

## APPENDIX A – ALTERNATIVE ROUTE USAGE

### Auckland Northern Gateway

The Transport Agency has two continuous count sites which have been used to establish an upper estimate for traffic using the free alternative route. The location of these sites are marked as 'Site A' and 'Site B' in the map below.

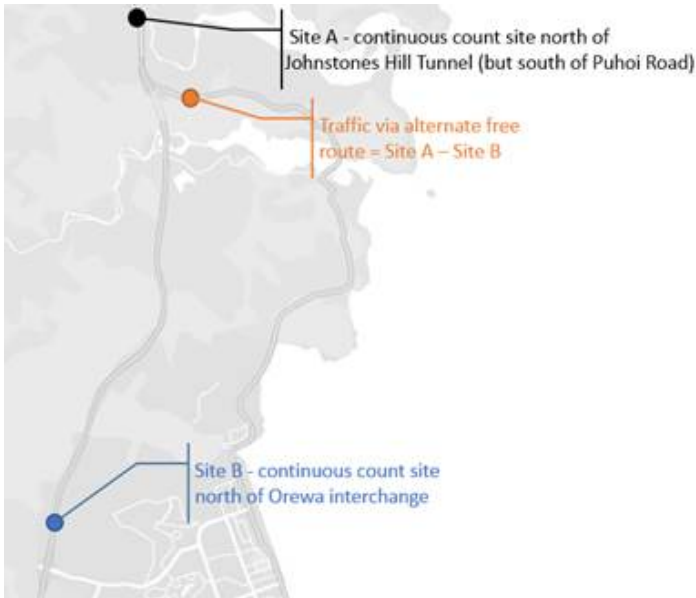


Image 1: Auckland Northern Gateway alternative route map with location of count sites.

The following two tables show the annual average traffic flows north of Johnstone's Hill Tunnel and the percentage of total traffic north of Johnstone's Hull Tunnel. Please note that reporting in the area is only available from 2009 onwards.

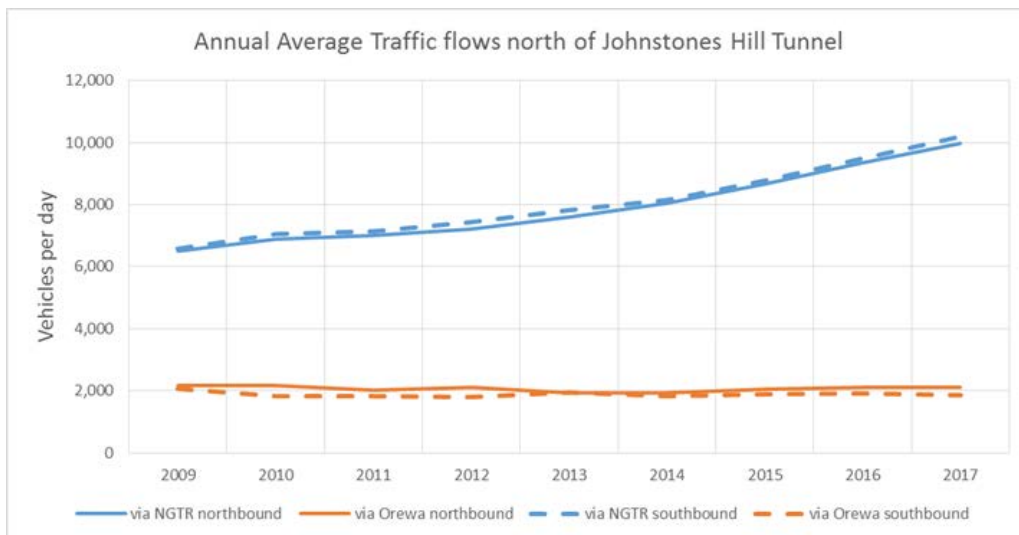


Image 2: Annual average traffic flows north of Johnstone's Hill Tunnel

Please note that because of the location of Site A and Site B, the Transport Agency cannot be certain how much of the traffic joining or leaving SH1 via the Hibiscus Coast Highway started or ended their journey in Orewa, or at any other point along the alternative route.

