#### Council

04/12/2016



### **LATE ITEM: Unsealed road renewal strategy**

**Department** Engineering

**Author** Jamie Cox

Attached is a late item concerning **"Unsealed roads renewal strategy"** not included in the Agenda.

Recommendation

That in accordance with Section 46A (7) of the Local Government Official Information and Meetings Act 1987 the item**"Unsealed roads renewal strategy"** be considered given the item had not come to hand at the time of Agenda compilation and consideration of this matter is required now in order to respond within the timeframe allowed.

**Signatories** 

Approved by: F Power Author: J Cox

#### Council

04/12/2016



#### Title: Unsealed road renewal strategy

**Department** Engineering

**Author** Jamie Cox

Contact
Officer
1. Purpose

1.1 To inform elected members of the current road renewal strategy

Recommenda tion

The Engineering Manager RECOMMENDS that Council direct the road renewal strategy development.

#### 2. Background

- 2.1 A forward works programme is developed for Councils roads based on maintenance history, complaints, safety deficiency data and recommendations linked with level of service eg traction and dust impacts
- 2.2 In order to better understand the dust impacts associated with our unsealed roads, a matrix has been developed which considers the impacts on resident dwellings who are clustered around unsealed roads
- 2.3 The roading department has an asset management strategy for unsealed road which allows to invest the annual depreciation money set aside for renewals of the pavement. This money is eligible for a subsidy at our financial assistance rate (FAR) of 68%
- 2.4 Generally this money is utilised in the metal replacement programme for the unsealed roads however in specific cases, we have been able to justify installing a seal coat after the metal renewal programme.
- 2.5 This treatment is justified by calculating the cost over time to construct and maintain the road section in an unsealed state versus the cost over time to construct and maintain the road section in a sealed state In specific instances where high maintenance costs associated with traction grading and metal loss or dust treatment admixture application is required, a positive benefit cost ratio justification can be argued
- 2.6 This strategy directly links to the community outcome to provide a safe and integrated transport system.
- 2.7 Recently the council received a petition in support of sealing Kiwi Road. This lead to a review of the current strategy and criteria used to prioritise and justify road sealing.

#### 3. Strategy

3.1 NZTA has an allocation for seal extensions however; it is unlikely to be approved as it is not currently supported by the

- Government Policy Statement on Land Transport 2015 which drives funding allocations by the Agency (NZTA).
- 3.2 WDC has historically justified road sealing through renewal expenditure based on a positive benefit cost ratio (BCR).
- 3.3 Proposed road sealing sites are sections of road that are identified due to traction issues, high maintenance costs, safety or dust impacts.
- 3.4 The following elements are currently analysed when prioritising dust impacts:

| Dust r           | nuis      | ance   | m       | atrix o | of s       | coring w     | eig       | htings  | a      | nd facto      | rs     |
|------------------|-----------|--------|---------|---------|------------|--------------|-----------|---------|--------|---------------|--------|
|                  |           |        |         |         |            |              |           |         |        | No.           | Growth |
| 20-50m <b>50</b> | Speed     |        | Volumes |         | Environmen | t            | %HCV      |         | houses | Potential     |        |
| <20m             | 200       | High   | 50      | >200vpd | <i>150</i> | V. Exposed   | 150       | >10%    | 2      | 0 1           | 0      |
| 20-50m           | <b>50</b> | Med    | 20      | 100-200 | <i>50</i>  | Exposed      | 100       | 5 - 10% | 2      | 1 <b>1</b>    | 1      |
| 50-100m          | 10        | Low    | 10      | 20-100  | 20         | Sheltered    | <i>50</i> | <5%     | 1      | 2 <b>2</b>    | 3      |
| >100m            | 1         | V. Low | 1       | <20vpd  | 10         | V. Sheltered | 10        |         |        | 3 <b>3</b>    | 5      |
|                  |           |        |         |         |            |              |           |         |        | 4 4           |        |
|                  |           |        |         |         |            |              |           |         |        | 5 <b>5</b>    |        |
|                  |           |        |         |         |            |              |           |         |        | 6 <b>6</b>    |        |
|                  |           |        |         |         |            |              |           |         |        | 15 <b>1</b> 5 |        |
|                  |           |        |         |         |            |              |           |         |        | 20 <b>20</b>  |        |

SCORE - ({[Envi. + Proximity + Traffic Vol. + Speed] x HCV]} x [ (Houses) / Length]) /1000 + Growth Pc

- 3.4.1 Economic Assessment -Seal extensions are unlikely to proceed if a positive BCR is not realised. The BCR is calculated by analysing:
  - -the vehicle operating cost before/after the seal extension
  - -cost of construction works plus the difference in maintenance costs over a 30yr period
  - -safety benefits being assessed and valued
  - Growth potential this criterion has been recently developed and directly relates to economic development. Consideration is given to
  - -the likely change in vehicle counts if the road is sealed
  - -economic growth potential associated with the road sealing.
- 3.5 The prioritisation matrix generates a score for each section of road that has been identified as impacted by dust nuisance.
- 3.6 It has been suggested that a criterion be installed in the prioritisation matrix which puts a priority on urbanisation and effectively will include a preference on urban versus rural areas for the limited funds available.
  - Another point to consider is whether our Village CBA's are also

considered in this new criteria system

Another option is to consider a priority be given to linkage roads that improve connectivity of communities.

A further option is to prioritise roads which are highlighted as reliable bypass options in GPS software

#### 5. Options

- 4.1 The options identified are:
  - a. Status quo
  - b. Amend the prioritisation matrix based on an urbanisation criterion
  - c. Direct staff to consider other criteria
  - d. Workshop the matrix options with staff
- 4.2 It is the authors opinion that as long as a logical process is followed consistently that Council should feel free to adopt whatever criteria they agree upon
- 4.3 The preferred option is d

## What is the cost? Appendices

It costs approx. \$150k/km for a road sealing programme.

# Confirmation of statutory compliance

Current prioritisation matrix

Author: J Cox

Prioritisation matrix with urbanisation criteria

In accordance with section 76 of the Local Government Act 2002, this report is approved as:

- a. containing sufficient information about the options and their benefits and costs, bearing in mind the significance of the decisions; and,
- b. is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.

