	798	797	797	796	796	795	795	795	795	794	704	794
Welbourn	287	295	302	310	318				374	326	329	333	337	341	346	350	353	355	357	358	360	262	365	368	370	372	372	372	372	372	371	371	371	372	372	272	373
Westown	1.505	1.536	1 567	1.598	1.629				1.651	1.661	1.673	1.686	1.701	1.718	1.734	1.749	1.760	1.767	1.773	1.778	1.785	302	1.802	1.812	1.820	1.827	1.828	1.828	1.827	1.827	1.827	1.828	1.830	1.832	1.834	1.837	1.839
Whalers Gate	1,505	213	214	216	217		218	219	220	221	221	222	222	224	225	226	227	227	228	228	229	1,793	230	230	231	231	231	231	231	231	231	232	232	232	232	232	232
whalers date	211	213	214	210	21/	218	218	219	220	221	221	222	223	224	225	220	221	221	228	228	229	229	230	230	231	231	231	231	231	231	231	232	232	232	232	232	232
Total	10.823	10.970	11.117	11.265	11.412	11.461	11.529	11.600	11.676	11.760	11.852	11.958	12.073	12.191	12,309	12,421	12.517	12,600	12.676	12,749	12.823	12,904	12.988	13.071	13.149	13,219	13,284	13.341	13,393	13,442	13.489	13.537	13.585	13.631	13,677	13.720	13,760
Change	10,023	147	295	442	590				854	937	1.030	1.136	1,250	1.369	1,487	1.598	1,694	1,777	1.853	1.926	2.001	2.081	2,165	2.248	2,327	2,397	2,461	2.519	2,570	2,619	2,667	2,715	2,762	2,809	2,854	2,897	2,938
Perent Change	0%	+1%	+3%	+4%	+5%		+7%		+8%	+9%	+10%	+10%	+12%	+13%	+14%	+15%	+16%	+16%	+17%	+18%	+18%	+19%	+20%	+21%	+21%	+22%	+23%	+23%	+24%	+24%	+25%	+25%	+26%	+26%	+26%	+27%	+27%

Industrial																																					
SA2_2023	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	20
Bell Block Central	59	60	60	60	60	60	60	60	60	60	60	61	61	61	61	61	61	61	62	62	62	62	62	62	62	63	63	63	63	63	63	63	63	64	64	64	
Bell Block East	57	57	58	58	58	58	59	59	59	60	60	61	61	62	62	63	63	64	64	64	65	65	66	66	67	67	68	68	68	69	69	70	70	70	71	71	
Bell Block West	109	109	110	110	110	110	110	111	111	111	111	112	112	112	113	113	113	114	114	114	115	115	115	116	116	116	116	117	117	117	118	118	118	118	119	119	1
Blagdon-Lynmouth	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	
Everett Park	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	0	0	0	
Ferndale	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	27	27	27	27	27	27	27	27	27	27	27	27	27	27	28	28	28	28	28	28	
Fitzroy	192	192	192	192	192	192	193	193	193	193	193	194	194	194	194	195	195	195	195	196	196	196	196	197	197	197	197	198	198	198	198	198	199	199	199	199	1
Frankleigh Park	97	98	98	98	98	98	98	99	99	99	99	99	100	100	100	100	101	101	101	101	102	102	102	102	103	103	103	103	104	104	104	104	104	105	105	105	1
Glen Avon	79	79	79	79	79	79	79	79	80	80	80	80	80	81	81	81	81	81	82	82	82	82	82	83	83	83	83	83	84	84	84	84	84	85	85	85	
Highlands Park (New Plymouth district)	199	199	199	200	200	200	201	201	201	202	202	203	203	204	204	205	205	206	206	207	207	208	208	209	209	209	210	211	211	211	212	212	213	213	213	214	2
Hurdon	83	83	83	83	83	83	83	83	84	84	84	84	84	84	85	85	85	85	85	86	86	86	86	86	86	87	87	87	87	87	87	88	88	88	88	88	
Inglewood	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	0	0	0	
Kaitake	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	0	0	0	
Kawaroa	179	179	179	180	180	180	180	180	181	181	181	181	182	182	182	183	183	183	184	184	184	185	185	185	186	186	186	187	187	187	187	188	188	188	188	189	1
Lepperton-Brixton	348	350	351	353	354	356	357	359	361	362	365	367	370	372	375	378	380	383	385	387	390	392	394	397	399	401	404	406	409	411	413	415	417	419	421	422	4
Lower Vogeltown	77	77	77	77	77	77	77	77	77	77	77	78	78	78	78	78	78	78	78	78	79	79	79	79	79	79	79	79	79	79	80	80	80	80	80	80	
Mangaoraka	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Mangorei	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	0	0	0	
Marfell	69	69	69	69	69	69	69	69	69	69	70	70	70	70	70	70	70	70	70	71	71	71	71	71	71	71	71	71	72	72	72	72	72	72	72	72	
Merrilands	110	110	110	110	110	110	110	110	111	111	111	111	111	111	112	112	112	112	112	112	113	113	113	113	113	113	114	114	114	114	114	114	115	115	115	115	1
Moturoa	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	143	144	144	144	144	144	144	144	1
Mount Messenger	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	0	0	0	
New Plymouth Central	2.320	2.322	2.324	2.326	2.328	2.330	2.332	2.335	2.337	2.340	2.342	2.346	2.349	2.353	2.357	2.360	2.364	2.367	2.371	2.374	2.377	2.380	2.384	2.387	2.390	2.392	2.396	2,400	2.403	2.406	2,409	2.412	2.415	2.417	2,420	2.422	2.4
Oakura	133	133	134	134	134	134	134	134	134	134	134	134	134	134	135	135	135	135	135	135	135	135	135	136	136	136	136	136	136	136	136	136	136	137	137	137	1
Omata	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	102	102	102	102	102	102	102	102	102	102	102	1
Paraite	81	82	83	84	84	85	86	87	88	89	90	91	93	94	95	97	98	99	101	102	103	105	106	107	108	109	111	112	113	114	116	117	118	119	120	121	1
Port Taranaki	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	0	0	0	
Spotswood	234	234	235	236	236	237	238	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	264	265	2
Strandon	362	363	364	364	365		366	367	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	382	383	384	385	386	387	388	389	389	390	391	392	3
Tarata	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	0	0	0	0	_
Tikorangi	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	0	0	0	
Upper Vogeltown	152	152	152	153	153	153	153	153	153	154	154	154	154	155	155	155	156	156	156	157	157	157	157	158	158	158	158	159	159	159	160	160	160	160	160	161	1
Waitara East	122	133	122	133	133	133	122	133	133	134	134	134	124	134	134	134	135	135	135	135	135	125	135	135	136	126	136	136	136	136	136	137	137	137	137	127	1
Waitara West	529	530	531	532	533		535	536	537	538	539	541	542	544	546	548	549	551	552	554	555	557	558	559	561	562	564	565	567	568	570	571	572	573	574	575	5
Waiwhakaiho-Bell Block South	1.505	1.581	1 656	1.731	1 807		1.942	2 018	2.100	2 189	2.287	2,402	2.525	2.653	2.781	2.906	3.026	3.143	3.257	3.370	3,481	3 593	3.702	3.809	3.911	4 008	4 133	4 253	4 366	4,473	4 576	4.673	4.767	4.856	4,940		5,0
Welbourn	121	121	121	1,731	121		1,542	121	121	122	122	122	122	122	122	122	122	123	123	123	123	123	123	123	123	123	124	124	124	124	124	124	124	124	124	124	1
Westown	248	249	250	250	251		252	252	253	253	254	255	256	257	257	258	259	260	261	262	262	263	264	265	265	266	267	268	269	269	270	271	271	272	273	273	2
Whalers Gate	248	70	70	70	70	70	71	71	71	71	71	71	71	71	72	72	72	72	72	72	72	72	72	72	73	72	73	72	74	7/	7/	7/1	7/1	74	7/	7/	
Wildels Gate	70	70	70	70	70	70	/1	/1	/1	/1	/1	/1	/1	/1	12	72	12	12	12	/2	72	/3	/3	/3	/3	/3	/3	73	/4	74	74	74	74	/4	74	/4	
Total	7,884	7,970	8,055	8,141	8,226	8,294	8,379	8,466	8,558	8,659	8,771	8,901	9,040	9,185	9,330	9,472	9,608	9,740	9,870	9,997	10,124	10,250	10,375	10,495	10,611	10,720	10,863	10,998	11,126	11,248	11,364	11,475	11,580	11,682	11,778	11,869	11,9
Change	0	85	171	256	342	410	495	581	674	774	886	1,016	1,156	1,300	1,445	1,588	1,724	1,856	1,985	2,113	2,239	2,366	2,490	2,611	2,727	2,836	2,978	3,114	3,242	3,364	3,480	3,591	3,696	3,797	3,893	3,985	4,0
Perent Change	0%	+1%	+2%	+3%	+4%	+5%	+6%	+7%	+9%	+10%	+11%	+13%	+15%	+16%	+18%	+20%	+22%	+24%	+25%	+27%	+28%	+30%	+32%	+33%	+35%	+36%	+38%	+39%	+41%	+43%	+44%	+46%	+47%	+48%	+49%	+51%	+52



