Frank Vickery Village

101 Port Hacking Road, Sylvania

TRAFFIC AND PARKING ASSESSMENT REPORT

20 November 2020

Ref 20029

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

Suite 6, 20 Young Street, Neutral Bay NSW 2089 - PO Box 1868, Neutral Bay NSW 2089
Ph: 9904 3224

TABLE OF CONTENTS

LIST OF ILLUSTRATIONS

1. INTRODUCTION

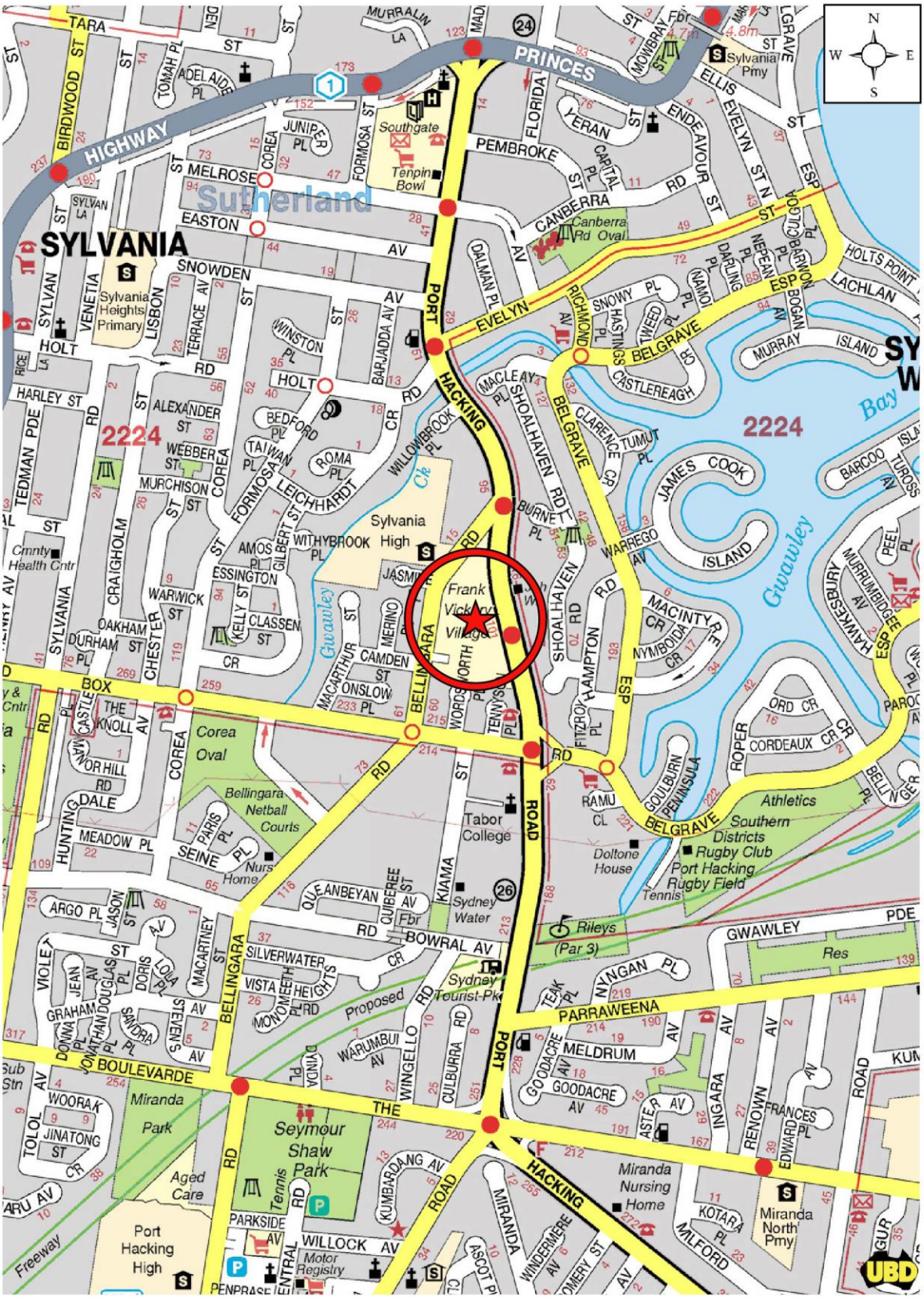
This report has been prepared on behalf of *Wesley Mission* to accompany a planning proposal to Sutherland Shire Council for the master plan and redevelopment of Frank Vickery Village located at 101 Port Hacking Road, Sylvania (Figures 1 and 2).

The proposed master plan and redevelopment of the Frank Vickery Village will involve staged demolition of existing structures to facilitate the construction of a new, modern residential aged care facility with independent living units in accordance with *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004*.

Off-street car parking will be primarily provided in new basement car parking areas beneath the buildings, plus additional angled and parallel parking bays along the internal roads.

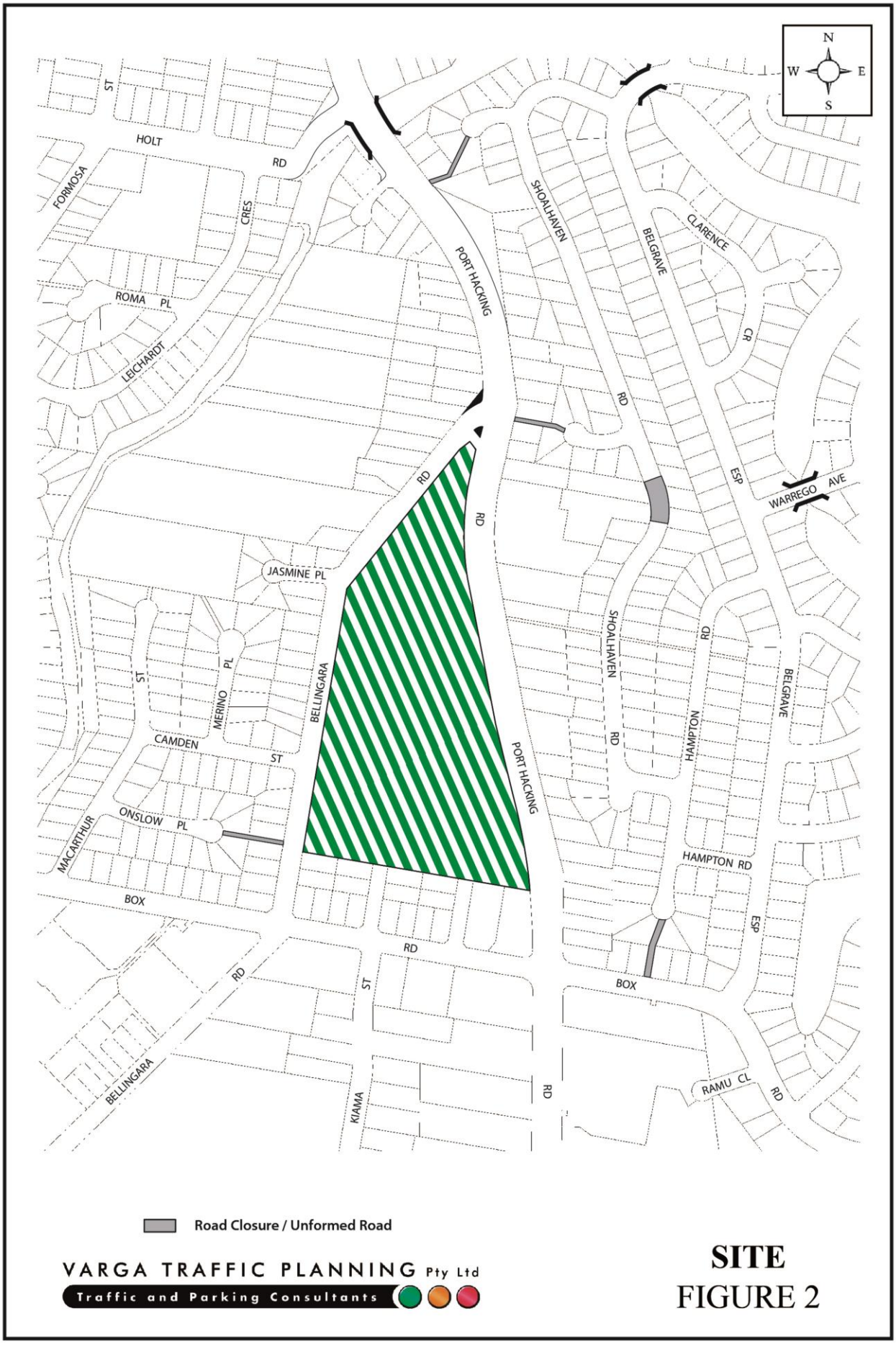
The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the planning proposal
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network
- estimates the traffic generation potential of the development proposal, and assigns that traffic generation to the road network serving the site
- assesses the traffic implications of the development proposal in terms of road network capacity
- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.



VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants

LOCATION
FIGURE 1


N
W
E
S
HOLT
ST
FORMOSA
RD
CRES
ROMA PL
LEICHARDT
PORT HACKING
RD
SHOALHAVEN
RD
BELGRAVE
CLARENCE
CR
ESP
WARREGO AVE
JASMINE PL
BELLINGARA
PL
MERINO
ST
CAMDEN
ST
ONSLOW PL
MACARTHUR
BOX
RD
SHOALHAVEN
RD
HAMPTON
RD
BELGRAVE
HAMPTON RD
ESP
BOX
RD
ST
RD
BELLINGARA
KIAMA
RD
RAMU CL
RD
Road Closure / Unformed Road
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
SITE
FIGURE 2

2. PROPOSED DEVELOPMENT

Site

The subject site is located in the suburb of Sylvania, bounded by Port Hacking Road to the east, Bellingara Road to the west, and residential properties to the south. The site has street frontages approximately 445 metres in length to Port Hacking Road, approximately 265 metres in length to Bellingara Road, and occupies an area of approximately 5.7 hectares.

The site is currently occupied by 69 residential aged care beds with 202 ILUs, along with some affordable housing and a heritage cottage.

An aerial image of the site and its surroundings is provided below.

Courtesy of SIX Maps

Proposed Development

The proposed master plan and redevelopment of the Frank Vickery Village will involve staged demolition of existing structures to facilitate the construction of a new, modern residential aged care facility (RACF) and independent living units in accordance with *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004*.

A total of 519 ILUs and 126 RACF beds are envisaged by the planning proposal as follows:

Independent Living Units	
1-bedroom ILUs:	64
2-bedroom ILUs:	348
3-bedroom ILUs:	107
TOTAL ILUs:	**519**

Residential Aged Care Facility	
RACF beds:	126

Off-street car parking is envisaged for a total of 567 cars primarily located in basement car parking areas beneath the buildings, plus additional angled and parallel bays at ground level.

Vehicular access to the site and off-street car parking facilities is to be reconfigured as follows:

- the existing combined entry and exit driveway located towards the northern end of the Port Hacking Road site frontage is to be retained, and the existing combined entry and exit driveway located approximately mid-way along the Port Hacking Road site frontage is proposed to be permanently removed

- the existing combined entry and exit driveway off Bellingara Road is to be repositioned to be located directly opposite Camden Street, with the intersection proposed to be upgraded to a four-leg roundabout.

Provision for loading and unloading facilities is expected to be provided at two locations for the residential aged care facility and for the independent living units, and will be provided in accordance with Council's DCP requirements.

Plans of the purposes of the masterplan planning proposal have been prepared by *Group GSA* and are reproduced in the following pages.

INDICATIVE LAYOUT PLAN

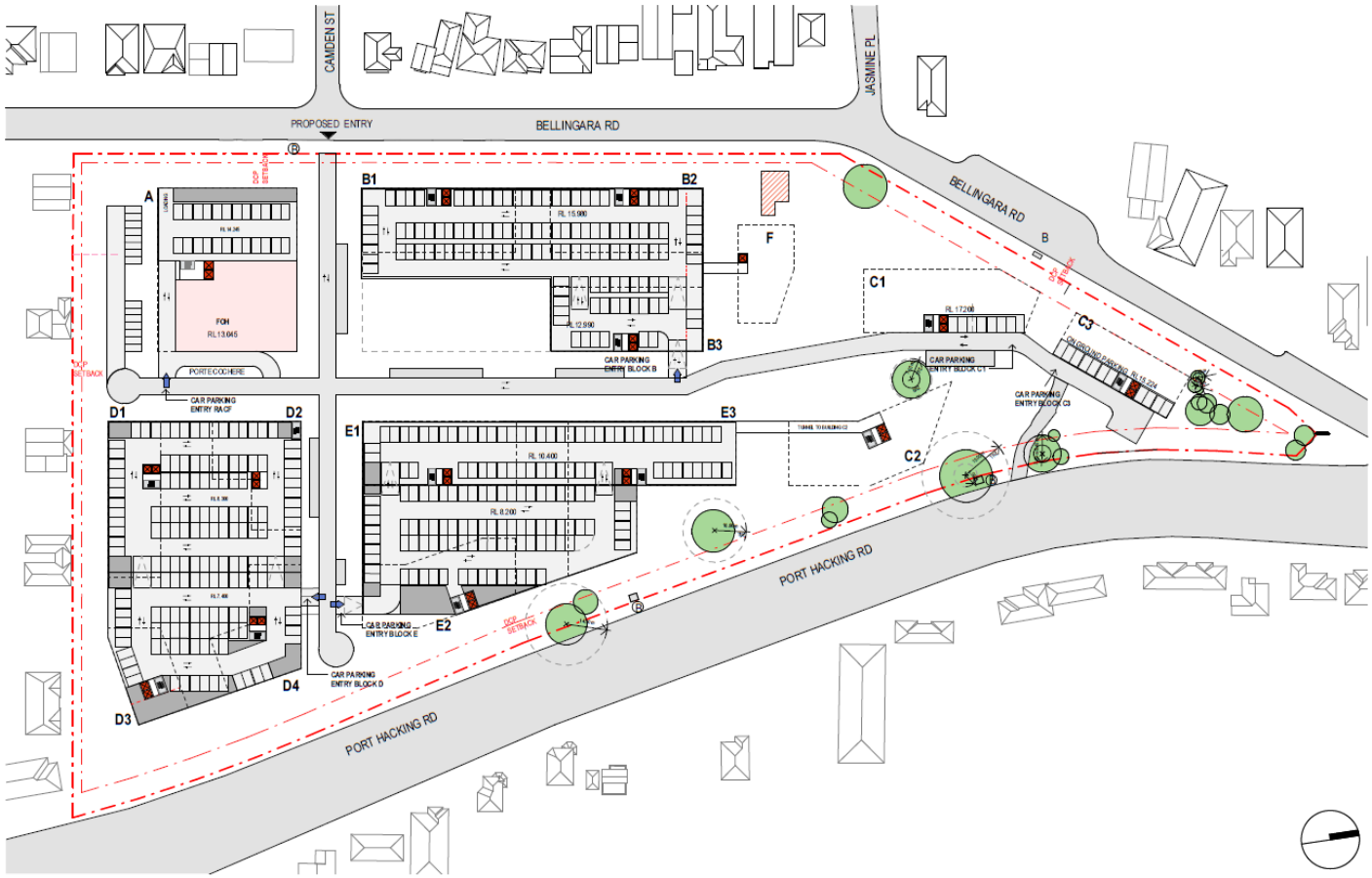
INDICATIVE PARKING STRATEGY

Basement Plan

The adjacent indicative basement plan provides a design solution to accommodate the required residents parking for this masterplan.