The figures provided therefore represent a conservative upper estimate of through traffic along the alternative route.

### Tauranga Eastern Link

The alternative route is the Te Puke Highway, which runs from Domain Interchange to Paengaroa Roundabout. This route is set out in the image below.

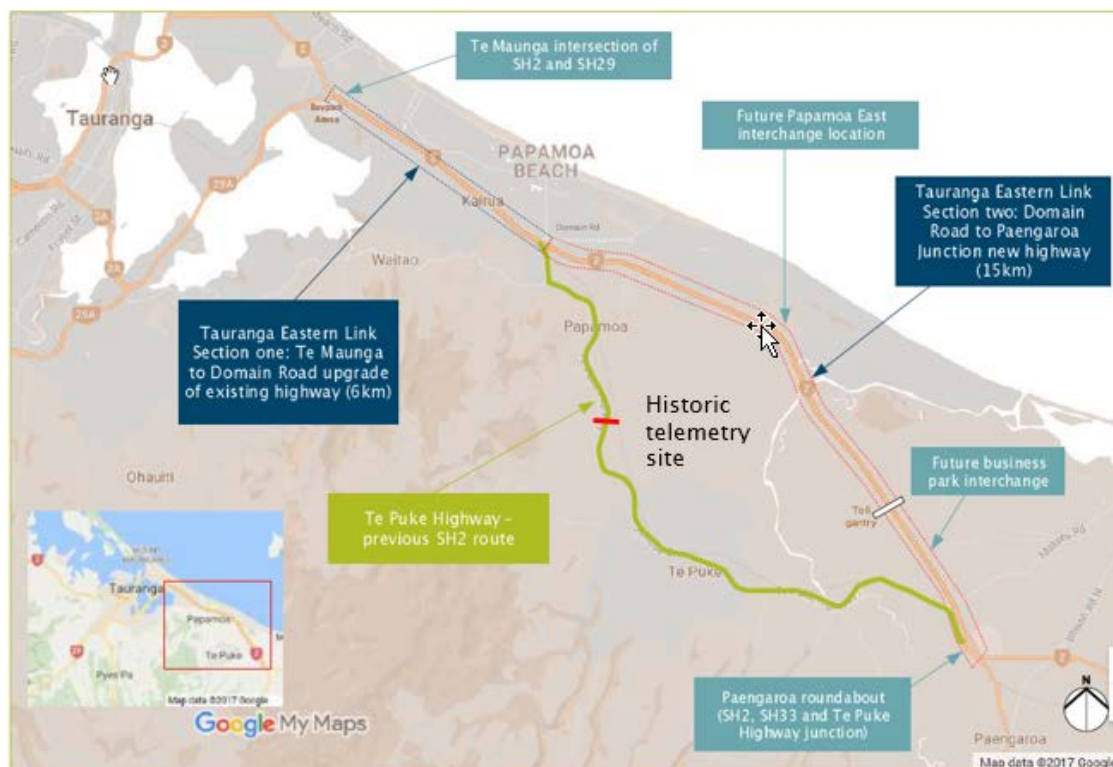


Image 4: Te Puke Highway Traffic Counter Site Map

The historic traffic counter site was located between Poplar Lane and Manoeka Road. This captures the majority of vehicles using the route between Te Puke and Mount Maunganui/Tauranga, and also any traffic avoiding the toll road. This site operated until mid-2015, after which the Western Bay of Plenty District Council (WBOPDC) has undertaken its own traffic counting since assuming ownership of the Te Puke Highway in August 2015.

The traffic count data between 2008 and 2014 is from the historic traffic count site. Following the changes outlined above there was a gap in collecting data in 2015. Data for 2016 and 2017 is from WBOPDC and contains estimates for the different vehicle classifications.

The year-by-year breakdown is shown in the graph below. It plots the annual average daily traffic volumes for each year. Traffic volumes on the alternative route dropped 4,632 vehicles per day (VPD) from about 18,714 to 14,082 when the toll road was opened. Traffic volumes on the toll road has increased from 7,000 VPD when the toll road opened to more than 10,000 VPD in 2017.