Agriculture																																					
SA2_2023	2018	2019	2020	2021	2022	2023	3 202	4 2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054
Bell Block Central	27	27	27	27	27	27	7 2	7 27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
Bell Block East	30	30	30	30	30	30	3	0 30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Bell Block West	34	34	34	34	34	34	1 3	4 34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
Blagdon-Lynmouth	12	12	12	12	12	17	2 1	2 12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Everett Park	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	0	0	0	0'
Ferndale	10	10	10	10	10	10	1	0 10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Fitzroy	41	41	41	41	41	41	4	1 41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
Frankleigh Park	21	21	21	21	21	21	. 2	1 21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Glen Avon	17	17	17	17	17	17	7 1	7 17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Highlands Park (New Plymouth district)	40	40	40	40	40	40	4	0 40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Hurdon	13	13	13	13	13	13	3 1	3 13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Inglewood	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	0	o	- 0
Kaitake	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	0	0	0
Kawaroa	37	37	37	37	37	37	7 3	7 37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37
Lepperton-Brixton	300	300	300	300	300	300	30	0 300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Lower Vogeltown	12	12	12	12	12	17	1			12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	17
Mangaoraka	1	1	- 1	1	1	-		1 1	1	- 1	1	1	1	1	1	1	1	1	1	1	1	1	1	- 1	1	1	1	1	- 1	1	1	1	1	1	1	- 1	1
Mangorei	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	0	0	
Marfell	6	6	6	6	6			6 6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	- 6
Merrilands	29	29	29	29	29	20	2	9 29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
Moturoa	17	17	17	17	17	17	7 1	7 17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Mount Messenger		0	- 1	0		-		0 0	- 1	0	- 0	- 0	0		- 1	- 0	- 1	0	- 0	0	0	0	0	0	0	0	0	- 0	0	0	0	- 0	0	0	0	0	
New Plymouth Central	249	249	249	249	249	249	24	9 249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249	249
Oakura	30	30	30	30	30	20	2	0 30	240	30	30	30	30	30	50	30	30	30	30	30	30	30	30	30	20	30	20	30	20	30	30	30	20	30	30	20	30
Omata	12	12	12	12	12	17	1 1	2 12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	17
Paraite	26	26	26	36	26	26		c 26	26	26	26	26	36	26	26	26	26	26	36	26	26	36	36	26	26	36	26	26	26	26	26	26	26	26	26	26	26
Port Taranaki	30	30	30	30	30) 30	1 3	0 0	30	30	30	30	30	30	30	30	30	0	30	30	30	30	30	30	30	30	0	30	- 0	30	30	30	30	- 0	30	- 0	30
Spotswood	101	101	101	101	101	101	10	1 101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101	101
Strandon	101	104	101	101	101		10	1 101	101	101	101	101	101	101		101	101	101	101	101	101	101	101	101	101	101	104	101	101	101	101	104	101	101	101	101	101
	104	104	104	104	104		10	4 104	104	104	104	104	104	104		104	104	104	104	104	104	104	104	104	104	104	104	104	104	104	104	104	104	104	104	104	104
Tarata Tikorangi	0	0	U	- 0	- 0		1	0 0	0	0	0	0	0	- 0	- 0	U	- 0	0	- 0	0	0	0	0	0	0	- 0	0	- 0	0	U	- 0	0	0	0	0	0	
	20	30	20	30	30) 20	1 2	0 20	30	20	30	20	30	30	30	30	20	30	30	30	30	30	30	20	30	30	30	30	30	30	30	30	30	30	30	20	- 20
Upper Vogeltown	30	50	30	30	50	, ,,	1 -	0 30	50	30	50	30	30 50	3U 50	30	30 Sn	30	50	30 50	50	30	30	50	30	50	30	50	30 50	50	30	30	50	50	50	30 50	30	30
Waitara East	367	367	367		- 30	, ,	1 -			367	367	367	367		30	367	367	367	367	367	367	367	367	367	367	367	367	367	367	30	367	367	367	367	367	367	367
Waitara West																														367							
Waiwhakaiho-Bell Block South	2,137	2,137	2,137	2,137			7 2,13	7 2,137		2,137	2,137	2,137	2,137		2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137	2,137
Welboum	31	31	31	31	31		3	1 31	31	31	31	31	31	31	31	34	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31
Westown	77	77	77	- "			-	/ //	- "	77	77	77	77			77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77
Whalers Gate	10	10	10	10	10	10	1	0 10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Total	3,881	3,881	3,881	3,881	3,881	3,881	3,88	1 3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881	3,881
Change	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	0	0	0
Perent Change	0%	0%	0%	0%	0%	. 096	. 09	6 096	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	096	096	0%	0%	0%	0%	0%	0%	0%	096	0%	0%	0%	0%	0%	0%	0%	0%