Whilst the overall masterplan seeks to retain a considerable quantum of the existing trees, in addition to the sustantial proposed planting of new trees, this diagram demonstrates that retention of all high value trees can be achieved.

As result of the rocky outcrops and rocky outcrop constraints to the Northern portion of this site, basement parking is only proposed beneath develoment lot areas A to B and D to E.



GROUPGSA

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

Port Hacking Road is classified by the RMS as a State Road and provides the key north-south road link in the area, connecting Sylvania and Miranda. It typically carries three traffic lanes in each direction with opposing traffic flows separated by a central median island. Kerbside parking is generally available on both sides of the road in the vicinity of the site of the site.

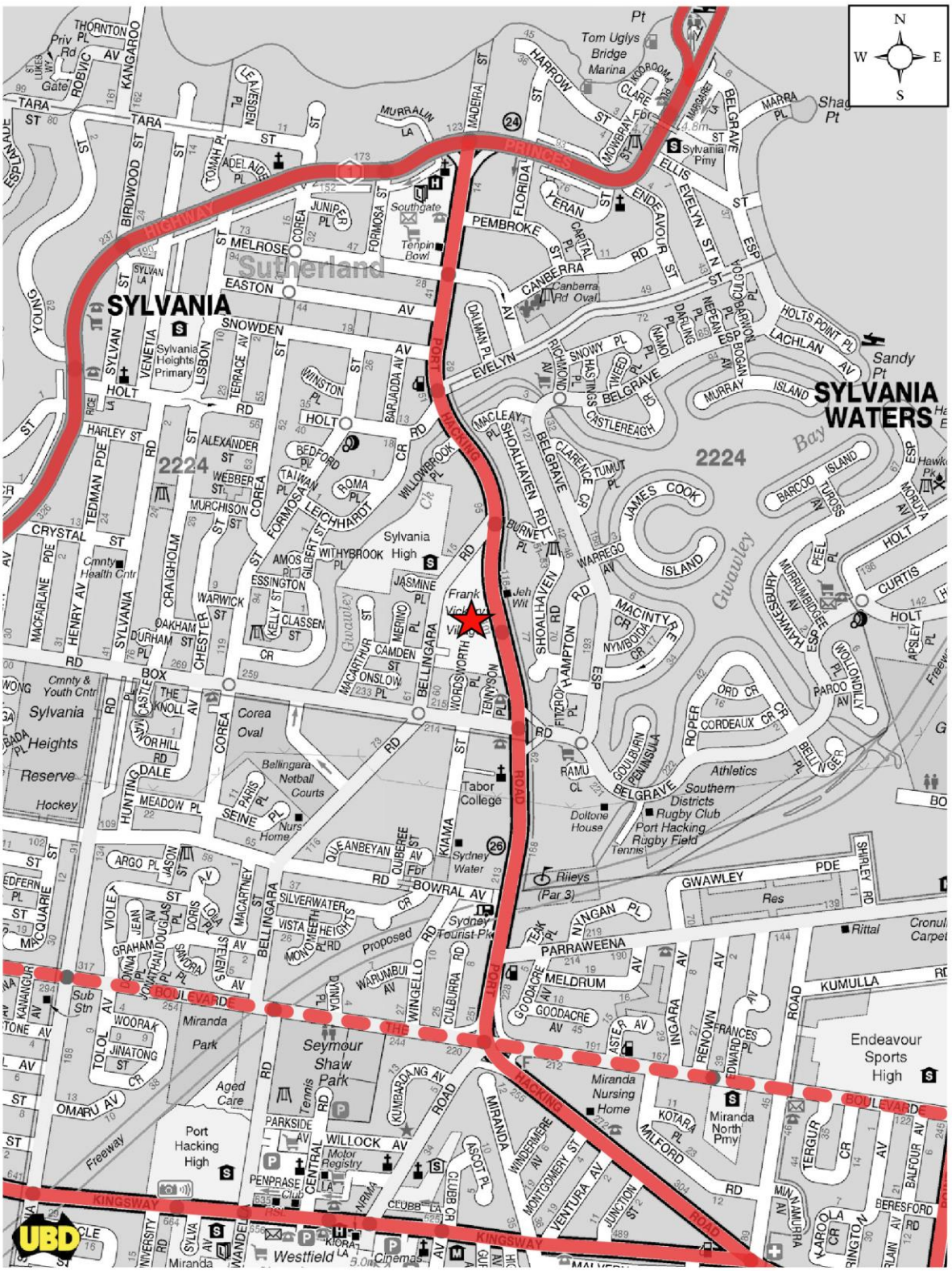
Bellingara Road is a local, unclassified road that functions as a collector route in the local area, connecting Port Hacking Road and The Boulevarde. It typically carries one traffic lane in each direction. Kerbside parking is generally available on both sides of the road.

Chapman Drive, Rutledge Crescent, Vickery Drive, Bowring Place, Stephen Crescent and Hawkins Crescent are local, unclassified roads providing vehicular and pedestrian access to buildings and facilities within the site. Indented parking bays are provided along these roads at selected locations.

Existing Traffic Controls

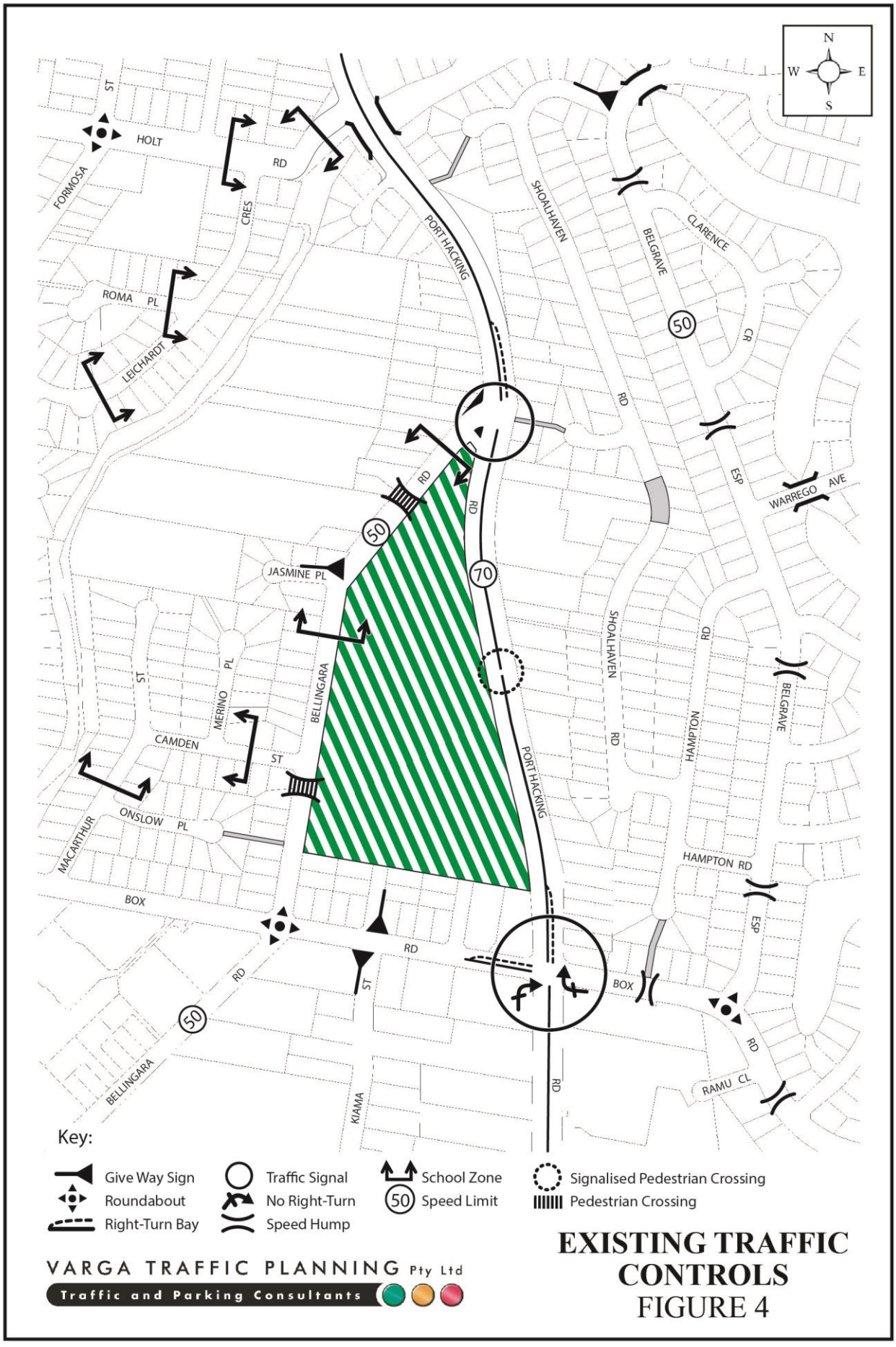
The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 70km/h SPEED LIMIT which applies to Port Hacking Road
- a 50km/h SPEED LIMIT which applies to Bellingara Road and all other local roads in the area
- a 40 km/h SCHOOL ZONE which applies to all roads in the vicinity of Sylvania High School



VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants

ROAD HIERARCHY
FIGURE 3


N
W
E
S
HOLT ST
FORMOSA
CRES
RD
PORT HACKING
SHOALHAVEN
BELGRAVE
CLARENCE
CR
ROMA PL
LEICHARDT
50
RD
ESP
WARREGO AVE
RD
50
70
JASMINE PL
SHOALHAVEN
RD
HAMPTON
RD
BELGRAVE
ST
PL
MERINO
BELLINGARA
CAMDEN
ST
PORT HACKING
MACARTHUR
ONSLOW PL
HAMPTON RD
BOX
RD
ESP
RD
ST
BOX
RD
50
BELLINGARA
KIAMA
RD
RAMU CL
Key:
Give Way Sign
Roundabout
Right-Turn Bay
Traffic Signal
No Right-Turn
Speed Hump
School Zone
50 Speed Limit
Signalised Pedestrian Crossing
Pedestrian Crossing
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING TRAFFIC CONTROLS
FIGURE 4

- TRAFFIC SIGNALS in Port Hacking Road where it intersects with Bellingara Road and Box Road

- a NO RIGHT-TURN RESTRICTION in Port Hacking Road northbound approach onto Box Road

- a NO RIGHT-TURN RESTRICTION in Box Road west approach onto Port Hacking Road

- a ROUNDABOUT in Box Road where it intersects with Bellingara Road

- RAISED PEDESTRIAN CROSSINGS in Bellingara Road

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys undertaken as part of this traffic study at the following intersections:

- Port Hacking Road / Bellingara Road
- Port Hacking Road / Box Road
- Box Road / Bellingara Road
- Bellingara Road / Camden Street
- Bellingara Road / Frank Vickery Village

The surveys were undertaken on Thursday 15th October 2020 between 6:30am-9:30am and 4:30pm-6:30pm, and also Saturday 26th September 2020 between 10:00am-2:00pm.

The results of the traffic surveys are reproduced in full in Appendix A and reveal that:

- two-way traffic flows in Port Hacking Road are typically in the order of 2,500 to 3,000 vehicle trips per hour (vph) during commuter peak hours, and 2,700 to 3,000 vph during the weekend peak hour

- two-way traffic flows in Box Road are typically in the order of 900 to 1,500 vph during commuter peak hours, and 950 to 1,350 vph during the weekend peak hour

- two-way traffic flows in Bellingara Road are typically in the order of 250 to 600 vph during commuter peak hours, and 300 to 500 vph during the weekend peak hour

- two-way traffic flows in Camden Street are typically less than 100 vph during commuter peak hours, as well as during the weekend peak hour

The results of these traffic surveys have been compared with SCATS detector count data obtained from TfNSW at Port Hacking Road / Bellingara Road intersection, and Port Hacking Road / Box Road intersection during the same peak hour before COVID-19 on Thursday 22nd August 2019, and Saturday 24th August 2019. It was found that the surveyed 2020 traffic volumes were generally higher compared to the pre COVID-19 conditions in 2019.

For the purposes of providing a conservative traffic assessment therefore, the surveyed traffic data has been kept as is, and has *not* been factored down to match pre COVID-19 traffic conditions.

Projected Traffic Generation

Traffic surveys were undertaken at each of the existing site access driveways in conjunction with the abovementioned intersection traffic surveys to determine the traffic generation potential of the existing RACF beds and ILUs. The results of those traffic surveys identified the existing traffic generation characteristics of the Frank Vickery Village:

Existing Frank Vickery Village Traffic Generation Potential

	IN	*OUT*	*COMBINED*
AM Peak Hour	16 vph	19 vph	35 vph
PM Peak Hour	15 vph	22 vph	37 vph
Weekend Peak Hour	17 vph	19 vph	36 vph

Those existing peak hour traffic generation characteristics have been applied to the proposed increase in RACF beds and ILUs on a pro-rate basis to determine the nett increase or *additional* traffic flows likely to be generated by the site as a consequence of the Masterplan envisaged by the planning proposal, as set out in the table below:

Projected Future NETT INCREASE in the Traffic Generation Potential of Future Frank Vickery Village

	IN	*OUT*	*COMBINED*
AM Peak Hour	22 vph	26 vph	48 vph
PM Peak Hour	21 vph	30 vph	51 vph
Weekend Peak Hour	23 vph	26 vph	49 vph

Those projected *additional* traffic flows expected to be generated by the expanded Frank Vickery Village have been assigned to the surrounding road network in accordance with *TfNSW Journey to Work* data in accordance with discussions held with Council's senior traffic engineer.

Traffic Implications - Road Network Capacity

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network. Those effects can be assessed using the SIDRA program which is widely used by the RMS and many LGA's for this purpose. Criteria for evaluating the results of SIDRA analysis are reproduced in the following pages.