#### **Signatories**

Approved by: F Power

|  |                       |                            |                                  |                   |                       |                  |                |                 |          | -                  | Dust r    | nuisance matrix  | of scorin | g weightin      | ngs and      | nctors     | 1350          |                   |        | Ice     |
|--|-----------------------|----------------------------|----------------------------------|-------------------|-----------------------|------------------|----------------|-----------------|----------|--------------------|-----------|--|-----------|-----------------|--------------|------------|---------------|-------------------|--------|---------|
| WDC Dust Nuisance Site                             | s                     |                            |                                  |                   |                       | Proximit         | ¥              | Speed           |          | Traffic Vol        | umes      | Environment  | -/30      | NHCV            |              | radius)    | li som        | Proximity t       | o CBA  | Potenti |
|  |                       |                            |                                  |                   |                       | <20m             | 200            | Aligh<br>Medium | 20       | >200vpd            | 150<br>50 | Very Exposed   | 150       | >10%            | 1.5          | 0          | 1             | <200m<br>200m-1km | 5      |         |
| Prioritisation Formula                             |                       |                            |                                  |                   |                       | 50-100m<br>>100m | 10             | Low<br>V. Low   | 10       | 20-100             | 20        | Partly Sheltered   | 200<br>50 | 5 - 10%<br><5%  | 1            | 1 3        | 2             | 1-2km<br>s2km     | 3      |         |
| ([Envi. + Proximity + Traffic Vol.                 | . + Speed] x HCV]}    | x [ (Houses)               | / Length]) /                     | 1000 + Grow       | th Potential          | Proximit         | ,              | Speed           | •        | Traffic Vol        |           | Environment  | 20        | NHCV            |              | 5          | 5             | 3200              | •      |         |
| SCOSE PREFIGENCE Sites compiled from 2013/1        | & submissions process |                            |                                  |                   |                       |                  |                |                 |          | ,                  |           |  |           |                 |              | 25<br>20   | 6<br>15<br>20 |                   |        |         |
| NG PARTY   |                       |                            |                                  |                   |                       |                  |                |                 |          |                    |           |  |           |                 |              |            |               |                   |        |         |
| ANENG  | 10                    |                            | r                                | Envir DISTAN      | grade for<br>DISTANCE | Proximit         | y Operating    | Speed           |          |                    | ADT       |  |           |                 | HCV          |            | HOUSE         | Property le       |        |         |
| 14.80 CARROLL STREET                               | 0.364                 | 0.464 0.100                | Inter Exposure.                  | 5000 w from 80    | 20-50m                | 50               | Speed T        | 5C002           | A01      | 20-100             | 20        | * Sc Count data from *   | SMCV      | - SEVERA        | LOO          | No house * | SCORE S       | 2-2km             | TRAMP! |         |
| 13.33 USWS LANE                                    | 0                     | 171 1710                   | Expend                           | 100 40            | 20-50w                | 50               | Medium         | 20              | 20       | 20-100             | 20        | tol. Shape   |           | +5%             | 1.00         | 12         | 12            | <200m             | 8      | . 5     |
| 11.25 POSSUM BEND                                  | 0                     | 0.122 0.122                | Debred                           | 10 15             | <20m                  | 200              | V. Low         | 1               |          | <20 pd             | 10        |  |           | citi            | 1.00         | 4          |               | 200m-1km          | . 4    | 0       |
| 15.67 MAUNGAPIANI ROAD  13.67 MAUNGAPIANI ROAD     | 0.8                   | 1.07 0.300                 | Expend -                         | 100 13            | <20m<br><20m          | 200              | Low            | 50              | 17       | <20 pd<br><20 pd   | 10        | Challe of Mr. S. Million (Marchite) A.<br>Challe of Mr. S. Million (Marchite)  | 20%       | >10%            | 2.00         | 5          | 1             |                   | FALSE  |         |
| S.SE. HINEPUA ROAD                                 |                       | 0.3 0.300                  | Esposed                          | 100 17            | <20m                  | 200              | V. Low         | 1               | - 20     | 20-100             | 20        | N. (1907 - 1907  |           | 45%             | 1.00         | 4          | 4             |                   | FALSE  |         |
| 7.33 HEREHERETAU-BOAD                              | 0                     | 0.3 0.300                  | Very Exposed                     | 150 54            | 50-100m               | 10               | Aligh:         | 50              | 126      | 100-200            | 50        | Sittinged and Mill Sign on 2 Think State   | 22%       | >10%            | 2.00         | 4          | 4             |                   | FALSE  | - 3     |
| 7.51 TE PARTIFROAD                                 | 0.375                 | 0.675 0.300                | Yery Exposed                     | 150 11<br>150 87  | <20m<br>50-100m       | 200              | Low            | 500             | 504      | 20-100<br>>200est  | 20        | Maria W.C.Har Clark  | 6%        | 5-10%           | L.50         | 4          | *             |                   | FALSE  |         |
| 7.34 WHARAMAH ROAD                                 | 1.06                  | 0.93 0.300<br>1.36 0.300   | Very Exposed<br>Very Exposed     | 150 87<br>150 240 | 100m                  | 10               | High:          | 50              | 504      | >200vpd<br>>200vpd | 150       | Hilland or W. C. Co. Discount.   |           | >10%<br>>10%    | 2.00         | 1          | -             |                   | FALSE  |         |
| S. SU TRYAKAMAHI ROAD                              | 2.55                  | 2.75 0.200                 | Metered                          | 10 70             | 50-100m               | 10               | Medium         | 20              | 504      | >300kpd            | 190       | Internal and A. St. on Concession.   |           | >1090           | 2.00         | 1          | -             | 37ket             |        |         |
| £.£1 AWAMATE-BOAD                                  | 9.56                  | 10:19 1.030                | Expessed                         | 100 89            | 50-100m               | 10               | High           | 54              | 649      | >200vpd            | 153       | Mark Control of the Control  | 16%       | >10%            | 1.00         |            | 4             |                   | FALSE  | 1       |
| 8.43 MAHANGA BOAD<br>4.33 MIKANUI ROAD             | 19                    | 82 6300                    | Very Exposed                     | 150 15            | <20m                  | 200              | Low            | 30              | 420      | >200490            | 150       | COM et l'Edition (audit  | 2%        | <5%             | 1.00         | 2          | 2             |                   | FALSE  |         |
| 6.33 HIKANUI ROAD<br>6.33 STOUT STREET             | 0.10                  | 0.3 0.300                  | Expressed<br>Burnly Denkoop      | 100 16            | <20m                  | 200              | Low            | 10              | 22       | 20-100             | 20        | to the second section in the   |           | -5%             | 1.00         | 3          | 1             | 1-2km             | 1      |         |
| 10.70 KAKARINI FARM ROAD                           | 0.09                  | 0.4 0.400                  | Yery Exposed                     | 156 19            | <20m                  | 200              | Com            | 10              | 48       | 20-100             | 20        | Maded Horsellon 2018   |           | >10%            | 2.00         | 3          | ,             | <200m             | 3      |         |
| 1.52 ARANUI ROAD                                   | 0.264                 | 1.314 0.550                | Exposed                          | 100 10            | <20m                  | 390              | Medium         | 30              | 46       | 20-100             | 20        | Name of Part or University   |           | 5-10%           | 1.50         | . 5        | 8             | >20m              |        |         |