Total Employment																																					
SA2_2023	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	20
Bell Block Central	278	279	280	281	282	282	283	284	285	286	287	288	290	291	292	293	294	295	296	297	298	298	299	300	301	301	302	302	303	303	303	303	304	304	304	304	3
Bell Block East	264	268	271	275	279	282	285	288	292	295	298	301	304	308	311	314	317	320	322	323	324	326	327	328	329	330	331	332	333	334	335	335	336	337	338	338	3
Bell Block West	523	530	538	545	553	558	561	564	567	571	575	579	583	587	590	594	597	600	602	603	605	606	608	609	610	611	612	613	614	614	615	616	617	617	618	619	6
Blagdon-Lynmouth	291	292	294	295	296	297	297	298	299	301	302	304	305	307	309	310	312	313	314	314	315	316	317	318	320	321	321	322	322	322	322	322	322	322	322	323	3
Everett Park	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	0	0	0	
Ferndale	117	118	118	119	120	120	122	123	124	126	127	129	130	132	133	134	135	136	137	137	138	138	139	139	140	141	141	142	142	143	143	144	144	145	145	146	1
Fitzroy	546	552	558	564	570	577	585	594	604	614	625	636	648	660	671	680	688	694	699	704	709	716	723	729	736	741	744	745	746	746	746	746	746	747	748	749	7
Frankleigh Park	354	355	357	358	359	360	361	361	362	364	365	366	368	369	371	373	374	375	376	377	378	379	380	381	382	383	384	384	384	385	385	385	385	386	386	386	3
Glen Avon	224	225	226	227	229	230	231	233	234	236	237	239	241	242	244	245	247	249	254	259	264	269	275	282	289	295	302	310	317	324	331	338	345	351	357	362	3
Highlands Park (New Plymouth district)	639	641	643	646	648	650	654	657	661	664	667	671	675	679	683	687	690	693	695	697	699	701	703	706	708	710	711	712	713	714	715	715	716	717	718	718	7
Hurdon	269	270	272	273	275	276	278	279	281	282	284	286	288	290	292	294	296	298	301	305	308	311	314	317	320	322	325	327	328	330	331	332	333	334	335	335	3
Inglewood	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	0	0	0	0	
Kaitake	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	0	0	0	
Kawaroa	810	814	819	823	828	832	837	842	847	852	857	862	868	875	881	887	892	896	899	902	905	909	914	918	922	926	927	928	979	929	929	930	930	931	932	933	9
Lepperton-Brixton	1,218	1.221	1,223	1.226	1.229	1.231	1.233	1.236	1.239	1.242	1.245	1.249	1.253	1.257	1.261	1.265	1.269	1.272	1.275	1.279	1.282	1.285	1.288	1.291	1.294	1,297	1.300	1 304	1.306	1.309	1.312	1.314	1.316	1.319	1.321	1.323	1,3
Lower Vogeltown	363	365	366	368	369	371	372	374	376	377	379	381	384	386	388	390	392	393	394	395	396	397	398	399	400	401	402	402	402	402	402	402	402	403	403	403	4
Mangaoraka	11	11	11	11	11	11	- 11	11	11	- 11	11	11	11	11	11	11	11	11	- 11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	- 11	11	
Mangorei		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	
Marfell	144	145	146	147	147	148	149	150	151	152	154	155	156	157	158	159	161	162	162	163	164	165	166	166	167	167	168	168	169	169	169	169	169	169	170	170	1
Merrilands	375	376	378	379	381	382	383	384	386	388	390	392	394	396	398	400	402	404	405	406	407	408	409	410	412	413	414	414	415	415	416	416	417	418	418	419	4
Moturoa	453	458	463	467	472	475	481	486	493	500	508	517	526	535	544	552	558	563	567	570	574	578	583	587	592	596	597	598	599	600	601	602	604	605	607	608	6
Mount Messenger	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	
New Plymouth Central	7.626	7.683	7,740	7.797	7.855	7 901	7.954	8.009	8.067	8.131	8.201	8.283	8.371	8.462	8 554	8.643	8.729	8.812	8.894	8.974	9.054	9.134	9.212	9.288	9.361	9,429	9.519	9.604	9.685	9.761	9.834	9.904	9 970	10.034	10.094	10.152	10.2
Oakura	564	567	569	572	574	576	578	579	581	583	585	587	590	592	594	597	599	600	602	603	605	606	608	609	610	611	611	612	612	612	612	612	612	612	613	613	6
Omata	214	214	214	215	215	216	216	217	217	218	219	219	220	221	222	222	223	224	224	225	225	226	226	226	227	227	227	228	228	228	228	228	228	229	229	229	2
Paraite	220	221	222	223	224	225	226	227	228	229	231	232	234	235	237	239	240	242	243	244	246	247	248	250	251	252	254	255	256	257	258	260	261	262	263	264	2
Port Taranaki	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	0	0	0	
Spotswood	759	762	764	767	769	774	781	789	798	808	819	830	842	853	863	872	878	883	887	891	895	900	905	912	918	923	926	929	930	932	933	935	937	939	941	943	9
Strandon	1.386	1 401	1.417	1 432	1 448	1.452	1.456	1 461	1.465	1 470	1 476	1 482	1 489	1 497	1 504	1.510	1.515	1.520	1.522	1.525	1 527	1.530	1 533	1 536	1 538	1 541	1 542	1 542	1.543	1 543	1 544	1 545	1 546	1 547	1.548	1 549	1.5
Tarata	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	0	0	
Tikorangi	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	0	0	0	
Upper Vogeltown	450	452	453	455	456	460	464	468	472	475	478	481	484	487	490	493	495	497	499	501	502	504	506	SOR	509	511	512	512	513	513	514	514	515	515	516	516	5
Waitara East	492	493	493	494	494	495	497	498	500	502	503	505	507	Sno	512	514	516	518	519	521	522	524	526	527	528	529	530	531	532	532	522	534	524	535	535	536	5
Waitara West	1.650	1.656	1.662	1.668	1.674	1.678	1.684	1.691	1,698	1.706	1.715	1.725	1.735	1.745	1.755	1.764	1.771	1.777	1.782	1.786	1.791	1.796	1.801	1.807	1.812	1.816	1.819	1.821	1.822	1.823	1.824	1.825	1.827	1.829	1.830	1.832	1,8
Waiwhakaiho-Bell Block South	4.800	4,998	5.196	5,395	5,593	5,654	5.732	5.811	5.894	5 986	6.087	6.206	6.333	6.465	6 598	6.728	6.851	6.969	7.083	7.195	7,307	7,420	7.532	7 641	7.746	7 844	7.968	8.086	8.197	8,303	8,404	8.501	8 593	8.682	8.767	8,847	8,9
Welbourn	824	833	842	852	861	863	865	867	870	873	877	882	887	892	897	903	906	909	912	914	916	919	922	926	928	931	931	932	931	931	931	931	931	932	932	932	9
Westown	2,085	2,119	2.154	2.188	2.223	2.226	2.233	2.242	2,251	2.263	2.276	2.292	2.309	2.327	2 346	2.363	2.376	2.385	2.392	2.399	2.407	2.416	2.427	2.438	2.448	2.456	2.458	2.459	2.459	2.460	2.461	2.463	2.466	2,468	2.471	2,474	2.4
Whalers Gate	315	318	320	322	324	325	326	327	329	330	331	332	334	335	337	338	339	340	341	341	342	343	344	345	345	346	346	347	347	347	347	348	348	348	349	349	3
	323	310	320	311	32.4	323	320	JE	JEJ	330	331	332	334	333	337	330	333	340	342		342	340		343	340	540	340	347	347	347	247	240	540	340	343	343	
Total	28,263	28,637	29.011	29,384	29,758	29,927	30.137	30.354	30.584	30.833	31.109	31.422	31.757	32,102	32,445	32,775	33.073	33.349	33.607	33,860	34.113	34,377	34.643	34,904	35.153	35,383	35.637	35.872	36.088	36.292	36,489	36,680	36.866	37.046	37.219	37.384	37,5
Change	20,200	374	748	1,121	1,495	1.664	1.874	2.091	2,321	2.570	2.846	3.159	3,494	3.839	4.182	4.512	4.810	5.086	5 344	5,597	5.850	6,114	6.380	6.641	6.890	7,120	7.374	7.609	7.825	8,029	8,226	8.417	8.603	8,783	8,956	9,121	9,2
																																					+33