The results of the SIDRA capacity analysis are summarised as follows:

<u>Port Hacking Road and Bellingara Road Intersection</u>

- the intersection currently operates at *Level of Service A* under the existing traffic conditions during the AM peak hour, PM peak hour and Saturday peak hour with total average vehicle delays in the order of 2.9 to 5.1 seconds/vehicle

- under the projected future traffic demands expected to be generated by the development proposal, the intersection will continue to operate satisfactorily at *Level of Service A* with total average vehicle delays in the order of 0.1 to 0.2 seconds/vehicle.

Port Hacking Road and Box Road Intersection

- the intersection currently operates at *Level of Service C* under the existing traffic conditions during the AM peak hour and PM peak hour with total average vehicle delays in the order of 28.7 to 33.2 seconds/vehicle

- the intersection currently operates at *Level of Service B* under the existing traffic conditions during the Saturday peak hour with total average vehicle delays in the order of 24.1 seconds/vehicle

- under the projected future traffic demands expected to be generated by the development proposal, the intersection will continue to operate satisfactorily at *Level of Service C* during the AM and PM peak hour, and *Level of Service B* during the Saturday peak hour, with total average vehicle delays in the order of 1.4 to 3.8 seconds/vehicle.

Bellingara Road and Box Road Intersection

- the intersection currently operates at *Level of Service A* under the existing traffic conditions during the AM peak hour, PM peak hour and Saturday peak hour with total average vehicle delays in the order of 6.4 to 9.4 seconds/vehicle

- under the projected future traffic demands expected to be generated by the development proposal, the intersection will continue to operate satisfactorily at *Level of Service A* with total average vehicle delays in the order of 0.2 to 0.3 seconds/vehicle.

Bellingara Road, Camden Street and Existing/Future Site Access Driveway

- the Bellingara Road / Camden Street intersection currently operates at *Level of Service A* under the existing traffic conditions during the AM peak hour, PM peak hour and Saturday peak hour with total average vehicle delays in the order of 0.4 to 0.6 seconds/vehicle

- the Bellingara Road / Existing Site Access intersection currently operates at *Level of Service A* under the existing traffic conditions during the AM peak hour, PM peak hour and Saturday peak hour with total average vehicle delays in the order of 0.4 to 1.1 seconds/vehicle

- under the projected future traffic demands expected to be generated by the development proposal, the future roundabout envisaged at the Bellingara Road / Camden Street / Future Site Access intersection will operate satisfactorily at *Level of Service A* with total average vehicle delays in the order of 4.2 to 4.4 seconds/vehicle.

The detailed SIDRA *movements summaries* are reproduced in full in Appendix B.

In summary, the SIDRA capacity analysis demonstrates that the planning proposal will not have any unacceptable traffic implications, and the nearby intersection is expected to continue to operate satisfactorily as per existing *Levels of Service*, and as such, there are no road improvements or intersection upgrades required as a consequence of the planning proposal.

SIDRA Modelling Results

Intersection	Key Indicators	Existing			Projected		
		AM	PM	SAT	AM	PM	SAT
Port Hacking Rd & Bellingara Rd	LoS	A	A	A	A	A	A
	DoS	0.484	0.534	0.519	0.484	0.528	0.519
	Delay	5.1	2.9	3.0	5.3	3.0	3.1
Port Hacking Rd & Box Rd	LoS	C	C	B	C	C	B
	DoS	0.924	0.909	0.858	0.942	0.930	0.872
	Delay	33.2	28.7	24.1	36.1	32.5	25.4
Bellingara Rd & Box Rd	LoS	A	A	A	A	A	A
	DoS	0.718	0.723	0.519	0.731	0.738	0.529
	Delay	9.4	7.5	6.4	9.7	7.8	6.6
Bellingara Rd & Camden St	LoS	A	A	A	N/A		
	DoS	0.136	0.089	0.105			
	Delay	0.4	0.6	0.5			
Bellingara Rd & Site Access	LoS	A	A	A	N/A		
	DoS	0.130	0.080	0.101			
	Delay	0.7	0.4	1.1			
Bellingara Rd, Camden Street & Future Access	LoS	N/A			A	A	A
	DoS				0.200	0.132	0.172
	Delay				4.2	4.2	4.4

LoS = Levels of Service

DoS = Degree of Saturation

Delay = Total average vehicle delay (seconds per vehicle)

Criteria for Interpreting Results of Sidra Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good operation.	Good operation.
'B'	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
'C'	Satisfactory.	Satisfactory but accident study required.
'D'	Operating near capacity.	Near capacity and accident study required.
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation.	Good operation.
B	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
C	29 to 42	Satisfactory.	Satisfactory but accident study required.
D	43 to 56	Operating near capacity.	Near capacity and accident study required.
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by traffic signals[1] both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a roundabout or GIVE WAY or STOP signs, satisfactory intersection operation is indicated by a DS of 0.8 or less.

[1] *The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.*

4. PARKING IMPLICATIONS

Off-Street Car Parking Provisions

The off-street parking requirements applicable to the planning proposal are specified in *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* in the following terms:

> **Division 2 Residential Care Facilities**
>
> **48 Standards that cannot be used to refuse development consent for residential care facilities**
>
> A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of development for the purpose of a residential care facility on any of the following grounds:
>
> (d) parking for residents and visitors: if at least the following is provided:
>
> (i) 1 parking space for each 10 beds in the residential care facility (or 1 parking space for each 15 beds if the facility provides care only for persons with dementia), and
>
> (ii) 1 parking space for each 2 persons to be employed in connection with the development and on duty at any one time, and
>
> (iii) 1 parking space suitable for an ambulance.
>
> **Division 4 Self-Contained Dwellings**
>
> **50 Standards that cannot be used to refuse development consent for self-contained dwellings**
>
> A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of development for the purpose of a self-contained dwelling (including in-fill self-care housing and serviced self-care housing) on any of the following grounds:
>
> (h) parking: if at least the following is provided:
>
> (i) 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider, or
>
> (ii) 1 car space for each 5 dwellings where the development application is made by, or is made by a person jointly with, a social housing provider.

Having considered that *Wesley Mission* is a social housing provider, application of the above parking requirements to the various components of the development proposal yields an off-street parking requirement of 147 parking spaces.

Independent Living Units (519 Units):	103.8 spaces
RACF (126 beds):	12.6 spaces
RACF – Staff (max 61Staff):	30.5 spaces
TOTAL:	**146.9 spaces**

That parking requirement is envisaged to be satisfied by the proposed provision of 567 car spaces in new basement car parking areas beneath the building plus additional angle and parallel bays along internal roads.

Provision for an ambulance bay will be made in the RACF in accordance with SEPP requirements. The ambulance will also have access to all other buildings proposed on the site via the proposed internal road network.

The geometric design layout of the future off-street car parking facilities will ultimately be designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6*.

Conclusion

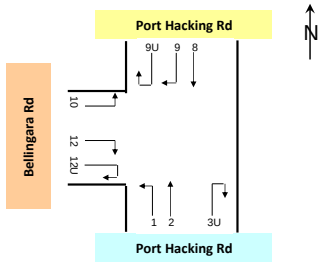
In summary, the proposed parking and loading facilities will ultimately satisfy the relevant requirements specified in both *SEPP* as well as the Australian Standards, and it is therefore concluded that the proposed development will not have any unacceptable parking or loading implications.

APPENDIX A

TRAFFIC SURVEY DATA

Job No.	: N5970
Client	: Varga Traffic Planning
Suburb	: Sylvania
Location	: 1. Port Hacking Rd / Bellingara Rd
Day/Date	: Sat, 17th Oct 2020
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	**Class 1**	**Class 2**
	Lights	Heavies



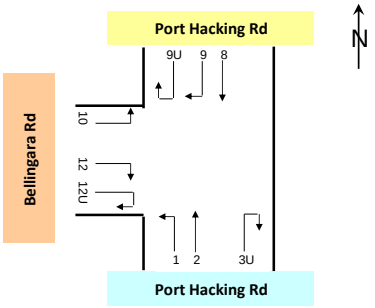
MATRIX Traffic and Transport Data

Approach	**Port Hacking Rd**											
Direction	**Direction 1 (Left Turn)**			**Direction 2 (Through)**				**Direction 3U (U Turn)**				
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**		**Lights**	**Heavies**	**Total**		
10:00 to 10:15	0	0	**0**	226	6	**232**		0	0	**0**		
10:15 to 10:30	0	0	**0**	239	4	**243**		0	0	**0**		
10:30 to 10:45	3	0	**3**	235	4	**239**		0	0	**0**		
10:45 to 11:00	0	0	**0**	272	5	**277**		0	0	**0**		
11:00 to 11:15	2	0	**2**	264	9	**273**		0	0	**0**		
11:15 to 11:30	2	0	**2**	309	5	**314**		0	0	**0**		
11:30 to 11:45	3	0	**3**	306	6	**312**		0	0	**0**		
11:45 to 12:00	0	0	**0**	260	7	**267**		0	0	**0**		
12:00 to 12:15	3	0	**3**	310	4	**314**		0	0	**0**		
12:15 to 12:30	3	0	**3**	299	10	**309**		0	0	**0**		
12:30 to 12:45	1	0	**1**	314	3	**317**		0	0	**0**		
12:45 to 13:00	3	0	**3**	284	5	**289**		0	0	**0**		
13:00 to 13:15	1	0	**1**	276	6	**282**		0	0	**0**		
13:15 to 13:30	1	0	**1**	285	8	**293**		0	0	**0**		
13:30 to 13:45	1	0	**1**	300	3	**303**		0	0	**0**		
13:45 to 14:00	1	0	**1**	270	2	**272**		0	0	**0**		
Totals	**24**	**0**	**24**	**4,449**	**87**	**4,536**		**0**	**0**	**0**		

Approach	**Port Hacking Rd**									**Bellingara Rd**								
Direction		**Direction 8 (Through)**			**Direction 9 (Right Turn)**			**Direction 9U (U Turn)**			**Direction 10 (Left Turn)**				**Direction 12 (Right Turn)**			**Direction 12U (U Turn)**		
Time Period		**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**		**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
10:00 to 10:15		308	4	**312**	22	0	**22**	0	0	**0**	38	0	**38**		2	0	**2**	0	0	**0**
10:15 to 10:30		347	8	**355**	17	0	**17**	0	0	**0**	31	0	**31**		2	1	**3**	0	0	**0**
10:30 to 10:45		397	9	**406**	22	0	**22**	1	0	**1**	26	0	**26**		3	0	**3**	0	0	**0**
10:45 to 11:00		367	7	**374**	18	0	**18**	0	0	**0**	39	0	**39**		1	1	**2**	0	0	**0**
11:00 to 11:15		363	5	**368**	19	0	**19**	0	0	**0**	40	1	**41**		1	0	**1**	0	0	**0**
11:15 to 11:30		392	5	**397**	27	0	**27**	0	0	**0**	39	0	**39**		1	1	**2**	0	0	**0**
11:30 to 11:45		323	8	**331**	22	0	**22**	0	0	**0**	24	0	**24**		2	0	**2**	0	0	**0**
11:45 to 12:00		441	7	**448**	27	0	**27**	2	0	**2**	44	0	**44**		3	1	**4**	0	0	**0**
12:00 to 12:15		327	6	**333**	22	1	**23**	1	0	**1**	31	2	**33**		1	0	**1**	0	0	**0**
12:15 to 12:30		372	5	**377**	24	0	**24**	0	0	**0**	55	0	**55**		5	1	**6**	0	0	**0**
12:30 to 12:45		353	8	**361**	26	0	**26**	0	0	**0**	35	0	**35**		5	0	**5**	0	0	**0**
12:45 to 13:00		336	6	**342**	23	0	**23**	0	0	**0**	43	1	**44**		0	1	**1**	0	0	**0**
13:00 to 13:15		395	3	**398**	21	0	**21**	0	0	**0**	31	0	**31**		4	0	**4**	0	0	**0**
13:15 to 13:30		348	6	**354**	22	0	**22**	0	0	**0**	33	1	**34**		2	1	**3**	0	0	**0**
13:30 to 13:45		333	5	**338**	23	1	**24**	0	0	**0**	36	1	**37**		1	1	**2**	0	0	**0**
13:45 to 14:00		329	0	**329**	29	0	**29**	0	0	**0**	33	0	**33**		2	0	**2**	0	0	**0**
Totals		**5,731**	**92**	**5,823**	**364**	**2**	**366**	**4**	**0**	**4**	**578**	**6**	**584**		**35**	**8**	**43**	**0**	**0**	**0**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 1. Port Hacking Rd / Bellingara Rd

Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



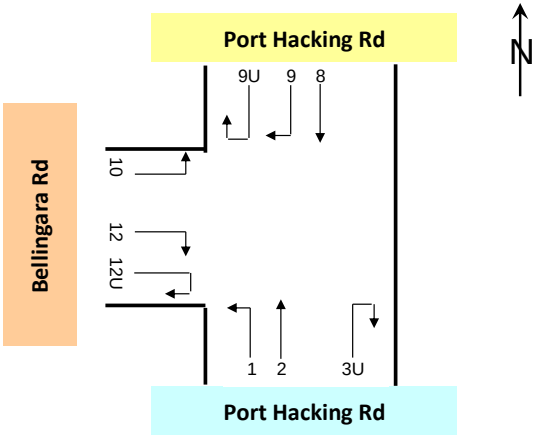
MATRIX Traffic and Transport Data

Approach	Port Hacking Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)				Direction 3U (U Turn)	
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	3	0	**3**	972	19	**991**	0	0	**0**
10:15 to 11:15	5	0	**5**	1,010	22	**1,032**	0	0	**0**
10:30 to 11:30	7	0	**7**	1,080	23	**1,103**	0	0	**0**
10:45 to 11:45	7	0	**7**	1,151	25	**1,176**	0	0	**0**
11:00 to 12:00	7	0	**7**	1,139	27	**1,166**	0	0	**0**
11:15 to 12:15	8	0	**8**	1,185	22	**1,207**	0	0	**0**
11:30 to 12:30	9	0	**9**	1,175	27	**1,202**	0	0	**0**
11:45 to 12:45	7	0	**7**	1,183	24	**1,207**	0	0	**0**
12:00 to 13:00	10	0	**10**	1,207	22	**1,229**	0	0	**0**
12:15 to 13:15	8	0	**8**	1,173	24	**1,197**	0	0	**0**
12:30 to 13:30	6	0	**6**	1,159	22	**1,181**	0	0	**0**
12:45 to 13:45	6	0	**6**	1,145	22	**1,167**	0	0	**0**
13:00 to 14:00	4	0	**4**	1,131	19	**1,150**	0	0	**0**
Totals	**24**	**0**	**24**	**4,449**	**87**	**4,536**	**0**	**0**	**0**