| S.G2 WHILIAMS-STREET                               | 0.005                 | 0.24 0.235                 | Expessed                         | 100 16            | <20m                  | 200              | Cow            | 20              |          | 20-100             | 20        | na courte processal in Address   |           | -5%             | 1.00         |            | 4             |                   | FALSE  |         |
| 4.37 BRACKEN STREET 4.29 RUSSELL POE NORTH         | 0.551                 | 0.736 0.185                | Metared                          | 10 45             | 20-50w                | 50               | Low            | 310             | 43       | 20-100             | 20        | Florid William Strategy  |           | SN.             | 1.00         | 2          | 2             | 1-2km             | 3      |         |
| 4.73 RUSSELL POE NORTH  4.53 MARIA EAST COAST ROAD | 0.91<br>14.6          | 0.973 0.043<br>13.1 0.500  | Debred                           | 10 44             | 50-100m<br>20-55m     | 10               | Medium         | 20              | 111      | 20-100             | 20        | on Triggi State  (County or No Yolder) on experience   | 118       | +5%<br>>10%     | 1.00         | 1          | 1             | 1-2km             | FALSE  |         |
| 6.27 MANGAONE ROAD                                 | 14.0                  | 0.3 0.300                  | Expend                           | 100 20            | 20-50H                | 50               | Medium         | 20              | 63       | 20-100             | 20        | Harte P. Che, Ches 200   | 23%       | NIGH            | 2.00         | - 1        |               |                   | FALSE  |         |
| E.33 KWI KOAD                                      | 1.334                 | 2.175 1.061                | Exposed                          | 100 123           | 5100m                 |                  | Medium         | 20              | 74       | 20-100             | 20        | Technical Completo   | 8%        | 5-10%           | 1.50         | 4          | 4             | 32km              |        |         |
| 3.03 RANGIAHUA BOAD                                | 0.05                  | 0.35 0.300                 | Experied                         | 108 300           | 50-100m               | 10               | Com            | 90              | 99       | 20-100             | 20        | Market M. S. March Colymbia  |           | 5-10%           | 1.50         | 4          | 4             |                   | VALSE  |         |
| LEG WAS STATION ROAD TANNAGE VALLEY ROAD           | 0                     | 0.3 0.800                  | Yery Esponsi                     | 158 41            | 20-50m                | 14               | Medium         | 20              | 57       | 20-100             | 20        | Under Militian Indian  |           | 5 - 10%         | 1.50         |            |               |                   | FALSE  |         |
| 3.36 TAWHARA VALLEY ROAD<br>3.21 BROWNUE ROAD      | 0.63                  | 0.5 0.500                  | Sheltered<br>Sheltered           | 50 70<br>10 103   | 50-100m<br>>100m      | 10               | Medium         | 20              | 110      | 20-100             | 50        | CONTRACTOR STATES  |           | -5%<br>5 - 10%  | 1.00         | - 1        | 1             | 1-2km<br>1-2km    | 3      |         |
| 137 RAUHINA ROAD                                   | 0.066                 | 0.216 0.150                | Espried                          | 100 18            | s20m                  | 200              | y top          | 1               | 77       | +20-pd             | 10        | to make to send in \$1000  |           | 45%             | 1.00         | 1          | 1             |                   | FALSE  |         |
| 2.8) PUTERE BOAD                                   | 21.3                  | 21.5 0.200                 | Partly Sheltowed                 | 50 69             | 50-100m               | 10               | Com            | 50              | 40       | 20-100             | 20        | (Magalan Mr 50 (m) on (Missell Mi  | 23%       | >10%            | 2.00         | 2          | 2             |                   | FALSE  |         |
| 2.54 MGAMOFUROAD                                   | 3.05                  | 3.3 0.250                  | Very Exposed                     | 150 15            | <20m                  | 200              | it/w           | 30              | 162      | 100-200            | 10        | Shipper and Mr. E. Color of Children   |           | <5%             | 1.00         | 1          |               |                   | FALSE  |         |
| 2.41 KOKOHU ROAD<br>2.17 NGAMOTU ROAD              | 0.4                   | 0.72 0.300<br>3.7 0.300    | Very Exposed<br>Very Exposed     | 150 10            | <20m                  | 200              | Medium         | 30              | 162      | 20-300             | 20        | Name of \$1500 or \$1000   | 51%       | >10%            | 1.00         | 1          |               |                   | FALSE  | 1       |
| Z.ST NGAMOTU ROAD                                  | 3.85                  | 4.15 0.300                 | Very Exposed                     | 150 18            | <20m                  | 200              | Low            | 10              | 162      | 100-200            | 50        | Marie W. Ches Lawrence   |           | dis.            | 1.00         | - 6        | - 0           |                   | FALSE  |         |
| 2.26 HERSHERSTAU ROAD                              | 11.45                 | 11.55 0.500                | Partly Shekmad                   | 50 44             | 20-50m                | 50               | Medium         | 20              | 23       | 20-100             | 20        | Daylor M. Colon Distriction  |           | 5 - 10%         | 1.50         | 1          | 1             |                   | FALSE  | -       |
| 2.21 PAEROA STOCK ROAD                             |                       | 0.272 0.272                | Isposet                          | 100 15            | <20m                  | 200              | Afedium.       | 20              |          | 20-100             | 20        | 10 (100 H) 10 Hz (10 H)  |           | 48              | 1.00         | 1          | 1             |                   | FALSE  | 1       |
| 2.11 EUNI ROAD  1.00 HERRINGETAU ROAD              | 0.2                   | 0.5 0.300                  | Expresent                        | 100 300           | 50-100m<br>>100m      | 10               | Aligh          | 50              |          | <20 pd             | 10        | Superior SPECITION SERVICES  |           | >10%            | 2.00         | 1          |               |                   | FALSE  |         |
| 2.38 PUTERE ROAD                                   | 18.775                | 4.25 0.300<br>19.075 0.300 | Delicros<br>Books Shakered       | 10 126<br>50 35   | 20-53w                | 1 10             | Medium         | 50              | 23       | 20-100             | 20        | Hart F. H. W. at Part 19   | 21%       | >10%            | 2.00         |            | 1             |                   | PALSE  |         |
| 1.57 KOHATU PAOPAO ROAD                            | 0.981                 | 0633 0.250                 | Very Exposed                     | 150 40            | 20-50W                | 50               | Medium         | 20              | 29       | 20-100             | 20        | Date Pilita Build  |           | -5%             | 1.00         | 2          | ,             |                   | FALSE  |         |
| 1.90 TE PAIRU ROAD                                 | 0.004                 | 0.404 6.300                | Yery Exposed                     | 150 19            | <20m                  | 200              | Lów            | 30              | 44       | 20.100             | 20        | Migdal M C24 or (Stantilla   | es.       | 5-10%           | 1.50         | 1          | 1             |                   | TALSE  | 26      |
| 1.00 WALKEN ROAD                                   | 2.05                  | 2.35 0.300                 | Yery Exposed                     | 150 39            | 20-53H                | 10               | rsign          | 50              | 25       | 20-100             | 20        | Made R 105 or Medici   | 17%       | 2001×           | 2.00         | 1          | 1             |                   | FALSE  |         |
| 1.73 CRICKLEWOOD ROAD                              | 26.55<br>2.27         | 26.7 0.150<br>2.77 0.500   | Partly Sheltovad<br>Sheltared    | 50 20<br>50 65    | 20-50m<br>50-100m     | 10               | Low            | 50              | 100      | 20-100             | 50        | (Supplied 10) (10) (10) (10) (10) (10)   | 17%       | >10%<br>-5%     | 1.00         | - 1        | 1             |                   | FALSE  |         |