Appendix B – Assumptions



Appendix B – Assumptions

Network Assumptions

Option and Preferred Option Scenarios

Option and PO scenarios utilise the DM network plus additional network interventions. These interventions are summarised below in **Table 9-1**.



Table 9-1 Network assumptions – Short List Options and Preferred Option

				2035					2053		
S. N	Projects	Option 0	Option 1	Option 2	Option 3	РО	Option 0	Option 1	Option 2	Option 3	РО
Road	d Network Assumptions										
1	Provide additional capacity at up to 10 signalised intersection pinch points.			✓		✓			✓		✓
2	Provide additional capacity at up to 10 midblock pinch points.								✓		√
3	Increase Car Cost by 2 times in Mode Split Module								✓	✓	✓
4	Reduce local street (link type=4) free speed to 30km/hr	√	✓	✓	✓		√	✓	✓	✓	
5	Reduce capacity on SH44 and increase capacity on SH45							✓	✓		√
6	100% increase in the CBD parking cost and expand parking cost zone to all of New Plymouth Central SA2 area			✓	✓	✓			✓	✓	
7	300% increase in the CBD parking cost and expand parking cost zone to all of New Plymouth Central SA2 area and 80% of trips pay for parking										√
	Reduce Free Speed of local and collector roads (link type 4,5) to 30 km/h					✓					√
9	Reduce speed of rural roads with 100 km/h to 80 km/h (reduce Free speed of link type=13 to 80 kmph)					✓					√
10	Ring route							✓			
PT A	ssumptions										
11	Bus lanes on Route 5020			✓	✓	✓					
12	Bus lanes on all roads traversed by buses								✓	✓	✓
13	Extend Route 5020 to Waitara East and Westown and update headway to 30min	√	✓	✓	✓	✓	✓	✓	✓	✓	√
14	New Airport Line with headway = 30min	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



				2035					2053		
S. N	Projects	Option 0	Option 1	Option 2	Option 3	РО	Option 0	Option 1	Option 2	Option 3	РО
15	Reduce the Walking Perception Factor from 2 to 1.5						✓	✓	✓	✓	✓
16	Upgrade bus stops from 'Normal' to 'Medium' quality			✓	✓	√			✓	✓	✓
17	Upgrade bus stations and hubs in CBD, Waitara, Bell Block further from medium to high quality								✓	✓	✓
18	Reduce Route 5020 time factors by 50%								✓	✓	✓
19	Elevate the frequency of all PT services to 200%	✓	✓	✓	✓	✓					
20	Elevate the frequency of all PT services to 400%						✓	✓	✓	✓	✓
21	Reduce PT fare by 50%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cycl	e Assumptions										_
22	Reduce costs for all cycle journeys by 10%	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
23	Improve perception factor for all off road trails by 20%						✓	✓	✓	✓	✓
24	Add facility type 7 onto all local streets (speed management)	✓	✓	✓	✓	√	✓	✓	✓	✓	✓
25	Cycle lanes on all Arterial roads						✓	✓	✓	✓	✓
26	Existing cycle lanes changed from on-road painted to on-road barrier (change facility type 4 to 5)		√	✓		√		✓	✓		✓
27	All off-road trails changed from trail to shared path (change facility type 3 to 1)							✓	✓		✓
28	Uplift medium confidence factors towards high confidence	✓	√	✓	✓	✓	✓	✓	✓	✓	✓
29	Reduce cost of journeys into NP central SA2 by 10%	✓	✓	✓	✓	✓					
30	Reduce cost of journeys into NP central SA2 by 20%						✓	✓	✓	✓	✓
31	All E+C routes converted to type 5 facility	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



C		2035					2053				
S. N	Projects	Option 0	Option 1	Option 2	Option 3	РО	Option 0	Option 1	Option 2	Option 3	РО
32	All I+C routes converted to type 2 facility						✓	✓	✓	✓	✓



Public Transport Assumptions

The Public transport headways for the DM Scenario is given in the **Table 9-2** below.