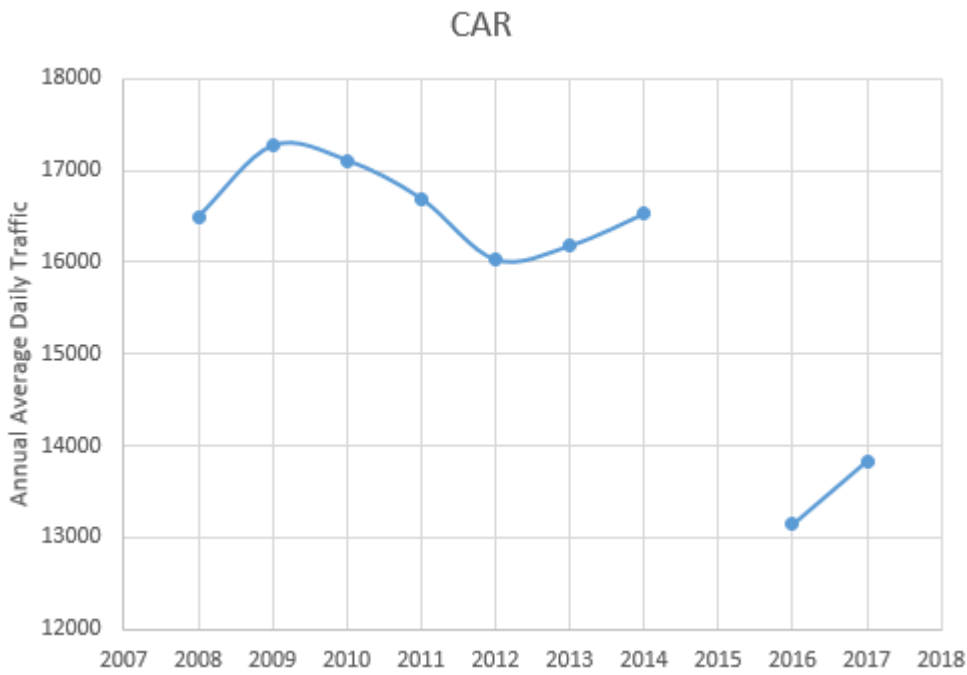


Image 5: Te Puke Highway Traffic Volumes – Car

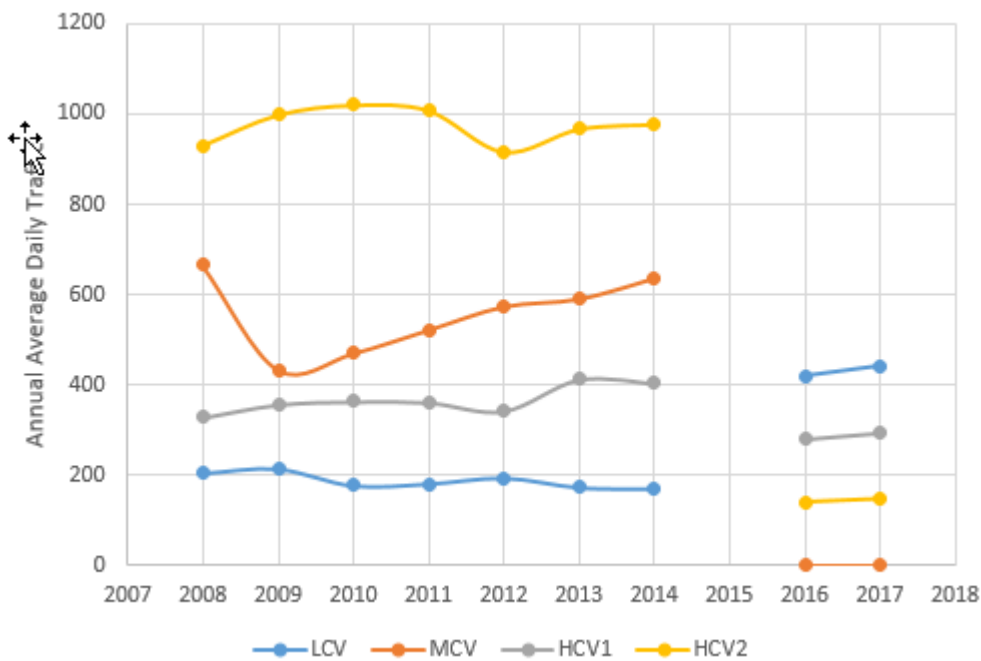


Image 6: Te Puke Highway Traffic Volumes – LCV, MCV, HCV1 and HCV2

Key to vehicle classifications:

- LCV- light commercial vehicle
- MCV- Medium commercial vehicle
- HCV1 - Heavy commercial vehicle category 1
- HCV2 - Heavy commercial vehicle category 2

## Takitimu Drive Toll Road

There are two alternative routes to the Takitimu Drive toll road, via Cameron Road or Cambridge Road. Vehicle numbers are collected by the Tauranga City Council in November each year in the locations identified on the map below.



Image 7: Cameron and Cambridge Road Traffic Counter Site Map

## Cameron Road

The following tables provide the vehicle counts for the Cameron Road alternative route.

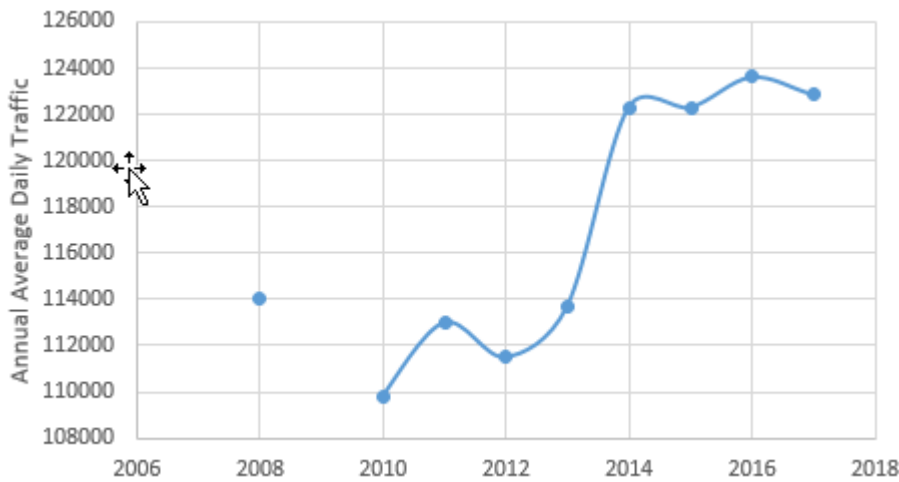


Image 8: Cameron Road Traffic Volumes – Car

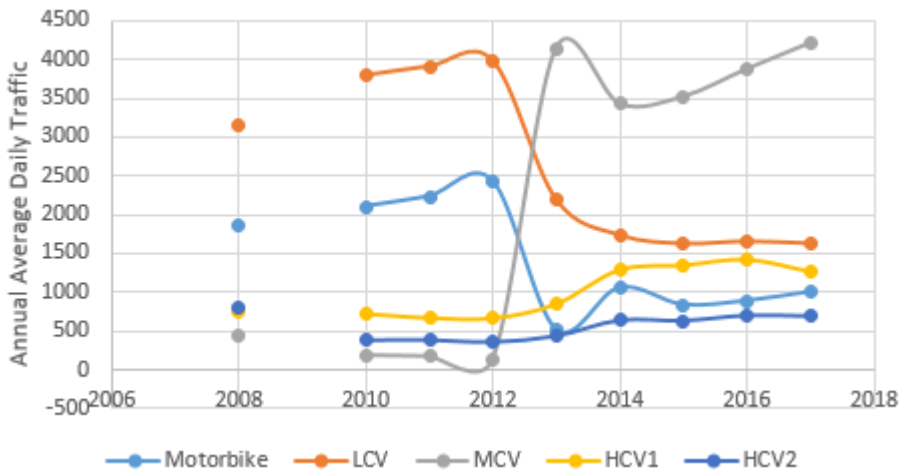


Image 9: Cameron Road Traffic Volumes – Motorbike, LCV, MCV, HCV1 and HCV2

The Transport Agency notes that there appears to have been a change in the way in which vehicles are classified between 2012 and 2013.