Approach	Port Hacking Rd									Bellingara Rd								
Direction	Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	1,419	28	**1,447**	79	0	**79**	1	0	**1**	134	0	**134**	8	2	**10**	0	0	**0**
10:15 to 11:15	1,474	29	**1,503**	76	0	**76**	1	0	**1**	136	1	**137**	7	2	**9**	0	0	**0**
10:30 to 11:30	1,519	26	**1,545**	86	0	**86**	1	0	**1**	144	1	**145**	6	2	**8**	0	0	**0**
10:45 to 11:45	1,445	25	**1,470**	86	0	**86**	0	0	**0**	142	1	**143**	5	2	**7**	0	0	**0**
11:00 to 12:00	1,519	25	**1,544**	95	0	**95**	2	0	**2**	147	1	**148**	7	2	**9**	0	0	**0**
11:15 to 12:15	1,483	26	**1,509**	98	1	**99**	3	0	**3**	138	2	**140**	7	2	**9**	0	0	**0**
11:30 to 12:30	1,463	26	**1,489**	95	1	**96**	3	0	**3**	154	2	**156**	11	2	**13**	0	0	**0**
11:45 to 12:45	1,493	26	**1,519**	99	1	**100**	3	0	**3**	165	2	**167**	14	2	**16**	0	0	**0**
12:00 to 13:00	1,388	25	**1,413**	95	1	**96**	1	0	**1**	164	3	**167**	11	2	**13**	0	0	**0**
12:15 to 13:15	1,456	22	**1,478**	94	0	**94**	0	0	**0**	164	1	**165**	14	2	**16**	0	0	**0**
12:30 to 13:30	1,432	23	**1,455**	92	0	**92**	0	0	**0**	142	2	**144**	11	2	**13**	0	0	**0**
12:45 to 13:45	1,412	20	**1,432**	89	1	**90**	0	0	**0**	143	3	**146**	7	3	**10**	0	0	**0**
13:00 to 14:00	1,405	14	**1,419**	95	1	**96**	0	0	**0**	133	2	**135**	9	2	**11**	0	0	**0**
Totals	**5,731**	**92**	**5,823**	**364**	**2**	**366**	**4**	**0**	**4**	**578**	**6**	**584**	**35**	**8**	**43**	**0**	**0**	**0**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 1. Port Hacking Rd / Bellingara Rd

Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

Approach	Port Hacking Rd				Port Hacking Rd			Bellingara Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
11:45 to 12:45	1,190	24	**1,214**		1,595	27	**1,622**	179	4	**183**	**3,019**

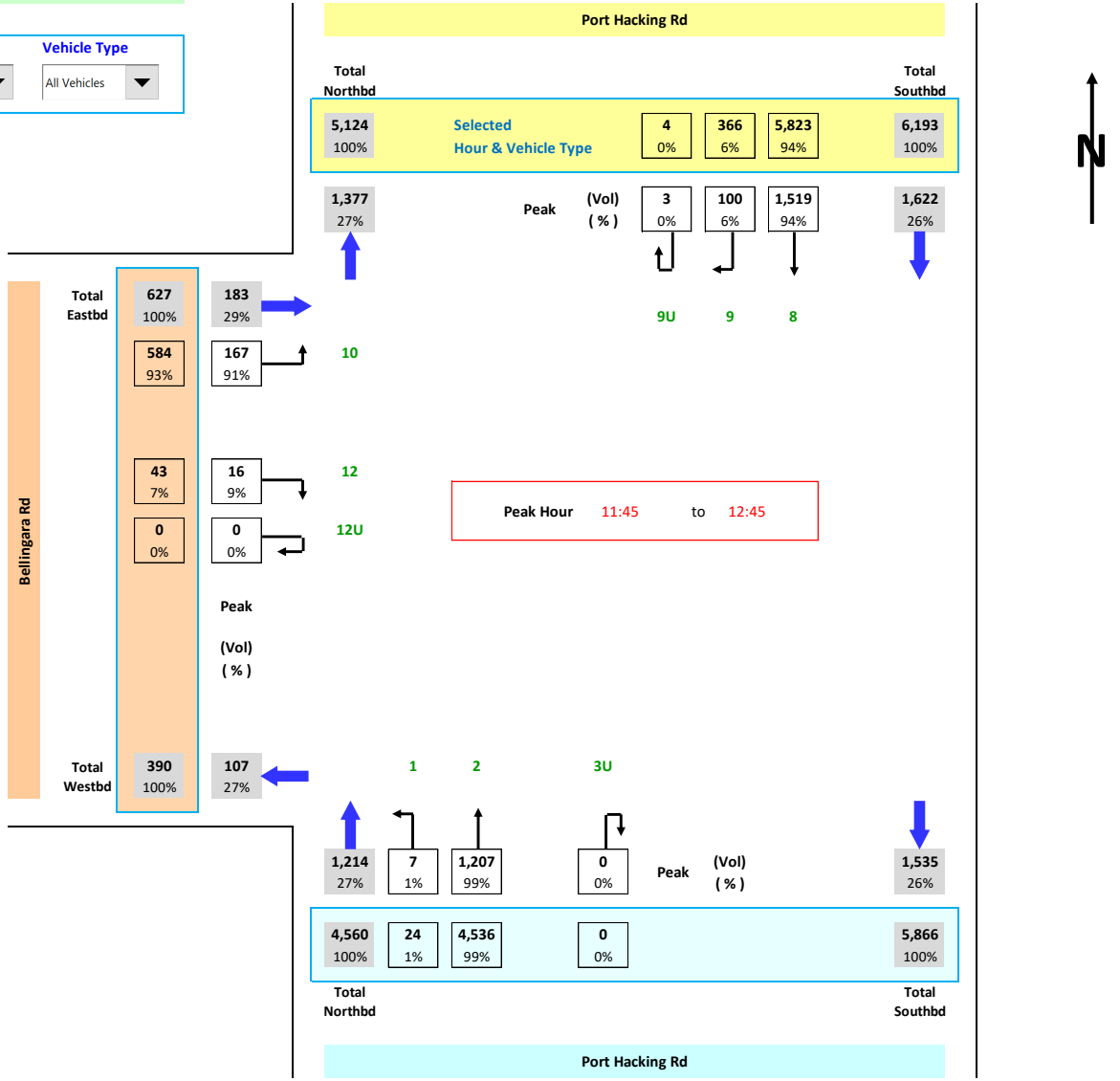
Approach	Port Hacking Rd				Port Hacking Rd			Bellingara Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	975	19	**994**		1,499	28	**1,527**	142	2	**144**	**2,665**
10:15 to 11:15	1,015	22	**1,037**		1,551	29	**1,580**	143	3	**146**	**2,763**
10:30 to 11:30	1,087	23	**1,110**		1,606	26	**1,632**	150	3	**153**	**2,895**
10:45 to 11:45	1,158	25	**1,183**		1,531	25	**1,556**	147	3	**150**	**2,889**
11:00 to 12:00	1,146	27	**1,173**		1,616	25	**1,641**	154	3	**157**	**2,971**
11:15 to 12:15	1,193	22	**1,215**		1,584	27	**1,611**	145	4	**149**	**2,975**
11:30 to 12:30	1,184	27	**1,211**		1,561	27	**1,588**	165	4	**169**	**2,968**
11:45 to 12:45	1,190	24	**1,214**		1,595	27	**1,622**	179	4	**183**	**3,019**
12:00 to 13:00	1,217	22	**1,239**		1,484	26	**1,510**	175	5	**180**	**2,929**
12:15 to 13:15	1,181	24	**1,205**		1,550	22	**1,572**	178	3	**181**	**2,958**
12:30 to 13:30	1,165	22	**1,187**		1,524	23	**1,547**	153	4	**157**	**2,891**
12:45 to 13:45	1,151	22	**1,173**		1,501	21	**1,522**	150	6	**156**	**2,851**
13:00 to 14:00	1,135	19	**1,154**		1,500	15	**1,515**	142	4	**146**	**2,815**
Totals	**4,473**	**87**	**4,560**		**6,099**	**94**	**6,193**	**613**	**14**	**627**	**11,380**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 1. Port Hacking Rd / Bellingara Rd

Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

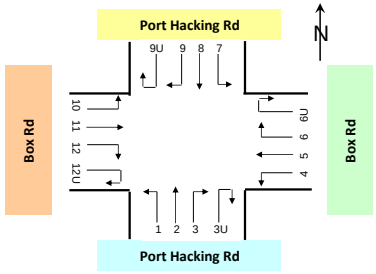
MATRIX Traffic and Transport Data

Hour Starting Totals
Vehicle Type All Vehicles



Job No.	: N5970
Client	: Varga Traffic Planning
Suburb	: Sylvania
Location	: 2. Port Hacking Rd / Box Rd
Day/Date	: Sat, 17th Oct 2020
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies



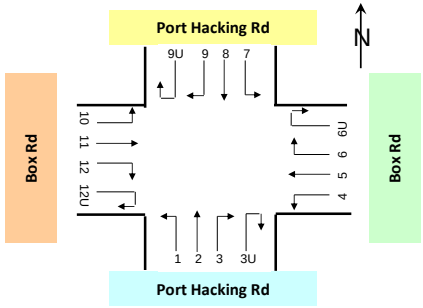
MATRIX Traffic and Transport Data

Approach	Port Hacking Rd												Box Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15	32	0	**32**	217	6	**223**	0	0	**0**	0	0	**0**	28	0	**28**	71	0	**71**	0	0	**0**	0	0	**0**
10:15 to 10:30	46	1	**47**	211	2	**213**	0	0	**0**	0	0	**0**	49	0	**49**	90	2	**92**	0	0	**0**	0	0	**0**
10:30 to 10:45	55	0	**55**	238	4	**242**	0	0	**0**	0	0	**0**	39	0	**39**	79	0	**79**	1	0	**1**	0	0	**0**
10:45 to 11:00	63	1	**64**	273	5	**278**	0	0	**0**	0	0	**0**	42	1	**43**	95	1	**96**	0	0	**0**	0	0	**0**
11:00 to 11:15	43	0	**43**	245	8	**253**	0	0	**0**	0	0	**0**	22	0	**22**	54	2	**56**	0	0	**0**	0	0	**0**
11:15 to 11:30	39	1	**40**	294	4	**298**	0	0	**0**	0	0	**0**	31	0	**31**	92	1	**93**	0	0	**0**	0	0	**0**
11:30 to 11:45	39	0	**39**	279	6	**285**	0	0	**0**	0	0	**0**	40	0	**40**	89	1	**90**	0	0	**0**	0	0	**0**
11:45 to 12:00	58	1	**59**	255	7	**262**	0	0	**0**	0	0	**0**	35	2	**37**	122	0	**122**	0	0	**0**	0	0	**0**
12:00 to 12:15	44	1	**45**	286	3	**289**	0	0	**0**	0	0	**0**	39	1	**40**	98	1	**99**	0	0	**0**	0	0	**0**
12:15 to 12:30	38	1	**39**	289	10	**299**	0	0	**0**	0	0	**0**	37	0	**37**	99	0	**99**	0	0	**0**	0	0	**0**
12:30 to 12:45	58	0	**58**	288	3	**291**	0	0	**0**	0	0	**0**	30	0	**30**	75	0	**75**	0	0	**0**	0	0	**0**
12:45 to 13:00	52	1	**53**	260	5	**265**	0	0	**0**	0	0	**0**	28	1	**29**	115	1	**116**	0	0	**0**	0	0	**0**
13:00 to 13:15	50	1	**51**	275	6	**281**	0	0	**0**	0	0	**0**	40	0	**40**	85	0	**85**	0	0	**0**	0	0	**0**
13:15 to 13:30	48	0	**48**	267	8	**275**	0	0	**0**	0	0	**0**	46	0	**46**	119	2	**121**	0	0	**0**	0	0	**0**
13:30 to 13:45	46	1	**47**	281	3	**284**	0	0	**0**	0	0	**0**	29	0	**29**	101	3	**104**	0	0	**0**	0	0	**0**
13:45 to 14:00	45	0	**45**	266	2	**268**	0	0	**0**	0	0	**0**	36	0	**36**	90	0	**90**	0	0	**0**	0	0	**0**
Totals	**756**	**9**	**765**	**4,224**	**82**	**4,306**	**0**	**0**	**0**	**0**	**0**	**0**	**571**	**5**	**576**	**1,474**	**14**	**1,488**	**1**	**0**	**1**	**0**	**0**	**0**

Approach	Port Hacking Rd												Box Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15	22	2	**24**	258	2	**260**	16	0	**16**	0	0	**0**	10	1	**11**	61	1	**62**	45	1	**46**	0	0	**0**
10:15 to 10:30	39	0	**39**	298	5	**303**	9	1	**10**	0	0	**0**	18	1	**19**	75	1	**76**	51	1	**52**	0	0	**0**
10:30 to 10:45	31	0	**31**	390	10	**400**	10	1	**11**	0	0	**0**	12	0	**12**	70	0	**70**	49	1	**50**	0	0	**0**
10:45 to 11:00	35	1	**36**	318	6	**324**	4	1	**5**	1	0	**1**	20	0	**20**	83	2	**85**	56	1	**57**	0	0	**0**
11:00 to 11:15	36	0	**36**	311	3	**314**	15	0	**15**	0	0	**0**	19	1	**20**	76	0	**76**	46	1	**47**	0	0	**0**
11:15 to 11:30	34	0	**34**	337	6	**343**	14	2	**16**	0	0	**0**	8	0	**8**	107	2	**109**	63	0	**63**	0	0	**0**
11:30 to 11:45	27	0	**27**	316	8	**324**	7	0	**7**	0	0	**0**	16	0	**16**	121	0	**121**	38	1	**39**	0	0	**0**
11:45 to 12:00	38	2	**40**	351	2	**353**	11	2	**13**	0	0	**0**	21	0	**21**	99	2	**101**	54	1	**55**	0	0	**0**
12:00 to 12:15	32	0	**32**	328	7	**335**	16	1	**17**	0	0	**0**	13	1	**14**	98	0	**98**	52	0	**52**	0	0	**0**
12:15 to 12:30	39	1	**40**	307	4	**311**	18	1	**19**	0	0	**0**	18	0	**18**	97	0	**97**	31	0	**31**	0	0	**0**
12:30 to 12:45	26	0	**26**	330	8	**338**	21	1	**22**	0	0	**0**	15	0	**15**	65	0	**65**	41	1	**42**	0	0	**0**
12:45 to 13:00	32	2	**34**	301	5	**306**	8	0	**8**	0	0	**0**	26	0	**26**	117	1	**118**	46	0	**46**	0	0	**0**
13:00 to 13:15	38	0	**38**	353	2	**355**	15	1	**16**	0	0	**0**	16	0	**16**	94	0	**94**	54	0	**54**	0	0	**0**
13:15 to 13:30	17	1	**18**	316	4	**320**	8	2	**10**	0	0	**0**	22	0	**22**	94	0	**94**	27	0	**27**	0	0	**0**
13:30 to 13:45	35	0	**35**	271	6	**277**	13	0	**13**	0	0	**0**	16	0	**16**	97	0	**97**	56	1	**57**	0	0	**0**
13:45 to 14:00	30	1	**31**	317	0	**317**	11	0	**11**	0	0	**0**	19	0	**19**	76	2	**78**	40	0	**40**	0	0	**0**
Totals	**511**	**10**	**521**	**5,102**	**78**	**5,180**	**196**	**13**	**209**	**1**	**0**	**1**	**269**	**4**	**273**	**1,430**	**11**	**1,441**	**749**	**9**	**758**	**0**	**0**	**0**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 2. Port Hacking Rd / Box Rd

Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



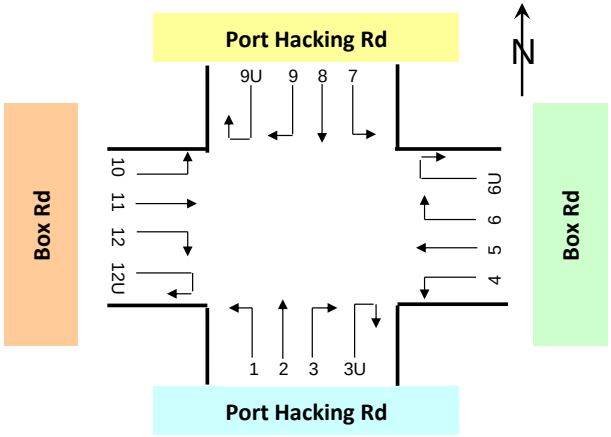
MATRIX Traffic and Transport Data

Approach	Port Hacking Rd												Box Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	196	2	**198**	939	17	**956**	0	0	**0**	0	0	**0**	158	1	**159**	335	3	**338**	1	0	**1**	0	0	**0**
10:15 to 11:15	207	2	**209**	967	19	**986**	0	0	**0**	0	0	**0**	152	1	**153**	318	5	**323**	1	0	**1**	0	0	**0**
10:30 to 11:30	200	2	**202**	1,050	21	**1,071**	0	0	**0**	0	0	**0**	134	1	**135**	320	4	**324**	1	0	**1**	0	0	**0**
10:45 to 11:45	184	2	**186**	1,091	23	**1,114**	0	0	**0**	0	0	**0**	135	1	**136**	330	5	**335**	0	0	**0**	0	0	**0**
11:00 to 12:00	179	2	**181**	1,073	25	**1,098**	0	0	**0**	0	0	**0**	128	2	**130**	357	4	**361**	0	0	**0**	0	0	**0**
11:15 to 12:15	180	3	**183**	1,114	20	**1,134**	0	0	**0**	0	0	**0**	145	3	**148**	401	3	**404**	0	0	**0**	0	0	**0**
11:30 to 12:30	179	3	**182**	1,109	26	**1,135**	0	0	**0**	0	0	**0**	151	3	**154**	408	2	**410**	0	0	**0**	0	0	**0**
11:45 to 12:45	198	3	**201**	1,118	23	**1,141**	0	0	**0**	0	0	**0**	141	3	**144**	394	1	**395**	0	0	**0**	0	0	**0**
12:00 to 13:00	192	3	**195**	1,123	21	**1,144**	0	0	**0**	0	0	**0**	134	2	**136**	387	2	**389**	0	0	**0**	0	0	**0**
12:15 to 13:15	198	3	**201**	1,112	24	**1,136**	0	0	**0**	0	0	**0**	135	1	**136**	374	1	**375**	0	0	**0**	0	0	**0**
12:30 to 13:30	208	2	**210**	1,090	22	**1,112**	0	0	**0**	0	0	**0**	144	1	**145**	394	3	**397**	0	0	**0**	0	0	**0**
12:45 to 13:45	196	3	**199**	1,083	22	**1,105**	0	0	**0**	0	0	**0**	143	1	**144**	420	6	**426**	0	0	**0**	0	0	**0**
13:00 to 14:00	189	2	**191**	1,089	19	**1,108**	0	0	**0**	0	0	**0**	151	0	**151**	395	5	**400**	0	0	**0**	0	0	**0**
Totals	**756**	**9**	**765**	**4,224**	**82**	**4,306**	**0**	**0**	**0**	**0**	**0**	**0**	**571**	**5**	**576**	**1,474**	**14**	**1,488**	**1**	**0**	**1**	**0**	**0**	**0**

Approach	Port Hacking Rd												Box Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	127	3	**130**	1,264	23	**1,287**	39	3	**42**	1	0	**1**	60	2	**62**	289	4	**293**	201	4	**205**	0	0	**0**
10:15 to 11:15	141	1	**142**	1,317	24	**1,341**	38	3	**41**	1	0	**1**	69	2	**71**	304	3	**307**	202	4	**206**	0	0	**0**
10:30 to 11:30	136	1	**137**	1,356	25	**1,381**	43	4	**47**	1	0	**1**	59	1	**60**	336	4	**340**	214	3	**217**	0	0	**0**
10:45 to 11:45	132	1	**133**	1,282	23	**1,305**	40	3	**43**	1	0	**1**	63	1	**64**	387	4	**391**	203	3	**206**	0	0	**0**
11:00 to 12:00	135	2	**137**	1,315	19	**1,334**	47	4	**51**	0	0	**0**	64	1	**65**	403	4	**407**	201	3	**204**	0	0	**0**
11:15 to 12:15	131	2	**133**	1,332	23	**1,355**	48	5	**53**	0	0	**0**	58	1	**59**	425	4	**429**	207	2	**209**	0	0	**0**
11:30 to 12:30	136	3	**139**	1,302	21	**1,323**	52	4	**56**	0	0	**0**	68	1	**69**	415	2	**417**	175	2	**177**	0	0	**0**
11:45 to 12:45	135	3	**138**	1,316	21	**1,337**	66	5	**71**	0	0	**0**	67	1	**68**	359	2	**361**	178	2	**180**	0	0	**0**
12:00 to 13:00	129	3	**132**	1,266	24	**1,290**	63	3	**66**	0	0	**0**	72	1	**73**	377	1	**378**	170	1	**171**	0	0	**0**
12:15 to 13:15	135	3	**138**	1,291	19	**1,310**	62	3	**65**	0	0	**0**	75	0	**75**	373	1	**374**	172	1	**173**	0	0	**0**
12:30 to 13:30	113	3	**116**	1,300	19	**1,319**	52	4	**56**	0	0	**0**	79	0	**79**	370	1	**371**	168	1	**169**	0	0	**0**
12:45 to 13:45	122	3	**125**	1,241	17	**1,258**	44	3	**47**	0	0	**0**	80	0	**80**	402	1	**403**	183	1	**184**	0	0	**0**
13:00 to 14:00	120	2	**122**	1,257	12	**1,269**	47	3	**50**	0	0	**0**	73	0	**73**	361	2	**363**	177	1	**178**	0	0	**0**
Totals	**511**	**10**	**521**	**5,102**	**78**	**5,180**	**196**	**13**	**209**	**1**	**0**	**1**	**269**	**4**	**273**	**1,430**	**11**	**1,441**	**749**	**9**	**758**	**0**	**0**	**0**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 2. Port Hacking Rd / Box Rd

Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

Approach	Port Hacking Rd			Box Rd			Port Hacking Rd			Box Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:15 to 12:15	1,294	23	**1,317**	546	6	**552**	1,511	30	**1,541**	690	7	**697**	**4,107**

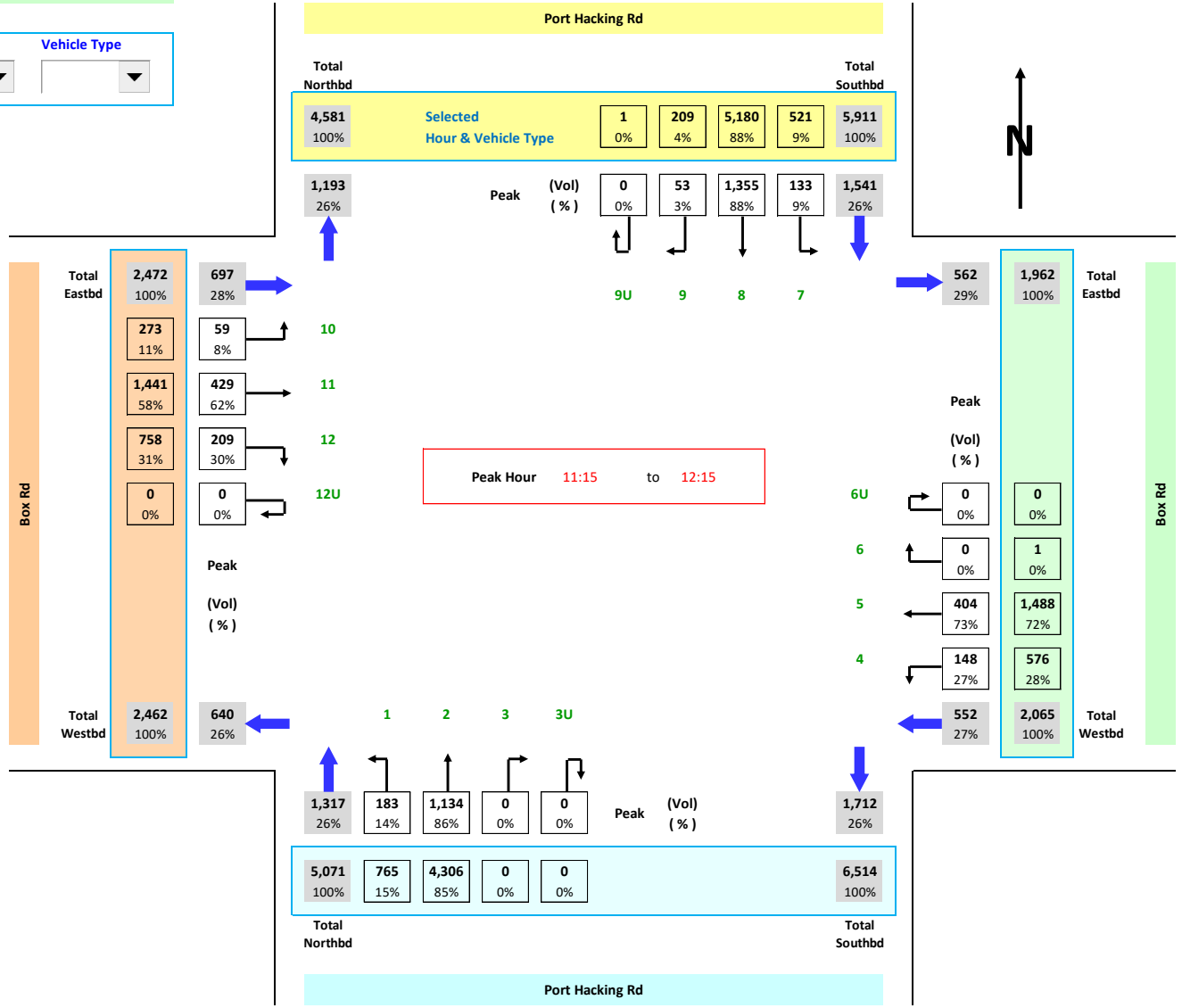
Approach	Port Hacking Rd			Box Rd			Port Hacking Rd			Box Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	1,135	19	**1,154**	494	4	**498**	1,431	29	**1,460**	550	10	**560**	**3,672**
10:15 to 11:15	1,174	21	**1,195**	471	6	**477**	1,497	28	**1,525**	575	9	**584**	**3,781**
10:30 to 11:30	1,250	23	**1,273**	455	5	**460**	1,536	30	**1,566**	609	8	**617**	**3,916**
10:45 to 11:45	1,275	25	**1,300**	465	6	**471**	1,455	27	**1,482**	653	8	**661**	**3,914**
11:00 to 12:00	1,252	27	**1,279**	485	6	**491**	1,497	25	**1,522**	668	8	**676**	**3,968**
11:15 to 12:15	1,294	23	**1,317**	546	6	**552**	1,511	30	**1,541**	690	7	**697**	**4,107**
11:30 to 12:30	1,288	29	**1,317**	559	5	**564**	1,490	28	**1,518**	658	5	**663**	**4,062**
11:45 to 12:45	1,316	26	**1,342**	535	4	**539**	1,517	29	**1,546**	604	5	**609**	**4,036**
12:00 to 13:00	1,315	24	**1,339**	521	4	**525**	1,458	30	**1,488**	619	3	**622**	**3,974**
12:15 to 13:15	1,310	27	**1,337**	509	2	**511**	1,488	25	**1,513**	620	2	**622**	**3,983**
12:30 to 13:30	1,298	24	**1,322**	538	4	**542**	1,465	26	**1,491**	617	2	**619**	**3,974**
12:45 to 13:45	1,279	25	**1,304**	563	7	**570**	1,407	23	**1,430**	665	2	**667**	**3,971**
13:00 to 14:00	1,278	21	**1,299**	546	5	**551**	1,424	17	**1,441**	611	3	**614**	**3,905**
Totals	**4,980**	**91**	**5,071**	**2,046**	**19**	**2,065**	**5,810**	**101**	**5,911**	**2,448**	**24**	**2,472**	**15,519**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 2. Port Hacking Rd / Box Rd

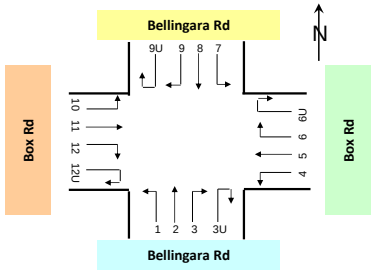
Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data

Hour Starting | Vehicle Type



Job No.	: N5970
Client	: Varga Traffic Planning
Suburb	: Sylvania
Location	: 3. Box Rd / Bellingara Rd
Day/Date	: Sat, 17th Oct 2020
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



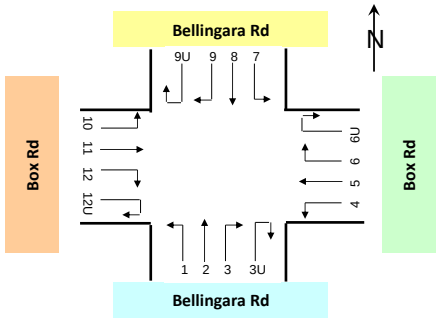
Classifications	**Class 1**	**Class 2**
	Lights	Heavies