Table 9-2 PT service and headways (minutes) for DM scenarios, excluding school bus services

		2035 /2053								
Route No.	Route Name		Inbound		Outbound					
110.		AM	IP	PM	AM	IP	PM			
5001	City (Ariki St)-Moturoa	30	70	40	30	70	40			
5002	Blagdon/WhalersGate	30	70	40	30	70	40			
5003	Lynmouth/Marfell	30	0	0	0	70	40			
5004	Westown/Hurdon	30	70	40	30	70	40			
5005	Frankleigh Park/Ferndale	30	70	40	30	70	40			
5006	Vogeltown/Brooklands	30	70	40	30	70	40			
5007	Welbourn/Highlands Park	30	70	40	30	70	40			
5008	Merrilands/Highlands Park	30	70	40	30	70	40			
5009	Fitzroy/The Valley/Glen Avon	30	84	40	30	84	40			
5020	Waitara (via Bell Block)	60	70	60	60	70	60			
EX	CBD-Waitara/Bell Block	30	0	30	30	0	30			



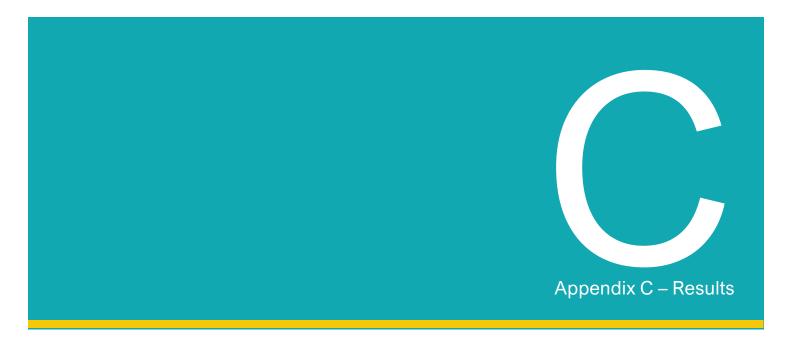
Cycle Model Feedback Assumption and Inputs

The Cycle Model estimates new cycle trips based on the traffic and PT demands and the cycle network interventions. The new cycle trips are then diverted from the initial estimates of the other modes, i.e., car and PT. The 'diverted' Car and PT trips are fed back to the Ngāmotu STM to model the effects of reduced car and PT demands (as the result of mode shift to cycle). The cycle model then predicts mode shift from Car and PT to cycle mode. **Table 9-3** below provides these adjusted Car and PT trip totals for each scenario.

Table 9-3 Diverted car and PT trips from cycle model

Companie	Daily diver	rted trips
Scenario	Car	PT
2035 Do Minimum	682	12
2035 Option0	2396	59
_2035 Option1	2672	69
2035 Option2	2798	150
2035 Option3	2615	151
2035 Preferred Option	2609	151
2053 Do Minimum	1099	18
2053 Option 0	4550	196
2053 Option 1	5466	226
2053 Option 2	4274	1059
2053 Option 3	4100	1020
2053 Preferred Option	3945	1729
2053 Preferred Option with Ring Road	3674	1236







Appendix C – Results

Do-Minimum Scenario Results

Forecast Travel Demand

Table 9-4 Forecast demand statistics

Scenarios/	Al	l Vehicles (\	/ehicle Trips	s)		PT (Pers	on Trips)		PT Mechanized Mode Share (%)			
Measure	АМ	IP	PM	ADT	AM	IP	PM	ADT	AM	IP	PM	ADT
2018	14,554	16,410	19,305	226,263	490	223	151	2,945	2.73%	1.12%	0.65%	1.07%
2035 DM	17,284	19,399	22,828	267,694	586	277	195	3,636	2.75%	1.18%	0.71%	1.12%
2053 DM	19,538	21,974	25,829	303,053	638	309	220	4,033	2.65%	1.16%	0.71%	1.10%
2035 DM vs Base	+19%	+18%	+18%	+18%	+20%	+24%	+29%	+23%	+0.02%	+0.06%	+0.06%	+0.05%
2053 DM vs Base	+34%	+34%	+34%	+34%	+30%	+39%	+46%	+37%	+0.10%	-0.02%	-0.00%	-0.02%
2053 DM vs 2035 DM	+13%	+13%	+13%	+13%	+9%	+12%	+13%	+11%	-0.10%	-0.02%	+0.00%	-0.02%

Road Network Vehicle Statistics

Table 9-5 Road Network Vehicle Statistics

Scenario	Populatio n	Employme nt (unadjuste d)	Average Daily VKT	Average Daily VHT	Average Daily Free Flow VHT	Average Daily Delays VHT2a	Average Daily Vehicle Trips	VKT / Person	Vehicle Trips / Person	Vehicle Trips / Employme nt	Average Trip Length (km)
2018	68,492	28,263	1,387,799	28,642	24,234	4,409	226,263	20.26	3.30	8.01	6.13
2035 DM	82,609	33,349	1,656,446	36,449	29,287	7,163	267,694	20.05	3.24	8.0	6.19
2053 DM	92,068	37,384	1,875,134	44,858	33,218	11,640	303,053	20.37	3.29	8.1	6.19
2035 DM vs 2018	+20.6%	+18.0%	+19.4%	+27.3%	+20.9%	+62.5%	+18.3%	-1.0%	-1.8%	+0.2%	+1.0%



Scenario	Populatio n	Employme nt (unadjuste d)	Average Daily VKT	Average Daily VHT	Average Daily Free Flow VHT	Average Daily Delays VHT2a	Average Daily Vehicle Trips	VKT / Person	Vehicle Trips / Person	Vehicle Trips / Employme nt	Average Trip Length (km)
2053 DM vs 2018	+34.4%	+32.3%	+35.1%	+56.6%	+37.1%	+164.0%	+33.9%	+0.5%	-0.3%	+1.2%	+1.0%
2053 DM vs 2035 DM	+11.5%	+12.1%	+13.2%	+23.1%	+13.4%	+62.5%	+13.2%	+1.6%	+1.5%	+1.0%	+0.0%



Vehicle Emissions

Table 9-6 Summary of Emission Results

Scenario	Population	Carbon monoxide (CO)	Carbon dioxide equivalent (CO2-eq)	Volatile organic compounds (VOC)	Nitrogen oxides (NO _x)	Nitrogen dioxide (NO ₂)	PM2.5 E	PM10.0 BT	Fuel Consumpti on	CO₂-eq/ Person
Units		Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	l/day	
2018	68,492	2,335	294,511	161	797	138	38	26	118,506	4.3
2035 DM	82,609	518	289,188	13	458	106	10	32	115,897	3.5
2053 DM	92,068	151	140,460	5	128	28	2	36	54,810	1.5
2035 DM vs 2018	20.6%	-77.8%	-1.8%	-91.7%	-42.6%	-23.0%	-74.3%	22.1%	-2.2%	-18.6%
2053 DM vs 2018	34.4%	-93.5%	-52.3%	-97.1%	-83.9%	-80.1%	-94.2%	39.4%	-53.7%	-64.5%
2053 DM vs 2035 DM	11.5%	-70.9%	-51.4%	-65.4%	-72.0%	-74.1%	-77.6%	14.1%	-52.7%	-56.4%