| 1.57 FITEROYSTRECT                                 | 9.025                 | 0.34 0.215                 | Experied                         | 100 36            | 20-50m                | 50               | Low            | 30              | 28       | 20-100             | 20        | Dept of \$1.00 or \$10.0000.   |           | 15%             | 1.00         | ,          | ,             | >2km              | PALSE  |         |
| 1.43 CRICKLEWOOD ROAD                              | 7.53                  | 7.83 0.300                 | Partly Shekerpil                 | 50 52             | 50-100m               | 10               | Medium         | 20              | 159      | 100-200            | 50        | 100 pt or W 5 27 pt 200 p2701  |           | 48              | 1.00         | 1          | 1             |                   | FALSE  | -       |
| 1.43 CLYDEBANK ROAD                                | 11                    | 1,4 0,300                  | Very Especial                    | 130 15            | <20m                  | 200              | riigh          | 50              | 57       | 20-100             | 20        | Ungarian RF (LIRICAN DANSES)   |           | +5%             | 1.00         |            | 1             |                   | FALSE  | 2       |
| 1.27 RANGIANUA FOAD<br>1.20 ARANJI ROAD            | 1.05                  | 1.15 0.800                 | Sheltered                        | 10 77             | 50-100m               | 10               | Low            | 10              | 100      | 100-200            | 50        | 10 and of the 1000 on 100 periods  |           | 45%             | 1.00         | 1          | 1             |                   | FALSE  |         |
| 1.23 ARAMURCAD<br>1.13 EDECHURDAD                  | 0.21<br>3.15          | 0.53 0.300<br>3.45 0.300   | Very Exposed<br>Fortly Sheltered | 150 23<br>50 41   | 20-50m<br>20-50m      | 10               | Medium         | 50              | 46<br>76 | 20-100             | 20        | Magdad M A. Daniel Mychille<br>Magdad M A. Dillow Security   | 51%       | 5 - 10%<br>>10% | 1.50         | -          |               |                   | FALSE  | 9       |
| C SE TANHARA VALLEY ROAD                           | 1,245                 | 1598 6360                  | (append                          | 100 29            | 20-90m                | 10               | V. Low         | 1               | 110      | 20-100             | 20        | Charles of Military Street Street  | pare      | - CSN           | 1.00         | 2          | 1             | 32km              |        | 1       |
| 0.64 MUHAKA KIVER ROAD                             | 0                     | 05 6500                    | Punly Sheltmest                  | 50 23             | 20-50m                | 50               | Medium         | 20              | 36       | 20-100             | 20        | Property Color (Property)  |           | <5%             | 1.00         | 1          | 3             |                   | FALSE  | 3       |
| 0.83 TAWHARA VALLEY ROAD                           | 0.8                   | 11 0.300                   | Expend                           | 100 47            | 20-50m                | 50               | rego           | 50              | 110      | 100-200            | 50        | Display F. City at Standing  |           | -510            | 1.00         | 1          | 1             | >2km              |        |         |
| G.EL BROWNUE ROAD<br>G.75 RANGIAHUA ROAD           | 1.225                 | 1.525 0.300<br>4.65 0.300  | Partly Sheltwari<br>Exposed      | 50 20<br>100 70   | 20-50H<br>50-100H     | 10               | V. Low<br>Migh | 1 50            | 100      | 20-100             | 20        | Maybyl M S.E = 304-1001  |           | dis.            | 1.00         | 2          | 2             |                   | FALSE  |         |
| U.S. WARRIN ROAD                                   | 435<br>63             | 4.65 0.300<br>5.4 0.300    | Shebered                         | 100 70            | 20-100m               | 10               | African        | 20              | 100      | 30-100             | 70        | House M. C. Charles Street   | 17%       | >10%            | 2.00         | 1          |               |                   | FALSE  |         |
| 0.62 CRICKLEWOOD ROAD                              | 19.6                  | 19.9 0,300                 | Partly Sheltered                 | 50 58             | 50-100m               | 10               | cow            | 50              | 29       | 20-100             | 20        | Charles P. N. Charles Co.  | 17%       | >20%            | 2.00         | 1          |               |                   | FALSE  |         |
| 0.60 WAIATAI ROAD                                  | 4.35                  | 4.65 0.300                 | Defined                          | 10 87             | 50-100m               | 10               | nligh          | 50              | 89       | 20-100             | 20        | Property Color Street  | 13%       | 9F074           | 2.00         | 1          | 1             |                   | TALSE  |         |
| 0.57 DEVERY ROAD  0.57 CRICKLEWOOD ROAD            | 0.911                 | 0.011 0.300                | Expend                           | 100 40            | 20-5011               | 50               | V. Loor        | 1               | 45       | 20-100             | 20        | Market W 3.50 or 55500000  |           | -15%            | 1.00         | 1          | 1             |                   | FALSE  |         |
| 0.57 CRICKLEWOOD ROAD<br>0.54 WALKEN ROAD          | 12.1                  | 12.4 0.300<br>5.45 0.300   | Partly Shebroat<br>Shebroat      | 50 20<br>10 135   | 20-50m<br>+100m       | 10               | Medium         | 20<br>50        | 159      | 20-100             | 50        | House Wildle Design  | 17%       | ×5%             | 1.00<br>2.00 | 1          | 1             | x2km              |        |         |
| 0.54 PUTERS ROAD                                   | 2454                  | 24.84 0.800                | Shebreri                         | 30 340            | 1200m                 |                  | nign           | 50              | 40       | 20-100             | 70        | Physical Physics and Appendix  | 21%       | >10%            | 2.00         | ,          | 1             | 32km              |        | 3       |
| 0.50 CRICK/EWGOD ROAD                              | 14.56                 | 14.86 0.300                | Partly Sheltered                 | 50 128            | ×100m                 |                  | riligin        | 50              | 159      | 100 200            | 50        | TOTAL AT THE STATE OF THE STATE OF   | 10000     | 45%             | 1.00         |            |               | >28m              |        |         |
| 0.40 WALAZAI ROAD                                  |                       | 4.5 0.300                  | Metered                          | 33 65             | 50-100m               | 10               | Medium         | 50              | 89       | 20-100             | 20        | Track P. Life or Descript  | 17%       | >10%            | 2.00         |            | 1             | >2km              | 0      |         |
| 0.40 CRICKLEWOOD ROAD<br>0.30 CRICKLEWOOD ROAD     | 12.53                 | 12.83 0.300                | Sheltmed                         | 10 70             | 50-100km              | 10               | Low            | .50             | 159      | 100-200            | 50        | 100gd at 40 t 275 on 200g2701  |           | 5-10%           | 1.50         | 1          | 1             | 52km              | 0      |         |
| 0.36 CRICKLEWOOD ROAD                              | 27.05<br>5.2          | 27.3 0.250<br>5.45 0.250   | Sheltered<br>Persis Sheltered    | 10 42<br>50 75    | 20 50m<br>50-100m     | 10               | Low            | 90              | 29       | 20-100             | 20        | Proping of the State Constitution of the State Const   |           | 15%             | 1.00         | 1          | 1             | >2hm<br>>2km      |        |         |
| 0.34 KOKOHU ROAD                                   | 1.695                 | 1.995 0.300                | Defined                          | 30 75             | 2000m                 | 10               | Medium         | 30              | 76       | 20-100             | 20        | Name of Contract o | 51%       | >10%            | 1.00         |            | 1             | 32km              | 0      |         |
| C.32 BROWNUE KOAD                                  | 2.15                  | 2.45 0.300                 | Partly Sheltered                 | 50 78             | 50-100m               | 10               | Cow            | 50              | 44       | 20-100             | 20        | Market P. S. St. or Francisco  | 1000      | <5%             | 1.00         | 4          |               | >2km              | 0      |         |
| 0.00 FATUNAMU ROAD                                 | 2.964                 | 16 1.034                   | Debred                           | 12 670            | >100es                | 1                | High:          | 50              | 51       | 20-100             | 20        | Things of the Contraction  | 45%       | >10%            | FALSE        |            | 1             | >2000             |        |         |