### Cambridge Road

The following tables provide the vehicle counts for the Cambridge Road alternative route.

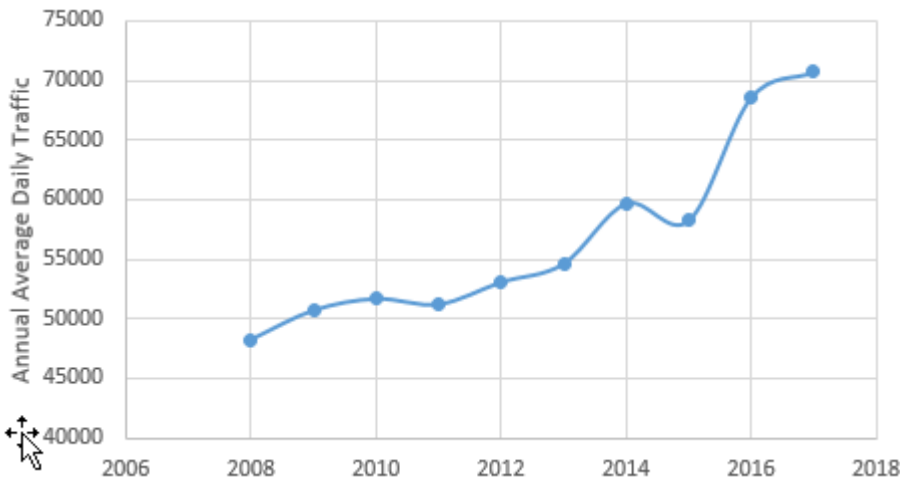


Image 10: Cambridge Road Traffic Volumes - Car

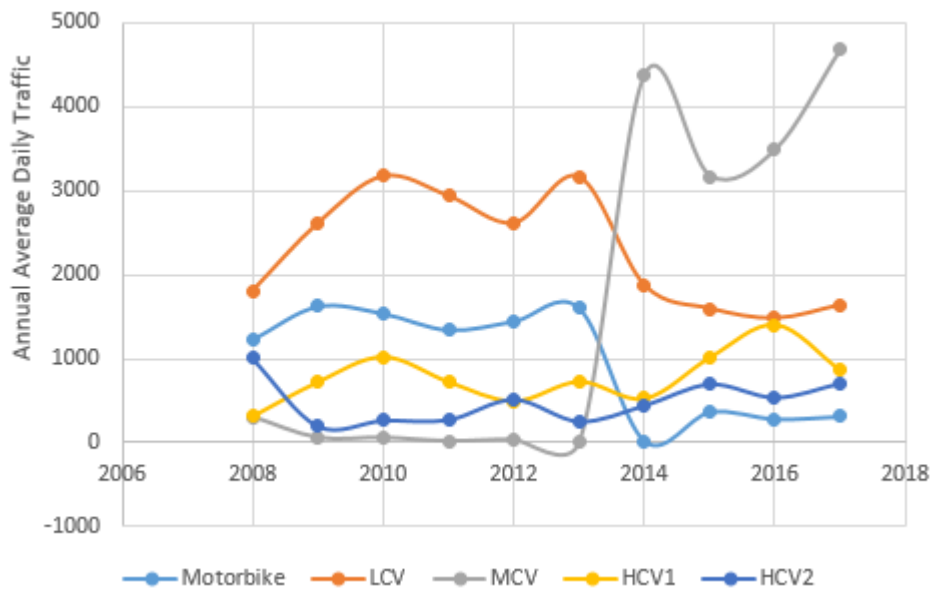


Image 114: Cambridge Road Traffic Volumes – Motorbike, LCV, MCV, HCV1 and HCV2

The Transport Agency notes that there appears to have been a change in the way in which vehicles are classified between 2013 and 2014.