Short List Option Results

Forecast Travel Demand

Table 9-7 Forecast Travel Demand

Scenario	Scenario All Vehicles (Vehicle Trips) s AM IP PM ADT			os)		PT (Pers	on Trips)		PT Mechanized Mode Share (%)			
S	AM	IP	PM	ADT	AM	IP	PM	ADT	AM	IP	PM	ADT
2035 DM	17,284	19,399	22,828	267,694	586	277	195	3,636	2.75%	1.18%	0.71%	1.12%



Scenario	Al	l Vehicles (Vehicle Trip	os)		PT (Pers	on Trips)		PT N	lechanized	Mode Share	e (%)
S	AM	IP	PM	ADT	AM	IP	PM	ADT	AM	IP	PM	ADT
2035 Option0	17,034	19,155	22,541	264,244	718	421	377	5,395	3.39%	1.80%	1.37%	1.67%
2035 Option1	17,011	19,134	22,518	263,949	750	436	388	5,596	3.54%	1.87%	1.41%	1.74%
2035 Option2	16,536	18,767	21,943	258,158	1,276	846	1,050	11,201	6.04%	3.62%	3.84%	3.49%
2035 Option3	16,530	18,767	21,940	258,131	1,324	876	1,081	11,589	6.26%	3.74%	3.94%	3.61%
2053 DM	19,538	21,974	25,829	303,053	638	309	220	4,033	2.65%	1.16%	0.71%	1.10%
2053 Option0	18,899	21,365	25,111	294,402	1,100	739	733	9,327	4.63%	2.80%	2.38%	2.57%
2053 Option1	18,789	21,274	24,989	293,037	1,119	734	715	9,290	4.73%	2.80%	2.33%	2.57%
2053 Option2	17,083	19,606	22,782	268,866	3,260	2,814	3,475	35,313	13.72%	10.68%	11.28%	9.87%
2053 Option3	17,140	19,723	22,931	270,384	3,173	2,652	3,240	33,398	13.37%	10.08%	10.53%	9.33%

Table 9-8 Scenario comparison in demand statistics

Coopering	All	Vehicles (\	/ehicles T	rips)		PT (Person Trips)				
Scenarios	AM	IP	PM	ADT	AM	IP	PM	ADT		
2035 Option0 vs 2035 DM	-1%	-1%	-1%	-1%	+23%	+52%	+94%	+48%		
2035 Option1 vs 2035 DM	-2%	-1%	-1%	-1%	+28%	+57%	+99%	+54%		
2035 Option2 vs 2035 DM	-4%	-3%	-4%	-4%	+118%	+205%	+440%	+208%		
2035 Option3 vs 2035 DM	-4%	-3%	-4%	-4%	+126%	+216%	+455%	+219%		
2053 Option0 vs 2053 DM	-3%	-3%	-3%	-3%	+72%	+139%	+233%	+131%		
2053 Option1 vs 2053 DM	-4%	-3%	-3%	-3%	+76%	+138%	+224%	+130%		
2053 Option2 vs 2053 DM	-13%	-11%	-12%	-11%	+411%	+811%	+1477%	+776%		
2053 Option3 vs 2053 DM	-12%	-10%	-11%	-11%	+398%	+758%	+1370%	+728%		



Table 9-9 Mode share including cycle in daily trips

		Trips		Mode Share (%)					
Scenarios	Vehicles (vehicle trips)	PT (person trips)	Cycle (person trips)	Car	PT	Cycle			
2035 DM	267,694	3,636	5,533	81.02%	1.10%	1.67%			
2035 Option0	264,244	5,395	7,733	80.02%	1.63%	2.34%			
2035 Option1	263,949	5,596	8,106	79.88%	1.69%	2.45%			
2035 Option2	258,158	11,201	8,320	78.39%	3.40%	2.53%			
2035 Option3	258,131	11,589	8,142	78.34%	3.52%	2.47%			
2053 DM	303,053	4,033	6,789	80.93%	1.08%	1.81%			
2053 Option0	294,402	9,327	11,226	78.75%	2.49%	3.00%			
2053 Option1	293,037	9,290	12,366	78.50%	2.49%	3.31%			
2053 Option2	268,866	35,313	11,909	72.69%	9.55%	3.22%			
2053 Option3	270,384	33,398	11,712	73.16%	9.04%	3.17%			



Road Network Vehicle Statistics

Table 9-10 Road Network Vehicle statistics

Scenario	Populatio n	Employme nt (unadjuste d)	Average Daily VKT	Average Daily VHT	Average Daily Free Flow VHT	Average Daily Delays VHT2a	Average Daily Vehicle Trips	VKT / Person	Vehicle Trips / Person	Vehicle Trips / Employme nt	Average Trip Length (km)
2035 DM	82,609	33,349	1,656,446	36,449	29,287	7,163	267,694	20.05	3.24	8.0	6.19
2035 Option0	82,609	33,349	1,636,656	35,941	29,009	6,932	264,244	19.81	3.2	7.9	6.19
2035 Option1	82,609	33,349	1,632,976	35,941	28,911	7,030	263,949	19.77	3.2	7.9	6.19
2035 Option2	82,609	33,349	1,598,351	34,715	28,278	6,437	258,158	19.35	3.13	7.7	6.19
2035 Option3	82,609	33,349	1,600,389	34,842	28,275	6,567	258,131	19.37	3.12	7.7	6.2
2053 DM	92,068	37,384	1,875,134	44,858	33,218	11,640	303,053	20.37	3.29	8.1	6.19
2053 Option0	92,068	37,384	1,828,944	42,828	32,409	10,419	294,402	19.87	3.2	7.9	6.21
2053 Option1	92,068	37,384	1,848,565	39,576	31,932	7,644	293,037	20.08	3.18	7.8	6.31
2053 Option2	92,068	37,384	1,668,250	36,721	29,409	7,313	268,866	18.12	2.92	7.2	6.2
2053 Option3	92,068	37,384	1,675,997	36,349	29,536	6,812	270,384	18.2	2.94	7.2	6.2

Table 9-11 Scenario comparison in network statistics

Scenario	Populatio n	Employme nt (unadjuste d)	Average Daily VKT	Average Daily VHT	Average Daily Free Flow VHT	Average Daily Delays VHT2a	Average Daily Vehicle Trips	VKT / Person	Vehicle Trips / Person	Vehicle Trips / Employme nt	Average Trip Length (km)
2035 Optio0 vs 2035 DM	0.0%	0.0%	-1.2%	-1.4%	-0.9%	-3.2%	-1.3%	-1.2%	-1.2%	-1.4%	0.0%
2035 Optio1 vs 2035 DM	0.0%	0.0%	-1.4%	-1.4%	-1.3%	-1.9%	-1.4%	-1.4%	-1.2%	-1.5%	0.0%