|     |         |  |  |        |          |  |        |            |                |           |               |               |     | -            |      | Section 1997   |                    | The state of the state of  |          | No. house | s (3.50m) |                |            | Grav       |
|-----|---------|--|--|--------|----------|--|--------|------------|----------------|-----------|---------------|---------------|-----|--------------|------|--|--------------------|--|----------|-----------|-----------|----------------|------------|------------|
| - 1 | WDC     | Dust Nuisance Sites  |  |        |          |  |        |            |                | Proximity |               | Speed         |     | Traffic Volu | mes  | Environment  |                    | KHCV   |          | radius)   |           | Proximity 1    | to CBA     | Pote       |
|     |         | 0000110000100  |  |        |          |  |        |            |                | cition    | 200           | Mah           | 50  |              | 150  | Very Exposed   | 150                | 1000   | 2        |           | 0.1       | 2300m          | -          | - Contract |
|     |         |  |  |        |          |  |        |            |                | 20-50m    | 50            | Medium        | 20  |              | 50   | Exposed  | 100                | 5 - 1/2%   | 1.5      |           | 1         | 200m-1km       | ,          |            |
|     |         | Prioritisation Formula   |  |        |          |  |        |            |                | 50-100w   |               |               | 10  |              | 20   | Partly Sheltered   | 50                 |  | 1        |           | 2         | 5-2km          | 1          |            |
|     |         |  |  |        |          |  |        |            |                | >100m     | 1             | V. Low        | 1   | -Qillied I   | 10   |  | 10                 | -  |          |           | 11        | ×24m           | 0          |            |
|     | (IEnvi. | + Proximity + Traffic Vol. + Sp  | eedl x HCV11 :   | x [ (H | ouses)   | / Length1) /   | 1000 4 | Growth Pot | ential         | 1000      |               |               |     |              |      | 0.000  |                    |  |          | - 3       | 6.4       | 03h: =         |            |            |
|     |         |  |  |        |          |  |        |            |                | Proximity |               | Speed         |     | Traffic Volu | mes  | Environment  |                    | SHCV   |          | 1         | 5 5       | 1              |            | 1          |
|     |         |  |  |        |          |  |        |            |                | 2.3       |               | O. A. St. Lie |     | 100000       |      | ACT 25 CO.   |                    | 10000  |          |           | 6 6       | 1              |            | 1          |
|     |         | Highlighted sites consided from 2013/14 submi  | and the same of th |        |          |  |        |            |                |           |               |               |     | 1            |      | 1  |                    | 1  |          |           | 15        | 1              |            | 1          |
|     | 8000    | subsidiates need countries with syrtax by prose-   | reduce beaching  |        |          |  |        |            |                | _         |               | -             |     | _            |      | <u> </u>   |                    | _  |          | -         | 2.29      | _              |            | +          |
|     |         |  |  |        |          |  |        |            |                |           |               |               |     |              |      |  |                    |  |          |           |           |                |            |            |
|     | ноезт   |  |  |        |          |  |        |            | puedle fax     |           |               |               |     |              |      |  |                    |  |          |           |           | 10000          |            |            |
|     | RANKING |  |  |        |          |  |        | DISTANCE   | HITANEE        | Prosenty  | Operating     | Speed         |     |              | ADT  |  |                    |  | HCV      |           | HOUSE     | Distriction of |            |            |
| ı   | 100     | Acad Nome  | * RP star * Rt   | Fend T | Cangth * | Ersit Espourie.  | 3004 - | from RO *  | from Pd (*     | 500WE     | Speed .       |               | ADT | ADT GRATE    | 5000 | * Tic Count data from *  | NHCV               | * HCV GRAIN  | FACTOR * | No house  | SCORE     | 124            | ■ C6A 5col | -          |
| Γ   | 14.80   | CARROLL STREET   | 0.364  | 0.464  | 0.300    | Express  | 100    | 26 20      | 50H            | 10        | Low           | 10            | 50  | 20-100       | 20   | at New   |                    | ×5%  | 1.00     |           |           | 1-28m          | 1          |            |
| ľ   | 11.33   | LEWIS LANE   | 0  | 1.71   |          | Expensed   | 100    | 80 20      | -50m           | 10        | Medium        | 20            | 20  | 26-100       | 20   | de Stand   |                    | <5%  | 1.00     | 12        | 12        | <280m          |            |            |
| ŀ   | 11.25   | POSSUM BEND  |  | 0.122  |          | Shethered  | 10     | 15 <       | -              | 300       | V. Low        |               |     | <30ad        | 10   |  |                    | <5%  | 1.00     |           | -         | 200m-2km       |            |            |
| ŀ   | _       | WHAKAMAH ROAD  |  |        |          |  | 10     |            | 200m           | 10        | Median        |               | 534 |              |      |  |                    | >10%   |          |           |           | s2tm           |            |            |
| ŀ   | 6.50    | WHATAMAN BOAD  | 2.55   | 2.75   | 0.300    | Shebrest   |        |            |                |           |               | 20            |     | >200/pd      | 150  | STREET, S. S. C. C. ST. STREET,  |                    |  | 2.00     | 1         | 1         |                |            |            |
| ļ.  | 11.40   | MAHANGA ROAD   | 2.0  | 8.2    | 0.300    | Very Especial  | 150    |            | One            | 300       | Link          | 10            | 420 | s200spd      | 150  | Characteristics control  | 2%                 | <3%  | 1.00     | 2         | 1         | <200m          | 8          |            |