Approach	**Bellingara Rd**												**Box Rd**											
Direction	**Direction 1 (Left Turn)**			**Direction 2 (Through)**			**Direction 3 (Right Turn)**			**Direction 3U (U Turn)**			**Direction 4 (Left Turn)**			**Direction 5 (Through)**			**Direction 6 (Right Turn)**			**Direction 6U (U Turn)**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
10:00 to 10:15	4	0	**4**	19	0	**19**	22	1	**23**	0	0	**0**	19	0	**19**	68	1	**69**	18	0	**18**	2	0	**2**
10:15 to 10:30	5	0	**5**	20	0	**20**	14	0	**14**	0	0	**0**	25	2	**27**	88	0	**88**	15	1	**16**	6	1	**7**
10:30 to 10:45	4	0	**4**	11	0	**11**	24	0	**24**	0	0	**0**	16	0	**16**	104	0	**104**	14	0	**14**	6	0	**6**
10:45 to 11:00	8	0	**8**	21	1	**22**	25	3	**28**	0	0	**0**	30	0	**30**	108	0	**108**	14	0	**14**	13	0	**13**
11:00 to 11:15	8	0	**8**	24	0	**24**	22	0	**22**	2	0	**2**	24	0	**24**	68	1	**69**	11	2	**13**	8	0	**8**
11:15 to 11:30	10	0	**10**	18	0	**18**	42	1	**43**	1	0	**1**	27	2	**29**	84	0	**84**	15	0	**15**	6	0	**6**
11:30 to 11:45	7	0	**7**	15	1	**16**	28	1	**29**	0	1	**1**	28	0	**28**	82	1	**83**	9	0	**9**	8	0	**8**
11:45 to 12:00	10	0	**10**	24	1	**25**	31	0	**31**	0	0	**0**	38	0	**38**	113	2	**115**	22	0	**22**	13	0	**13**
12:00 to 12:15	13	0	**13**	17	0	**17**	27	1	**28**	1	0	**1**	27	1	**28**	96	0	**96**	18	0	**18**	8	0	**8**
12:15 to 12:30	8	0	**8**	27	0	**27**	32	0	**32**	1	0	**1**	36	1	**37**	85	1	**86**	16	1	**17**	9	0	**9**
12:30 to 12:45	4	0	**4**	19	0	**19**	24	0	**24**	0	0	**0**	34	0	**34**	77	3	**80**	19	0	**19**	7	0	**7**
12:45 to 13:00	6	0	**6**	24	1	**25**	38	0	**38**	0	0	**0**	26	0	**26**	109	0	**109**	20	1	**21**	12	0	**12**
13:00 to 13:15	5	0	**5**	17	0	**17**	31	0	**31**	0	0	**0**	26	0	**26**	99	0	**99**	16	0	**16**	9	0	**9**
13:15 to 13:30	5	0	**5**	21	0	**21**	25	0	**25**	0	0	**0**	16	1	**17**	109	2	**111**	10	2	**12**	9	0	**9**
13:30 to 13:45	5	0	**5**	20	1	**21**	32	0	**32**	0	0	**0**	28	2	**30**	110	3	**113**	14	0	**14**	9	0	**9**
13:45 to 14:00	6	0	**6**	15	0	**15**	25	0	**25**	0	0	**0**	21	1	**22**	84	0	**84**	23	0	**23**	4	0	**4**
Totals	**108**	**0**	**108**	**312**	**5**	**317**	**442**	**7**	**449**	**5**	**1**	**6**	**421**	**10**	**431**	**1,484**	**14**	**1,498**	**254**	**7**	**261**	**129**	**1**	**130**

Approach	**Bellingara Rd**												**Box Rd**											
Direction	**Direction 7 (Left Turn)**			**Direction 8 (Through)**			**Direction 9 (Right Turn)**			**Direction 9U (U Turn)**			**Direction 10 (Left Turn)**			**Direction 11 (Through)**			**Direction 12 (Right Turn)**			**Direction 12U (U Turn)**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
10:00 to 10:15	3	0	**3**	16	0	**16**	3	0	**3**	0	0	**0**	8	0	**8**	84	1	**85**	6	0	**6**	0	0	**0**
10:15 to 10:30	4	0	**4**	12	0	**12**	4	0	**4**	0	0	**0**	9	0	**9**	109	1	**110**	6	0	**6**	0	0	**0**
10:30 to 10:45	3	0	**3**	17	0	**17**	7	0	**7**	0	0	**0**	6	0	**6**	94	0	**94**	4	0	**4**	3	0	**3**
10:45 to 11:00	6	0	**6**	11	0	**11**	3	0	**3**	0	0	**0**	7	0	**7**	87	2	**89**	6	0	**6**	1	0	**1**
11:00 to 11:15	8	0	**8**	18	0	**18**	1	0	**1**	0	0	**0**	6	0	**6**	100	1	**101**	11	0	**11**	0	0	**0**
11:15 to 11:30	17	1	**18**	19	0	**19**	5	0	**5**	0	0	**0**	8	1	**9**	114	0	**114**	2	0	**2**	0	0	**0**
11:30 to 11:45	5	0	**5**	16	0	**16**	7	0	**7**	0	0	**0**	8	0	**8**	112	0	**112**	8	0	**8**	0	0	**0**
11:45 to 12:00	4	0	**4**	18	0	**18**	5	0	**5**	0	0	**0**	9	0	**9**	112	2	**114**	5	0	**5**	0	0	**0**
12:00 to 12:15	7	0	**7**	14	0	**14**	5	0	**5**	0	0	**0**	9	0	**9**	111	0	**111**	6	0	**6**	0	0	**0**
12:15 to 12:30	9	0	**9**	15	1	**16**	7	1	**8**	0	0	**0**	11	0	**11**	95	0	**95**	5	0	**5**	2	1	**3**
12:30 to 12:45	7	0	**7**	20	0	**20**	5	0	**5**	0	0	**0**	7	1	**8**	88	2	**90**	6	0	**6**	1	0	**1**
12:45 to 13:00	10	0	**10**	16	0	**16**	6	0	**6**	0	0	**0**	4	0	**4**	109	0	**109**	5	0	**5**	0	0	**0**
13:00 to 13:15	3	0	**3**	12	0	**12**	11	0	**11**	0	0	**0**	7	0	**7**	101	1	**102**	3	0	**3**	0	0	**0**
13:15 to 13:30	7	0	**7**	6	0	**6**	11	0	**11**	2	0	**2**	3	0	**3**	87	0	**87**	9	0	**9**	0	0	**0**
13:30 to 13:45	5	0	**5**	14	0	**14**	6	0	**6**	0	0	**0**	5	0	**5**	108	1	**109**	5	0	**5**	0	0	**0**
13:45 to 14:00	7	0	**7**	22	0	**22**	9	0	**9**	0	0	**0**	2	0	**2**	91	2	**93**	3	0	**3**	0	0	**0**
Totals	**105**	**1**	**106**	**246**	**1**	**247**	**95**	**1**	**96**	**2**	**0**	**2**	**109**	**2**	**111**	**1,602**	**13**	**1,615**	**90**	**0**	**90**	**7**	**1**	**8**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 3. Box Rd / Bellingara Rd

Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



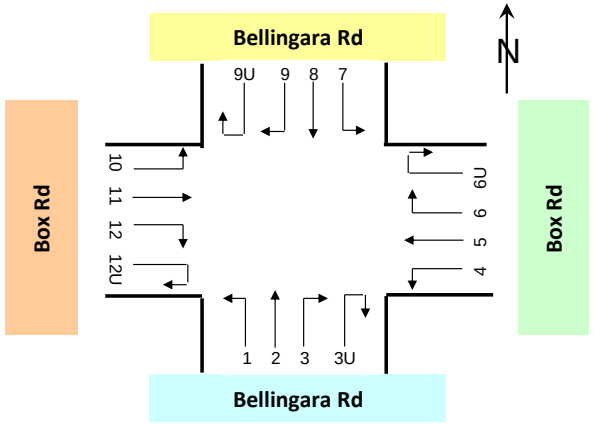
MATRIX Traffic and Transport Data

Approach	Bellingara Rd												Box Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	21	0	21	71	1	72	85	4	89	0	0	0	90	2	92	368	1	369	61	1	62	27	1	28
10:15 to 11:15	25	0	25	76	1	77	85	3	88	2	0	2	95	2	97	368	1	369	54	3	57	33	1	34
10:30 to 11:30	30	0	30	74	1	75	113	4	117	3	0	3	97	2	99	364	1	365	54	2	56	33	0	33
10:45 to 11:45	33	0	33	78	2	80	117	5	122	3	1	4	109	2	111	342	2	344	49	2	51	35	0	35
11:00 to 12:00	35	0	35	81	2	83	123	2	125	3	1	4	117	2	119	347	4	351	57	2	59	35	0	35
11:15 to 12:15	40	0	40	74	2	76	128	3	131	2	1	3	120	3	123	375	3	378	64	0	64	35	0	35
11:30 to 12:30	38	0	38	83	2	85	118	2	120	2	1	3	129	2	131	376	4	380	65	1	66	38	0	38
11:45 to 12:45	35	0	35	87	1	88	114	1	115	2	0	2	135	2	137	371	6	377	75	1	76	37	0	37
12:00 to 13:00	31	0	31	87	1	88	121	1	122	2	0	2	123	2	125	367	4	371	73	2	75	36	0	36
12:15 to 13:15	23	0	23	87	1	88	125	0	125	1	0	1	122	1	123	370	4	374	71	2	73	37	0	37
12:30 to 13:30	20	0	20	81	1	82	118	0	118	0	0	0	102	1	103	394	5	399	65	3	68	37	0	37
12:45 to 13:45	21	0	21	82	2	84	126	0	126	0	0	0	96	3	99	427	5	432	60	3	63	39	0	39
13:00 to 14:00	21	0	21	73	1	74	113	0	113	0	0	0	91	4	95	402	5	407	63	2	65	31	0	31
Totals	108	0	108	312	5	317	442	7	449	5	1	6	421	10	431	1,484	14	1,498	254	7	261	129	1	130

Approach	Bellingara Rd												Box Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	16	0	16	56	0	56	17	0	17	0	0	0	30	0	30	374	4	378	22	0	22	4	0	4
10:15 to 11:15	21	0	21	58	0	58	15	0	15	0	0	0	28	0	28	390	4	394	27	0	27	4	0	4
10:30 to 11:30	34	1	35	65	0	65	16	0	16	0	0	0	27	1	28	395	3	398	23	0	23	4	0	4
10:45 to 11:45	36	1	37	64	0	64	16	0	16	0	0	0	29	1	30	413	3	416	27	0	27	1	0	1
11:00 to 12:00	34	1	35	71	0	71	18	0	18	0	0	0	31	1	32	438	3	441	26	0	26	0	0	0
11:15 to 12:15	33	1	34	67	0	67	22	0	22	0	0	0	34	1	35	449	2	451	21	0	21	0	0	0
11:30 to 12:30	25	0	25	63	1	64	24	1	25	0	0	0	37	0	37	430	2	432	24	0	24	2	1	3
11:45 to 12:45	27	0	27	67	1	68	22	1	23	0	0	0	36	1	37	406	4	410	22	0	22	3	1	4
12:00 to 13:00	33	0	33	65	1	66	23	1	24	0	0	0	31	1	32	403	2	405	22	0	22	3	1	4
12:15 to 13:15	29	0	29	63	1	64	29	1	30	0	0	0	29	1	30	393	3	396	19	0	19	3	1	4
12:30 to 13:30	27	0	27	54	0	54	33	0	33	2	0	2	21	1	22	385	3	388	23	0	23	1	0	1
12:45 to 13:45	25	0	25	48	0	48	34	0	34	2	0	2	19	0	19	405	2	407	22	0	22	0	0	0
13:00 to 14:00	22	0	22	54	0	54	37	0	37	2	0	2	17	0	17	387	4	391	20	0	20	0	0	0
Totals	105	1	106	246	1	247	95	1	96	2	0	2	109	2	111	1,602	13	1,615	90	0	90	7	1	8

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 3. Box Rd / Bellingara Rd

Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

Approach	Bellingara Rd			Box Rd			Bellingara Rd			Box Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:15 to 12:15	244	6	**250**	594	6	**600**	122	1	**123**	504	3	**507**	**1,480**