Scenario	Populatio n	Employme nt (unadjuste d)	Average Daily VKT	Average Daily VHT	Average Daily Free Flow VHT	Average Daily Delays VHT2a	Average Daily Vehicle Trips	VKT / Person	Vehicle Trips / Person	Vehicle Trips / Employme nt	Average Trip Length (km)
2035 Optio2 vs 2035 DM	0.0%	0.0%	-3.5%	-4.8%	-3.4%	-10.1%	-3.6%	-3.5%	-3.4%	-3.6%	0.0%
2035 Optio3 vs 2035 DM	0.0%	0.0%	-3.4%	-4.4%	-3.5%	-8.3%	-3.6%	-3.4%	-3.7%	-3.6%	0.2%
2053 Optio0 vs 2053 DM	0.0%	0.0%	-2.5%	-4.5%	-2.4%	-10.5%	-2.9%	-2.5%	-2.7%	-2.8%	0.3%
2053 Optio1 vs 2053 DM	0.0%	0.0%	-1.4%	-11.8%	-3.9%	-34.3%	-3.3%	-1.4%	-3.3%	-3.3%	1.9%
2053 Optio2 vs 2053 DM	0.0%	0.0%	-11.0%	-18.1%	-11.5%	-37.2%	-11.3%	-11.0%	-11.2%	-11.3%	0.2%
2053 Optio3 vs 2053 DM	0.0%	0.0%	-10.6%	-19.0%	-11.1%	-41.5%	-10.8%	-10.7%	-10.6%	-10.9%	0.2%



Vehicle Emissions

Table 9-12 Summary of emission results

Scenario	Population	Carbon monoxide (CO)	Carbon dioxide equivalent (CO2-eq)	Volatile organic compounds (VOC)	Nitrogen oxides (NO _x)	Nitrogen dioxide (NO ₂)	PM2.5 E	PM10.0 BT	Fuel Consumptio n	CO₂-eq/ Person
Units		Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	l/day	
2035 DM	82,609	518	289,188	13	458	106	10	32	115,897	3.5
2035 Option0	82,609	513	286,269	13	454	105	10	31	114,705	3.5
2035 Option1	82,609	512	285,912	13	454	105	10	31	114,553	3.5
2035 Option2	82,609	498	279,638	13	444	103	9	31	112,005	3.4
2035 Option3	82,609	502	280,520	13	446	103	10	31	112,352	3.4
2053 DM	92,068	151	140,460	5	128	28	2	36	54,810	1.5
2053 Option0	92,068	148	138,180	5	126	27	2	35	53,887	1.5
2053 Option1	92,068	150	138,231	5	124	27	2	34	53,898	1.5
2053 Option2	92,068	135	129,411	4	116	25	2	32	50,358	1.4
2053 Option3	92,068	136	130,127	4	117	25	2	32	50,630	1.4



Table 9-13 Percentage Change of Emission Results

Scenario	Carbon monoxide (CO)	Carbon dioxide equivalent (CO2-eq)	Volatile organic compounds (VOC)	Nitrogen oxides (NO _x)	Nitrogen dioxide (NO ₂)	PM2.5 E	PM10.0 BT	Fuel Consumptio n	CO₂-eq/ Person
Units	Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	l/day	
2035 Option0 vs 2035 DM	-1.1%	-1.0%	-0.9%	-0.8%	-1.0%	-0.6%	-1.2%	-1.0%	-1.0%
2035 Option1 vs 2035 DM	-1.2%	-1.1%	-1.0%	-0.9%	-1.2%	-0.5%	-1.4%	-1.2%	-1.1%
2035 Option2 vs 2035 DM	-3.9%	-3.3%	-3.1%	-3.0%	-3.7%	-2.3%	-2.9%	-3.4%	-3.3%
2035 Option3 vs 2035 DM	-3.0%	-3.0%	-2.7%	-2.5%	-3.1%	-1.7%	-3.4%	-3.1%	-3.0%
2053 Option0 vs 2053 DM	-2.2%	-1.6%	-1.2%	-1.8%	-2.2%	-0.9%	-2.5%	-1.7%	-1.6%
2053 Option1 vs 2053 DM	-0.4%	-1.6%	-2.1%	-3.1%	-2.0%	-2.0%	-4.8%	-1.7%	-1.6%
2053 Option2 vs 2053 DM	-10.5%	-7.9%	-6.4%	-9.3%	-10.8%	-5.1%	-10.6%	-8.1%	-7.9%
2053 Option3 vs 2053 DM	-9.6%	-7.4%	-5.8%	-8.7%	-10.2%	-4.5%	-10.4%	-7.6%	-7.4%



Preferred Option Results

Forecast Travel Demand

Table 9-14 Preferred Option Forecast Travel Demand by Time Period

Scenarios/	All Vehicles (Vehicle Trips)				PT (Person Trips)				PT Mechanized Mode Share (%)			
Measure	AM	IP	PM	ADT	AM	IP	PM	ADT	AM	IP	PM	ADT
2035 DM	17,284	19,399	22,828	267,694	586	277	195	3,636	2.75%	1.18%	0.71%	1.12%
2035 PO	16,533	18,769	21,946	258,176	1,317	871	1,074	11,526	6.23%	3.72%	3.92%	3.59%
2053 DM	19,538	21,974	25,829	303,053	638	309	220	4,033	2.65%	1.16%	0.71%	1.10%
2053 PO	16,384	18,718	21,752	256,880	4,073	3,847	4,649	47,293	17.16%	14.62%	15.12%	13.30%

Table 9-15 Preferred Option Scenario comparison in demand statistics

Scenarios/	All	Vehicles (\	/ehicles Tr	ips)		PT (Pers		
Measure	AM	IP	PM	ADT	AM	IP	PM	ADT
2035 PO vs 2035 DM	-4%	-3%	-4%	-4%	125%	214%	452%	217%
2053 PO vs 2053 DM	-16%	-15%	-16%	-15%	539%	1144%	2010%	1073%

Table 9-16 Mode share in daily trips

Scenarios/ Measure	Vehicles (vehicle trips)	PT (person trips)	Cycle (person trips)	% Car	% PT	% Cycle
2035 DM	267,694	3,636	5,533	97.22%	1.10%	1.67%
2035 PO	258,176	11,526	8,015	94.07%	3.50%	2.43%
2053 DM	303,053	4,033	6,789	97.11%	1.08%	1.81%
2053 PO	256,880	47,293	11,802	83.91%	12.87%	3.21%