| ĺ   | 6.30    | HEKANUI ROAD   |  | 0.3    | 0.300    | fajourd  | 100    | 16 0       | Oni            | 200       | Low           | 10            | 22  | 20-100       | 20   | In Dec 2008  |                    | <5%  | 1.00     | 1         | 1         | 2-2km          | 1          |            |
| ſ   | 5.01    | STOUT STREET   | 0.19   | 0.364  | 0.174    | Party Sheltered  | 50     | 76 50      | 200m           | 10        | Low           | 10            | 53  | 20-100       | 20   | on Dayle Wildle to Mil   |                    | <b>45%</b>   | 1.00     | 2         | 2         | 4200m          | 5          |            |
| r   | 10.70   | KAKARIKI FARM ROAD   | 9  | 0.4    | 0.400    | View Exposed   | 150    | 13 0       | Ores           | 200       | Line          | 10            | 48  | 20.200       | 20   | Maria mosale 2013  |                    | ×20%   | 2.00     | 1         |           | <200H          |            |            |
| ŕ   | 3.64    | ARANUS BOAD  | 0.764  | 1,014  | 0.550    | Capring  | 100    | 10 42      |                | 200       | Molfum        | 100           | 44  | 20-100       | 30   | Management Charles   |                    | 5 - 10%  | 1.00     | - 60      |           | 22km           |            |            |
| ۱   | 3.04    | BRACKEN STREET   |  |        |          |  |        |            | 55m            |           |               | -             | 41  |              |      |  |                    | 42E  |          | - 33      |           | I-2km          |            |            |
|     | 4.00    |  | 0.551  | 0.736  | 0.185    | Sheltered  | 10     | - 20       |                | 10        | Low           | 10            |     | 20-100       | 30   | Chief of Section of Principles   |                    |  | 1.00     | 5         | - 1       |                | 3          |            |
| Ĺ   | 4.79    | RUSSELL POR NORTH  | 0.91   | 0.973  | 0.063    | Dathered   | 310    |            | 200m           | 10        | Lipw          | 10            | 34  | 20-100       | 20   | pe, (August 1990)  |                    | <5%  | 1.00     | 1         | 1         | 2-2km          |            |            |
| Ĺ   | *111    | MAHIA ERST COAST BOAD  | 14.6   | 15.1   | 0.500    | Sheltered  | 10     |            | 50m            | 10        | Medium        | 20            | 132 | 200-200      | 50   | TO SHOULD BE SHOULD SEE ASSURED.   | 11%                | ×22%   | 2.00     | 1         |           | >2km           | .0         |            |
| ĺ   |         | MANGAONE ROAD  | 0.   | 0.1    | 0.300    | Exposer  | 100    | 20 20      | -50m           | 50        | Medium        | 20            | 63  | 20-200       | 30   | Hart & Print on Chapters   | 23%                | 100%   | 2.00     | 1         | 1         | 32km           | 0          |            |
| ٢   | 3.00    | KIWI ROAD  | 1.124  | 2.175  | 1.051    | Expumel  | 100    | 123 13     | Other          | 1         | Medium        | 20            | 24  | 20-200       | 20   | No. Complete Complete Co.  | EN.                | 5 - 10%  | 1.50     | 4         | 4         | adim           | 0          |            |
| t   | 1.80    | RANGIAHUA ROAD   | 0.05   | 0.35   | 0.300    | Deposed  | 100    |            | 100m           | 10        | Live          | 10            | 99  | 20-100       | 20   | Maria William Dispublic  |                    | 5 - 10%  | 1.50     |           |           | >2tm           |            |            |
| ŀ   |         | WAI STATION ROAD   |  |        |          |  |        |            | 55m            | 50        | Medium        | 20            | 57  | 20-200       |      |  |                    | 5-10%  |          | - 32      |           | 2-2km          |            |            |
| ŀ   | 6.60    | TAWHARA VALLEY ROAD  | 9  | 0.1    | 0.300    | Very Expend  | 150    |            |                |           |               |               |     |              | 30   | Physical RP Cities (Switter)   |                    |  | 1.50     |           |           |                | 3          |            |
| ļ.  | 5.34    |  | 0  | 0.5    | 0.500    | Shethinest   | 80     |            | 100m           | 10        | Medium        | 50            | 130 | 200-200      | 140  | There exists a process   |                    | <5%  | 1.00     | 2         |           | £-24yes        |            |            |
| L   | 3.21    | BROWNLIE ROAD  | 0.63   | 0.93   | 0.300    | Steffered  | 10     | 103 >1     | Other          | 1         | Low           | 10            | 44  | 20-100       | 20   | A NAME OF STREET, CONSTRUCTION   |                    | 5-10%  | 1.50     | 1         | 1         | 1-2km          | 3          |            |
| Γ   | 3.07    | RALIHINA ROAD  | 2.066  | 0.216  | 0.150    | Lynner   | 100    | 18 <2      | Om             | 200       | V. Low        |               |     | <20vpd       | 10   | section increased in Bridge  |                    | <5%  | 1.00     | 1         | 1         |                | PAGE       |            |
| ľ   | 2.44    | KOKOHU KOAD  | D.A.   | 0.72   | 0.120    | View Emboured  | 150    | 10 <2      | Om             | 200       | Medium        | 20            | 76  | 20-100       | 20   | There will be being  | 53%                | >22%   | 2.00     | 1         | 1         |                | PAGE       |            |
| r   | 2.17    | NGAMOTU ROAD   | 3.4  | 1.7    | 0.300    | Very Expenses  | 155    | 19 <2      | Geo.           | 200       | Errar         | 10            | 182 | 100-200      | 50   | Miles of the State of Principles   |                    | c5%  | 1.00     |           |           |                | FALSE      |            |
| ŀ   | 3.37    | NGAMOTU ROAD   | 3.65   |        |          | Very General   | 150    |            | Ches           | 200       | Total Control | 10            | 162 | 200-200      | 50   |  |                    | <5%  | 1.00     |           |           |                | · cause    |            |
| ŀ   |         | HERCHERETAL BOAD   |  | 4.15   |          |  |        |            | Larent Control |           | LOW           |               |     |              |      | Milatin William   Problem  |                    |  |          | 1         |           |                |            |            |