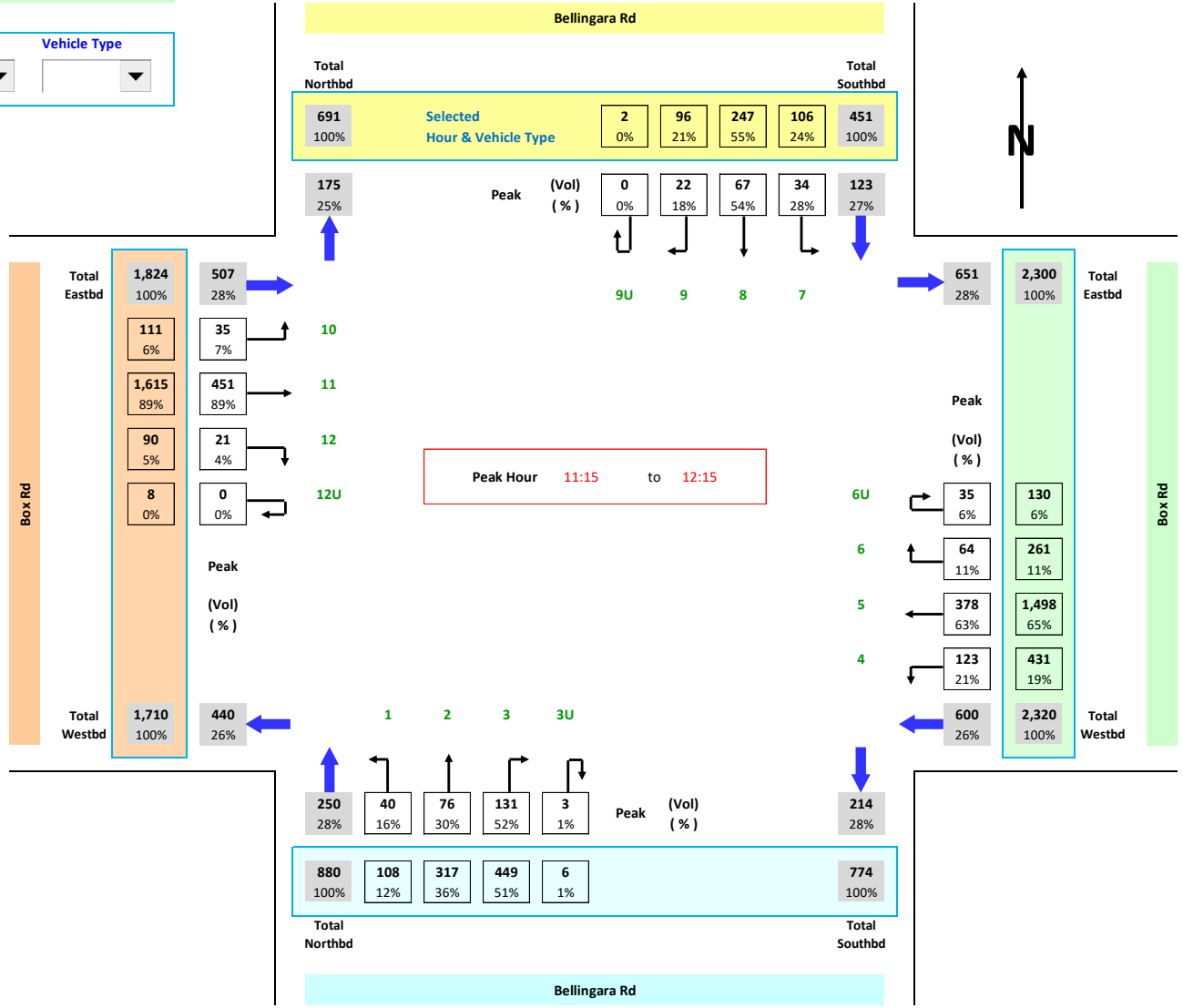
Approach	Bellingara Rd			Box Rd			Bellingara Rd			Box Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	177	5	**182**	546	5	**551**	89	0	**89**	430	4	**434**	**1,256**
10:15 to 11:15	188	4	**192**	550	7	**557**	94	0	**94**	449	4	**453**	**1,296**
10:30 to 11:30	220	5	**225**	548	5	**553**	115	1	**116**	449	4	**453**	**1,347**
10:45 to 11:45	231	8	**239**	535	6	**541**	116	1	**117**	470	4	**474**	**1,371**
11:00 to 12:00	242	5	**247**	556	8	**564**	123	1	**124**	495	4	**499**	**1,434**
11:15 to 12:15	244	6	**250**	594	6	**600**	122	1	**123**	504	3	**507**	**1,480**
11:30 to 12:30	241	5	**246**	608	7	**615**	112	2	**114**	493	3	**496**	**1,471**
11:45 to 12:45	238	2	**240**	618	9	**627**	116	2	**118**	467	6	**473**	**1,458**
12:00 to 13:00	241	2	**243**	599	8	**607**	121	2	**123**	459	4	**463**	**1,436**
12:15 to 13:15	236	1	**237**	600	7	**607**	121	2	**123**	444	5	**449**	**1,416**
12:30 to 13:30	219	1	**220**	598	9	**607**	116	0	**116**	430	4	**434**	**1,377**
12:45 to 13:45	229	2	**231**	622	11	**633**	109	0	**109**	446	2	**448**	**1,421**
13:00 to 14:00	207	1	**208**	587	11	**598**	115	0	**115**	424	4	**428**	**1,349**
Totals	**867**	**13**	**880**	**2,288**	**32**	**2,320**	**448**	**3**	**451**	**1,808**	**16**	**1,824**	**5,475**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 3. Box Rd / Bellingara Rd

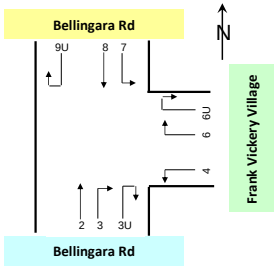
Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data

Hour Starting **Vehicle Type**



Job No.	: N5970
Client	: Varga Traffic Planning
Suburb	: Sylvania
Location	: 4. Bellingara Rd / Frank Vickery Village
Day/Date	: Sat, 17th Oct 2020
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



MATRIX Traffic and Transport Data

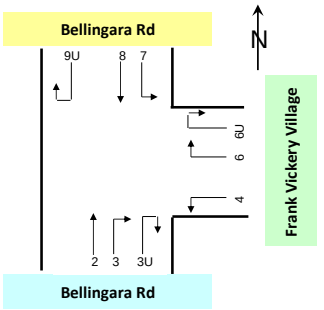
	Class 1	Class 2
Classifications	Lights	Heavies

Approach	**Bellingara Rd**									**Frank Vickery Village**								
Direction	**Direction 2 (Through)**			**Direction 3 (Right Turn)**			**Direction 3U (U Turn)**			**Direction 4 (Left Turn)**			**Direction 6 (Right Turn)**			**Direction 6U (U Turn)**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
10:00 to 10:15	40	0	**40**	3	0	**3**	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**
10:15 to 10:30	35	1	**36**	8	0	**8**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
10:30 to 10:45	32	0	**32**	0	0	**0**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
10:45 to 11:00	33	1	**34**	5	0	**5**	1	0	**1**	5	0	**5**	2	0	**2**	0	0	**0**
11:00 to 11:15	39	1	**40**	3	0	**3**	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**
11:15 to 11:30	35	2	**37**	5	0	**5**	0	0	**0**	3	0	**3**	0	0	**0**	0	0	**0**
11:30 to 11:45	28	0	**28**	2	0	**2**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
11:45 to 12:00	51	2	**53**	4	0	**4**	0	0	**0**	7	0	**7**	1	0	**1**	0	0	**0**
12:00 to 12:15	42	0	**42**	4	0	**4**	0	0	**0**	7	0	**7**	0	0	**0**	0	0	**0**
12:15 to 12:30	51	1	**52**	1	0	**1**	0	0	**0**	3	0	**3**	0	0	**0**	0	0	**0**
12:30 to 12:45	43	1	**44**	4	0	**4**	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**
12:45 to 13:00	43	2	**45**	5	0	**5**	0	0	**0**	2	0	**2**	1	0	**1**	0	0	**0**
13:00 to 13:15	32	0	**32**	3	0	**3**	0	0	**0**	1	0	**1**	1	0	**1**	0	0	**0**
13:15 to 13:30	34	2	**36**	2	0	**2**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
13:30 to 13:45	34	1	**35**	4	0	**4**	0	0	**0**	7	0	**7**	1	0	**1**	0	0	**0**
13:45 to 14:00	40	0	**40**	2	0	**2**	0	0	**0**	8	0	**8**	0	0	**0**	0	0	**0**
Totals	**612**	**14**	**626**	**55**	**0**	**55**	**1**	**0**	**1**	**54**	**0**	**54**	**6**	**0**	**6**	**0**	**0**	**0**

Approach	**Bellingara Rd**								
Direction	**Direction 7 (Left Turn)**			**Direction 8 (Through)**			**Direction 9U (U Turn)**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
10:00 to 10:15	1	0	**1**	22	0	**22**	0	0	**0**
10:15 to 10:30	1	0	**1**	15	0	**15**	0	0	**0**
10:30 to 10:45	0	0	**0**	25	0	**25**	0	0	**0**
10:45 to 11:00	2	0	**2**	16	0	**16**	0	0	**0**
11:00 to 11:15	0	0	**0**	24	0	**24**	0	0	**0**
11:15 to 11:30	0	0	**0**	36	1	**37**	0	0	**0**
11:30 to 11:45	1	0	**1**	25	0	**25**	0	0	**0**
11:45 to 12:00	2	0	**2**	24	0	**24**	0	0	**0**
12:00 to 12:15	0	0	**0**	16	1	**17**	0	0	**0**
12:15 to 12:30	0	0	**0**	26	1	**27**	0	0	**0**
12:30 to 12:45	2	0	**2**	31	0	**31**	0	0	**0**
12:45 to 13:00	0	0	**0**	29	0	**29**	0	0	**0**
13:00 to 13:15	2	0	**2**	23	0	**23**	0	0	**0**
13:15 to 13:30	2	0	**2**	23	0	**23**	0	0	**0**
13:30 to 13:45	0	0	**0**	24	0	**24**	0	0	**0**
13:45 to 14:00	1	0	**1**	24	0	**24**	0	0	**0**
Totals	**14**	**0**	**14**	**383**	**3**	**386**	**0**	**0**	**0**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 4. Bellingara Rd / Frank Vickery Village

Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



MATRIX Traffic and Transport Data

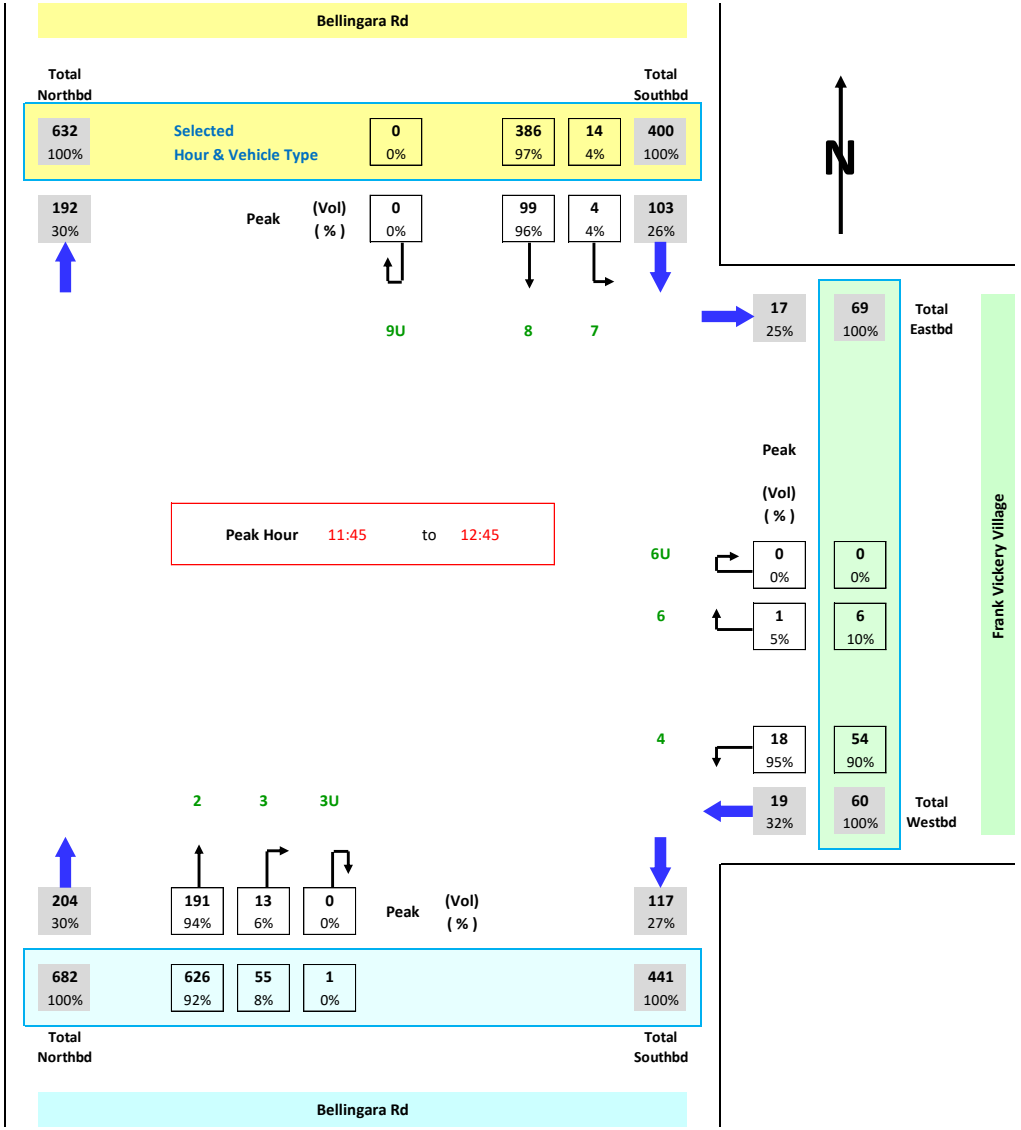
Approach	Bellingara Rd									Frank Vickery Village								
Direction		Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)				Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00		140	2	142	16	0	16	1	0	1	10	0	10		2	0	2	0	0	0
10:15 to 11:15		139	3	142	16	0	16	1	0	1	10	0	10		2	0	2	0	0	0
10:30 to 11:30		139	4	143	13	0	13	1	0	1	11	0	11		2	0	2	0	0	0
10:45 to 11:45		135	4	139	15	0	15	1	0	1	11	0	11		2	0	2	0	0	0
11:00 to 12:00		153	5	158	14	0	14	0	0	0	13	0	13		1	0	1	0	0	0
11:15 to 12:15		156	4	160	15	0	15	0	0	0	19	0	19		1	0	1	0	0	0
11:30 to 12:30		172	3	175	11	0	11	0	0	0	19	0	19		1	0	1	0	0	0
11:45 to 12:45		187	4	191	13	0	13	0	0	0	18	0	18		1	0	1	0	0	0
12:00 to 13:00		179	4	183	14	0	14	0	0	0	13	0	13		1	0	1	0	0	0
12:15 to 13:15		169	4	173	13	0	13	0	0	0	7	0	7		2	0	2	0	0	0
12:30 to 13:30		152	5	157	14	0	14	0	0	0	6	0	6		2	0	2	0	0	0
12:45 to 13:45		143	5	148	14	0	14	0	0	0	12	0	12		3	0	3	0	0	0
13:00 to 14:00		140	3	143	11	0	11	0	0	0	18	0	18		2	0	2	0	0	0
Totals		612	14	626	55	0	55	1	0	1	54	0	54		6	0	6	0	0	0

Approach	Bellingara Rd																			
Direction	Direction 7 (Left Turn)			Direction 8 (Through)				Direction 9U (U Turn)												
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total										
10:00 to 11:00	4	0	4	78	0	78		0	0	0		83		254						
10:15 to 11:15	3	0	3	80	0	80		0	0	0		104		274						
10:30 to 11:30	2	0	2	101	1	102		0	0	0		105		273						
10:45 to 11:45	3	0	3	101	1	102		0	0	0		113		299						
11:00 to 12:00	3	0	3	109	1	110		0	0	0		106		301						
11:15 to 12:15	3	0	3	101	2	103		0	0	0		96		302						
11:30 to 12:30	3	0	3	91	2	93		0	0	0		103		326						
11:45 to 12:45	4	0	4	97	2	99		0	0	0		106		317						
12:00 to 13:00	2	0	2	102	2	104		0	0	0		114		309						
12:15 to 13:15	4	0	4	109	1	110		0	0	0		112		291						
12:30 to 13:30	6	0	6	106	0	106		0	0	0		103		280						
12:45 to 13:45	4	0	4	99	0	99		0	0	0		99		273						
13:00 to 14:00	5	0	5	94	0	94		0	0	0		400		1,142						
Totals	14	0	14	383	3	386		0	0	0										