Total Network Statistics

Table 9-17 Network statistics

Scenario	Populatio n	Employme nt (unadjuste d)	Average Daily VKT	Average Daily VHT	Average Daily Free Flow VHT	Average Daily Delays VHT2a	Average Daily Vehicle Trips	VKT / Person	Vehicle Trips / Person	Vehicle Trips / Employme nt	Average Trip Length (km)
2035 DM	82,609	33,349	1,656,446	36,449	29,287	7,163	267,694	20.05	3.24	8.0	6.19
2035 PO	82,609	33,349	1,589,984	34,898	28,482	6,416	258,176	19.2	3.1	7.7	6.2
2053 DM	92,068	37,384	1,875,134	44,858	33,218	11,640	303,053	20.37	3.29	8.1	6.19
2053 PO	92,068	37,384	1,596,551	34,335	28,447	5,888	256,880	17.3	2.8	6.9	6.2

Table 9-18 Scenario comparison in network statistics

Scenario	Populatio n	Employme nt (unadjuste d)	Average Daily VKT	Average Daily VHT	Average Daily Free Flow VHT	Average Daily Delays VHT2a	Average Daily Vehicle Trips	VKT / Person	Vehicle Trips / Person	Vehicle Trips / Employme nt	Average Trip Length (km)
2035 PO vs 2035 DM	0%	0%	-4%	-4%	-3%	-10%	-4%	-4%	-4%	-4%	0%
2053 PO vs 2053 DM	0%	0%	-15%	-23%	-14%	-49%	-15%	-15%	-15%	-15%	0%



Vehicle Emissions

Table 9-19 Summary of Emission Results

Scenario	Population	Carbon monoxide (CO)	Carbon dioxide equivalent (CO2-eq)	Volatile organic compounds (VOC)	Nitrogen oxides (NO _x)	Nitrogen dioxide (NO ₂)	PM2.5 E	PM10.0 BT	Fuel Consumptio n	CO ₂ -eq/ Person
Units		Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	l/day	
2035 DM	82,609	518	289,188	13	458	106	10	32	115,897	3.5
2035 PO	82,609	487	278,206	13	440	101	9	31	111,438	3.4
2053 DM	92,068	151	140,460	5	128	28	2	36	54,810	1.5
2035 PO	92,068	128	124,661	4	111	23	2	31	48,471	1.4

Table 9-20 Percentage Change of Emission Results

Scenario	Population	Carbon monoxide (CO)	Carbon dioxide equivalent (CO2-eq)	Volatile organic compounds (VOC)	Nitrogen oxides (NO _x)	Nitrogen dioxide (NO ₂)	PM2.5 E	PM10.0 BT	Fuel Consumptio n	CO₂-eq/ Person
Units		Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	Kg/day	l/day	
2035 PO vs 2035 DM	0.0%	-6.0%	-3.8%	-3.9%	-3.8%	-4.8%	-3.3%	-2.3%	-3.8%	-3.8%
2053 PO vs 2053 DM	0.0%	-11.2%	-9.6%	-13.1%	-15.4%	-7.8%	-13.2%	-11.6%	-11.2%	-11.2%







Appendix D – Assessment or Modelling Guidelines

Vehicle Emissions

NZ Transport Agency's VEPM version 6.3 (released in April 2022) was adopted for this study. The emission rates for the year 2051 were adopted for year 2053. Features of the VEPM 6.3 model are outlined below:

- VEPM estimates vehicle tail-pipe emissions only, i.e., does not include vehicle manufacture or energy generation.
- VEPM provides grams per km of travel rates, depending on average vehicle speeds.
- VEPM rates are based on assumed vehicle fleet composition in future years.
- VEPM provides methane (CH4) and nitrous oxide (N2O) emission factors to calculate carbon dioxide equivalent (CO2-eq) emission factors instead of carbon dioxide (CO2).

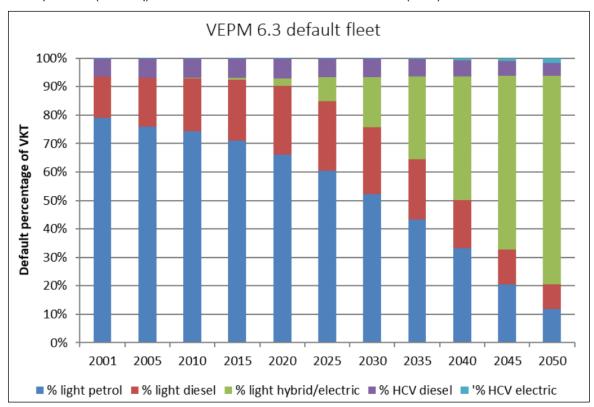


Figure 9-1 Assumed vehicle fleet in VEPM 6.3

Level of Service

To assess the level of congestion (for general traffic), a process was developed using weighted average delay (for intersections) and volume/capacity ratios (for links) to estimate the LOS for the whole network. The LOS criteria adopted for the analysis are shown in **Table 9-21**.



Table 9-21 LOS Criteria for Link and Intersection Types

LOS	Intersection ⁴ (Weighted Average Delay, s)	Rural ⁵ (V/C)	Freeway ⁶ (FFS<80) (V/C)	Arterial ⁷ & Local (V/C)
Α	< 10	< 0.05	< 0.26	< 0.26
В	10 - 20	0.05 - 0.17	0.26 - 0.40	0.26 - 0.43
C	20 - 35	0.17 – 0.33	0.40 – 0.60	0.43 – 0.62
D	35 - 55	0.33 – 0.58	0.60 – 0.85	0.62 – 0.82
E	55 - 80	0.58 – 1.00	0.85 – 1.00	0.82 – 1.00
F	> 80	> 1.00	> 1.00	> 1.00

The Weighted Average Delay for intersections is the normal volume-weighted delay plus an additional weight factor (delay). This additional factor was included to place more weight on critical movements when calculating the "representative average" condition at the intersections.

The calculated LOS indicates a high-level qualitative measure to assess the combined performance of intersections and links for the model network. A more comprehensive LOS assessment is recommended for specific corridors or intersections for detailed studies. The calculated Link LOS doesn't consider queuing or delay originating at downstream intersections. Hence the performance of the network should be assessed using both link and intersection combined.

In general, LOS A-D indicates that intersections and links are performing with an acceptable level of service. LOS E indicates that intersection/links are performing at a poor level of service, and further investigation/modelling may be needed. LOS F indicates the intersections/links are over capacity.

Note that LOS plots are for general traffic performance and the results shown are indicative only. Bus lanes are modelled in Ngāmotu STM which can travel at free-flow speeds on their dedicated lanes and the bus plots do not represent LOS accurately.

⁷ Technical paper "Performance Measures and Threshold Value for Northeast Ohio Areawide Coordinating Agency's (NOACA's) Congestion Management Process, NOACA, August 2007".



⁴ HCM2000 Chapter16- Signalized Intersection.

⁵ Austroad Part2- Roadway Capacity, 1988. Assumed 80% of sight distance length.

⁶ HCM2000 Chapter23- Basic Freeway Segment.