| ļ.  | 2.26    | - Company of the Comp | 13.45  | 13.95  |          | Partly Sheltered   | 50     | -          | 50m            | 50        | Medium        | 20            | 23  | 20-100       | 20   | Physical Will Colors 276 or 276  |                    | 5 - 20%  | 1.50     | 1         |           |                | PAULE      |            |
| L   | 2.25    | PAEROA STOCK ROAD  | 0  | 0.272  | 0.272    | Express  | 190    | 15 0       | OH!            | 200       | Medium        | 29            |     | 20-200       | 20   | most would state.  |                    | *5%  | 1.00     | 1         | 1         |                | FALSE      |            |
| ſ   | 2.13    | KUMI BOAD  | 0.2  | 0.5    | 0.300    | Copment  | 100    | 900 53     | 200m           | 10        | High          | 140           | . 5 | <30ed        | 10   | THE R. P. LEWIS CO., LANSING   |                    | >20%   | 2.00     | 1         | 1         |                | FALM       |            |
| Г   | 2.08    | HEREHERETAU ROAD   | 3.95   | 4.25   | 0.300    | Deterred   | 90     | 128 -7     | Other          | 1         | HASA          | 30            | 23  | 20-100       | 30   | Display of Stilling (Display)  |                    | >10%   | 2.00     | 2         | - 2       |                | FAUNE      |            |
| r   | 1.83    | PUTERS ROAD  | 18.775   | 18,075 | 0.300    | Partic Statement   | 50     | 95 20      | 500            | 10        | Mothers       | 20            | 40  | 20 100       | 20   | Street a fet to be an interior   | 20%                | >10W   | 2.00     | - 23      |           |                | PAGE       |            |
| t   | 1.02    | KOHATU PAOPAO BOAD   | 0.381  | 0.631  |          | Very Engener   | 150    |            | SOm            | 10        | Medium        | 20            | 29  | 20-100       | 20   | Proper Strictler or Street Street  |                    | <sn< td=""><td>1.00</td><td>- 20</td><td></td><td></td><td>FALSE</td><td></td></sn<> | 1.00     | - 20      |           |                | FALSE      |            |
| ŀ   |         | TE PAIRU BOAD  |  |        |          |  |        |            | - June         |           | Marine        |               | **  |              |      |  | \$ - 1250          |  |          | - 5       |           |                |            |            |
| ŀ   | 1.90    |  | 0.004  | 0.404  |          | Very Exposed   | 150    | 19 <       | Om             | 300       | Enter         | 10            |     | 50-100       | 30   | Adapt a 80% of an interesting  | EN.                | 5 - 20%  | 1.50     | 1         | 1         |                | FAISE      |            |
| L   | 1.80    | WINATAI ROAD   | 2.05   | 2.35   | 0.300    | very Expound   | 150    |            | -50H           | 10        | reight        | 50            | 89  | 30-100       | 20   | Maple this bis in binester   | 17%                | > DOM:   | 2.00     | 2         | 1         |                | FALSE      |            |
| ĺ   | 1.73    | DRICKLEWOOD ROAD   | 26.55  | 26.7   | 0.350    | Party Sheltered  | 50     | 20 20      | -55H           | 50        | Littee        | 16            | 29  | 20-100       | 99   | Physical Int Sci. 2000 on 1 (Most 20)  | 17%                | 0.00W  | 2.60     | 1         | 1         |                | FALSE      |            |
| Γ   | 3.71    | RANGIARIA ROAD   | 2.27   | 2.77   | 0.500    | Sheltered  | 10     | 65 50      | 200m           | 10        | nigh          | 58            | 100 | 200-200      | 50   | Difference for Edition Chapterior  |                    | 45%  | 1.00     | 3         |           |                | FASSE      |            |
| ľ   | 1.41    | CRICKLEWOOD ROAD   | 7.53   | 7.83   | 0.300    | Party Sheltered  | 50     | 52 50      | 100m           | 10        | Mrdium        | 20            | 159 | 100-200      | 50   | Desire Parties Design  |                    | <5%  | 1.00     | 1         | 1         |                | PALSE      |            |
| ŕ   | 1.40    | CYDEBANK BOAD  | 1.1  |        | 0.300    | Very Experied  | 150    |            | Ores           | 200       | Nigh          | 540           | 57  | 20-100       | 20   | There will make the con-   |                    | «SN  | 1.00     | 1         | 1         |                | FALSE      |            |
| ŕ   | 1.27    | MANGIANNA ROAD   | 1.05   | 1.35   |          | The State of | 200    |            | 100m           | 10        | Low           |               | 100 | 100-200      | 50   |  |                    | <5%  | 1.00     | - 30      | 78.93     |                | FALSE      |            |
| ŀ   |         | ARANUS BOAD  |  |        |          | Delines.   |        |            |                |           |               | 10            | 300 |              |      | Design of College of College of the  |                    |  |          |           |           |                |            |            |
| ŀ   | 1.29    | CONTRACTOR OF THE PROPERTY OF  | 0.21   | 0.51   | 0.300    | Very Expense?  | 150    |            | SOm            | 10        | Medium        | 20            | 46  | 20-100       | 20   | Alignativisti er steptite  |                    | 3-10%  | 1.50     | 1         | 1         |                | FASSE      |            |
| Ĺ   | 3.33    | KOKOHU ROAD  | 3.15   | 3.45   | 0.300    | Partly Shallyred   | 10     |            | -50m           | 10        | Nigh          | 10            | 76  | 50-100       | 20   | Nagria William Grides  | 51%                | >20%   | 2.00     | 1         | 1         |                | PAGE       |            |
| ĺ   | 0.98    | TAWHARA VALLEY ROAD  | 1.248  | 1.598  | 0.350    | Exposed  | 100    | 29 20      | -50m           | 10        | V. Low        |               | 110 | 20-200       | 20   | Display William Navalley   | influent to refree | un clik  | 1.00     | 2         | 2         | nākm.          | 0          |            |
| ſ   | 0.04    | NUHAKA EIVER ROAD  | 0  | 0.5    | 0.500    | Party Shellowed  | 50     | 28 20      | 50m            | 50        | Medium        | 20            | 38  | 20-200       | 20   | Maybe Minister of Street, Street   |                    | <5%  | 1.00     | 3         | 3         |                | FALSE      |            |
| r   | 9.83    | TAWHARA VALLEY ROAD  | 0.8  | 1.1    |          | Exposed  | 100    | 47 20      | 50m            | 50        | relate        | 50            | 110 | 200-200      | 50   | United States Street Street  |                    | 43%  | 1.00     | 1         | 1         | 32km           | 0          |            |
| ŀ   | 885     | BROWNUI BOAD   | 3,225  | 3,525  |          | Paris Statement  | 50     |            | 50H            | 50        | V: Low        |               | 44  | 20-200       | 20   | Hada William Drooms  |                    | dis.   | 1.00     | ,         |           | nZkm           |            |            |
| ŀ   |         |  |  |        |          |  |        |            |                |           |               |               |     |              |      |  |                    |  |          |           | -         |                |            |            |
| ŀ   | 9.79    | RANGIAHUA ROAD   | 4.35   |        | 0.300    | Commit   | 100    |            | 200m           | 10        | High          | 30            | 100 | 200-200      | 10   | (Marie W.1380 or (24)-250)   | 5                  | <5%  | 1.00     | 1         | 1         | ×2km.          | 0          |            |
| Ĺ   | 100     | WAIATAI BOAD   | 6.1  | 6.4    | 0.300    | Defend   | 10     |            | 50H            | 10        | Medium        | 20            | 89  | 20-100       | 20   | \$140 K \$150.00 (\$150.00)  | 17%                | >20%   | 2.00     | 1         | 1         | >Zkm           | 0          |            |
| ĺ   | 0.60    | ONICKLEWIDGO ROAD  | 19.6   | 19.9   | 0.300    | Virtly Shelterid   | 50     | 58 50      | -200m          | 10        | Lew           | 10            | 29  | 20-100       | 20   | [84414 H 15,558 to \$184420]   | LIN                | SECON  | 2.00     | 1         | 1         | >28.00         |            |            |
| ſ   | 0.60    | WRIATAI ROAD   | 4.35   | 465    | 0.300    | Deltared   | 80     | 87 50      | 200m           | 10        | High          | 10            | 25  | 20-100       | 23   | Maria Into its or process?   | 17%                | >10%   | 2.00     | 1         | 1         | >Zim           | 0          |            |
| t   | 8.57    | DEVERY ROAD  | 9311   | 0.611  | 0.300    | Exposer  | 100    | 40 20      | -50m           | 10        | V. Line       | 1             | 45  | 20-200       | 30   | Maria Militar Miles  |                    | <5%  | 1.00     | 1         | 1         | s2km           |            |            |
| ١   | 0.52    | CRICELEWOOD ROAD   | 12.1   | 12.4   | 0.300    | Party Statemed   | 50     |            | 40m            | 10        | Medium        | 20            | 150 | 200-200      | 50   | in a second  |                    | 45%  | 1.00     | 1         |           | adine.         |            |            |
| Ĥ   | 654     | WENTAL BOAD  |  |        |          |  |        |            | Office Co.     |           | trink         |               |     | 20-200       |      | Total and the state of the stat | -                  | 4.50%  |          |           | 23.7      | ishim.         |            |            |
| ŀ   |         | ■ (1) (1) (2) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1   | 5.15   | 5.45   | 0.300    | Sheltered  | 10     |            |                | 1         | (reger        | -             | **  |              | 20   | Maria 91/20 at 304000  | 17%                |  | 2.00     | 1         | 1         |                |            |            |
| Ĺ   | 0.54    | PUTERE ROAD  | 24.54  | 24.84  | 0.300    | Shiftered  | 10     |            | 00m            | 1         | tright        | 50            | 69  | 26-100       | 20   | \$840.6 TO \$1.25 or \$10 miles  | 22%                | >20%   | 2.00     | 1         | 1         | ×2km           |            |            |
| ĺ   | 0.30    | CRICKLEWOOD ROAD   | 14.56  | 1486   | 0.800    | Partly Sheltered   | 50     | 928 >J     | 00m            | 1         | High          | 50            | 158 | 200-200      | 50   | District of Colon Street   | 0000               | KSW T  | 1.00     | 1         | 1         | >2km           | 0          |            |
| ľ   | 0.40    | WRIATAI ROAD   | 4  | 43     | 0.300    | Sheltered  | 0.0    |            | 200m           | 10        | Medium        | 20            | 89  | 20:100       | 20   | Maria Milyman Streeter   | 17%                | >10%   | 2.00     | 1         | 1         | >2km           | 0          |            |
| ŕ   | 5.40    | CRICKLEWOOD ROAD   | 12.51  | 1281   | 0.800    | Sheltered  | 20     |            | 500m           | 10        | Low           | 10            | 159 | 100-200      | 50   | District March on Daughtin   | -                  | 5 - 20%  | 1.60     |           |           | 52km           |            |            |
| h   | _       | CHICKLEWOOD ROAD   | 27.05  | 27.3   |          |  | 10     |            | SOm            | 10        |               | 10            | 29  | 30-100       | 20   |  |                    |  |          | - 10      |           | ×2km           | - 1        |            |
| Ĥ   | 1.36    | OKANI ROAD   |  |        | 0.250    | Detries  |        |            |                |           | Law           |               |     |              |      | Disposa Dir Salidak on Lichnoolida   |                    | <5%  | 1.00     |           | 1         |                |            |            |
| Ļ   | 0.36    |  | 5.2  | 5.45   | 0.350    | Partly Shallyced   | 10     |            | -100m          | 10        | Tow           | 10            | 34  | 20-100       | 20   | Design of the Control of Congression   |                    | <5%  | 1.00     | 1         | 1         | ×2km           | 0          |            |
| Ĺ   | 9.34    | KOKOHU KOAD  | 1.695  | 1.995  | 0.300    | Diebred  | 10     | 250 ×1     | 00m            | 1         | Medium        | 20            | 76  | 20-200       | 30   | New AWARD A SHAD   | 51%                | 720%   | 2.00     | 1         | 1         | nakm.          | 0          |            |
| ľ   | 0.30    | BROWNLIE ROAD  | 2.15   | 2.45   | 0.300    | Party Shibmed  | 50     | 78 50      | 200m           | 10        | Link          | 10            | 44  | 20.100       | 20   | Market Wildles Columbia  |                    | K5%  | 1.00     | 1         | 1         | zdkm.          | 0          |            |
| r   | 0.00    | PATUNAMU ROAD  | 2.564  | 14     | 1.004    | Stationed  | 80     | 670 13     | Other          |           | page.         | 500           | 51  | 20:200       | 20   | State Will will will   | 42%                | ×10%   | PALSE    | 1         |           | AZRm           | 0          |            |