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 4. Bellingara Rd / Frank Vickery Village

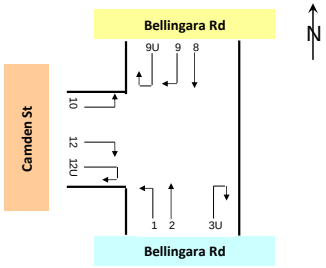
Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

Hour Starting	Vehicle Type



Job No.	: N5970
Client	: Varga Traffic Planning
Suburb	: Sylvania
Location	: 5. Bellingara Rd / Camden St
Day/Date	: Sat, 17th Oct 2020
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies



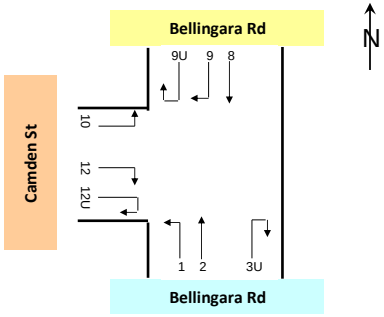
MATRIX Traffic and Transport Data

Approach	Bellingara Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)				Direction 3U (U Turn)	
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total
10:00 to 10:15	1	0	**1**	39	0	**39**		0	0	**0**
10:15 to 10:30	1	0	**1**	34	1	**35**		0	0	**0**
10:30 to 10:45	2	0	**2**	30	0	**30**		0	0	**0**
10:45 to 11:00	0	0	**0**	34	1	**35**		0	0	**0**
11:00 to 11:15	1	0	**1**	37	1	**38**		0	0	**0**
11:15 to 11:30	2	0	**2**	34	1	**35**		0	1	**1**
11:30 to 11:45	0	0	**0**	28	0	**28**		0	0	**0**
11:45 to 12:00	5	0	**5**	46	3	**49**		0	0	**0**
12:00 to 12:15	8	0	**8**	34	0	**34**		0	0	**0**
12:15 to 12:30	7	0	**7**	44	1	**45**		0	0	**0**
12:30 to 12:45	3	1	**4**	40	0	**40**		0	0	**0**
12:45 to 13:00	4	0	**4**	40	2	**42**		0	0	**0**
13:00 to 13:15	1	0	**1**	34	0	**34**		0	0	**0**
13:15 to 13:30	2	0	**2**	32	2	**34**		0	0	**0**
13:30 to 13:45	0	0	**0**	34	1	**35**		0	0	**0**
13:45 to 14:00	0	0	**0**	38	0	**38**		0	0	**0**
Totals	**37**	**1**	**38**	**578**	**13**	**591**		**0**	**1**	**1**

Approach	Bellingara Rd									Camden St						
Direction	Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15	23	0	**23**	0	0	**0**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
10:15 to 10:30	14	0	**14**	0	0	**0**	0	0	**0**	0	0	**0**	2	0	**2**	0	0	**0**
10:30 to 10:45	24	0	**24**	0	0	**0**	0	0	**0**	3	0	**3**	1	0	**1**	0	0	**0**
10:45 to 11:00	18	0	**18**	0	0	**0**	0	0	**0**	3	0	**3**	1	0	**1**	0	0	**0**
11:00 to 11:15	22	0	**22**	0	0	**0**	0	0	**0**	5	0	**5**	1	0	**1**	1	0	**1**
11:15 to 11:30	31	0	**31**	2	0	**2**	0	0	**0**	3	0	**3**	5	0	**5**	0	0	**0**
11:30 to 11:45	24	0	**24**	3	0	**3**	0	0	**0**	1	0	**1**	2	0	**2**	0	0	**0**
11:45 to 12:00	25	0	**25**	3	0	**3**	0	0	**0**	2	0	**2**	1	0	**1**	0	0	**0**
12:00 to 12:15	16	1	**17**	7	0	**7**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
12:15 to 12:30	20	0	**20**	4	0	**4**	0	0	**0**	6	0	**6**	7	1	**8**	0	0	**0**
12:30 to 12:45	29	0	**29**	2	0	**2**	0	0	**0**	5	0	**5**	4	0	**4**	0	0	**0**
12:45 to 13:00	21	0	**21**	1	0	**1**	0	0	**0**	4	0	**4**	8	0	**8**	0	0	**0**
13:00 to 13:15	20	0	**20**	4	0	**4**	0	0	**0**	0	0	**0**	5	0	**5**	0	0	**0**
13:15 to 13:30	23	0	**23**	0	0	**0**	0	0	**0**	1	0	**1**	2	0	**2**	0	0	**0**
13:30 to 13:45	22	0	**22**	3	0	**3**	0	0	**0**	2	0	**2**	2	0	**2**	0	0	**0**
13:45 to 14:00	25	0	**25**	2	0	**2**	0	0	**0**	3	0	**3**	1	0	**1**	0	0	**0**
Totals	**357**	**1**	**358**	**31**	**0**	**31**	**0**	**0**	**0**	**42**	**0**	**42**	**42**	**1**	**43**	**1**	**0**	**1**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 5. Bellingara Rd / Camden St

Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



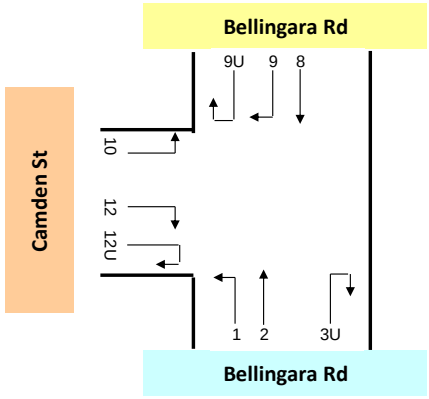
MATRIX Traffic and Transport Data

Approach	Bellingara Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	4	0	**4**	137	2	**139**	0	0	**0**
10:15 to 11:15	4	0	**4**	135	3	**138**	0	0	**0**
10:30 to 11:30	5	0	**5**	135	3	**138**	0	1	**1**
10:45 to 11:45	3	0	**3**	133	3	**136**	0	1	**1**
11:00 to 12:00	8	0	**8**	145	5	**150**	0	1	**1**
11:15 to 12:15	15	0	**15**	142	4	**146**	0	1	**1**
11:30 to 12:30	20	0	**20**	152	4	**156**	0	0	**0**
11:45 to 12:45	23	1	**24**	164	4	**168**	0	0	**0**
12:00 to 13:00	22	1	**23**	158	3	**161**	0	0	**0**
12:15 to 13:15	15	1	**16**	158	3	**161**	0	0	**0**
12:30 to 13:30	10	1	**11**	146	4	**150**	0	0	**0**
12:45 to 13:45	7	0	**7**	140	5	**145**	0	0	**0**
13:00 to 14:00	3	0	**3**	138	3	**141**	0	0	**0**
Totals	**37**	**1**	**38**	**578**	**13**	**591**	**0**	**1**	**1**

Approach	Bellingara Rd									Camden St					
Direction	Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	79	0	**79**	0	0	**0**	0	0	**0**	8	0	**8**	4	0	**4**	0	0	**0**
10:15 to 11:15	78	0	**78**	0	0	**0**	0	0	**0**	11	0	**11**	5	0	**5**	1	0	**1**
10:30 to 11:30	95	0	**95**	2	0	**2**	0	0	**0**	14	0	**14**	8	0	**8**	1	0	**1**
10:45 to 11:45	95	0	**95**	5	0	**5**	0	0	**0**	12	0	**12**	9	0	**9**	1	0	**1**
11:00 to 12:00	102	0	**102**	8	0	**8**	0	0	**0**	11	0	**11**	9	0	**9**	1	0	**1**
11:15 to 12:15	96	1	**97**	15	0	**15**	0	0	**0**	8	0	**8**	8	0	**8**	0	0	**0**
11:30 to 12:30	85	1	**86**	17	0	**17**	0	0	**0**	11	0	**11**	10	1	**11**	0	0	**0**
11:45 to 12:45	90	1	**91**	16	0	**16**	0	0	**0**	15	0	**15**	12	1	**13**	0	0	**0**
12:00 to 13:00	86	1	**87**	14	0	**14**	0	0	**0**	17	0	**17**	19	1	**20**	0	0	**0**
12:15 to 13:15	90	0	**90**	11	0	**11**	0	0	**0**	15	0	**15**	24	1	**25**	0	0	**0**
12:30 to 13:30	93	0	**93**	7	0	**7**	0	0	**0**	10	0	**10**	19	0	**19**	0	0	**0**
12:45 to 13:45	86	0	**86**	8	0	**8**	0	0	**0**	7	0	**7**	17	0	**17**	0	0	**0**
13:00 to 14:00	90	0	**90**	9	0	**9**	0	0	**0**	6	0	**6**	10	0	**10**	0	0	**0**
Totals	**357**	**1**	**358**	**31**	**0**	**31**	**0**	**0**	**0**	**42**	**0**	**42**	**42**	**1**	**43**	**1**	**0**	**1**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 5. Bellingara Rd / Camden St

Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



N

MATRIX Traffic and Transport Data

Approach	Bellingara Rd				Bellingara Rd			Camden St			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
11:45 to 12:45	187	5	**192**		106	1	**107**	27	1	**28**	**327**

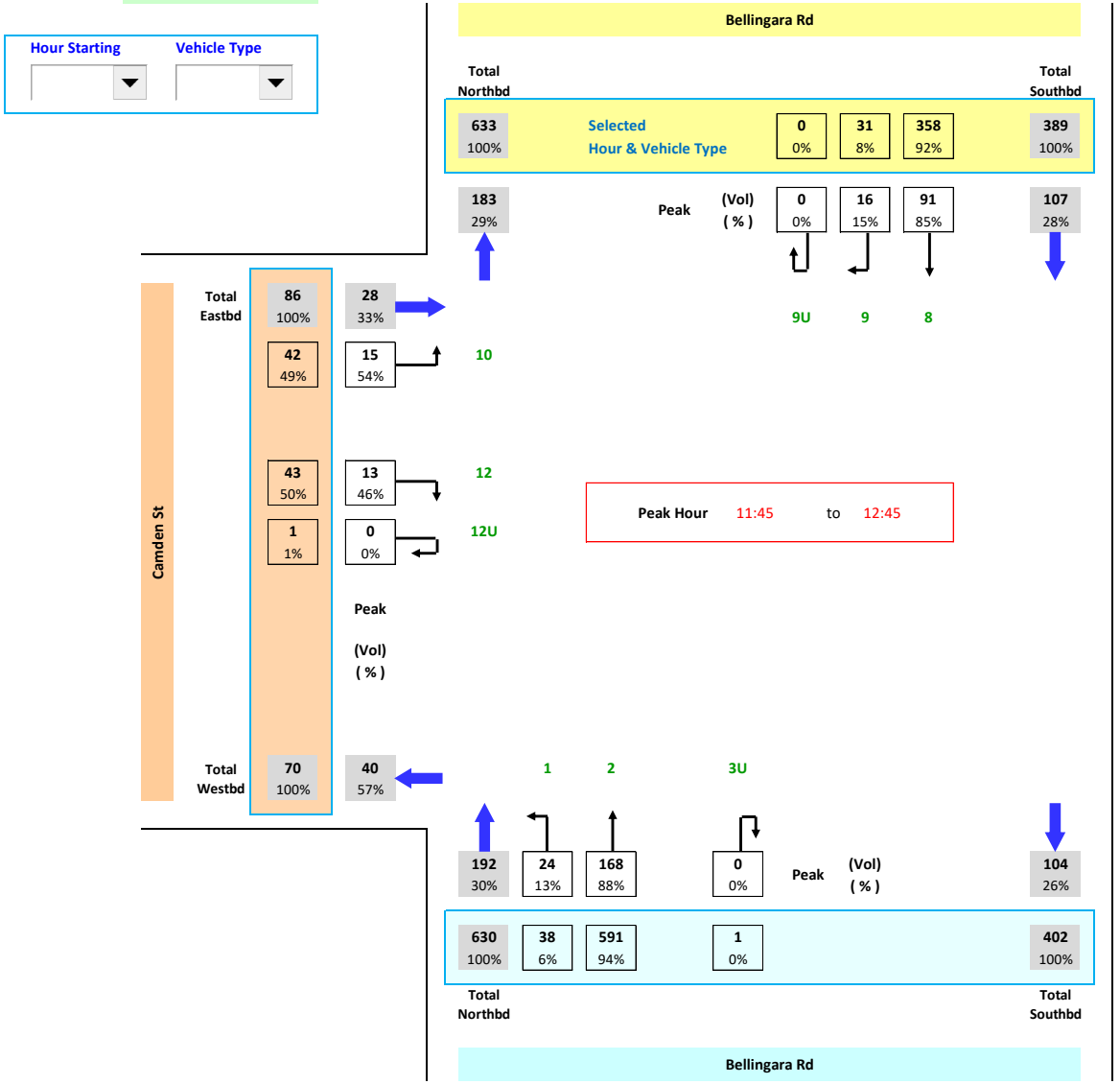
Approach	Bellingara Rd				Bellingara Rd			Camden St			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	141	2	**143**		79	0	**79**	12	0	**12**	**234**
10:15 to 11:15	139	3	**142**		78	0	**78**	17	0	**17**	**237**
10:30 to 11:30	140	4	**144**		97	0	**97**	23	0	**23**	**264**
10:45 to 11:45	136	4	**140**		100	0	**100**	22	0	**22**	**262**
11:00 to 12:00	153	6	**159**		110	0	**110**	21	0	**21**	**290**
11:15 to 12:15	157	5	**162**		111	1	**112**	16	0	**16**	**290**
11:30 to 12:30	172	4	**176**		102	1	**103**	21	1	**22**	**301**
11:45 to 12:45	187	5	**192**		106	1	**107**	27	1	**28**	**327**
12:00 to 13:00	180	4	**184**		100	1	**101**	36	1	**37**	**322**
12:15 to 13:15	173	4	**177**		101	0	**101**	39	1	**40**	**318**
12:30 to 13:30	156	5	**161**		100	0	**100**	29	0	**29**	**290**
12:45 to 13:45	147	5	**152**		94	0	**94**	24	0	**24**	**270**
13:00 to 14:00	141	3	**144**		99	0	**99**	16	0	**16**	**259**
Totals	**615**	**15**	**630**		**388**	**1**	**389**	**85**	**1**	**86**	**1,105**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 5. Bellingara Rd / Camden St

Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data

Hour Starting | Vehicle Type



Sylvania IC - Traffic Flows

MATRIX Traffic and Transport Data

Search By Time and Classfication

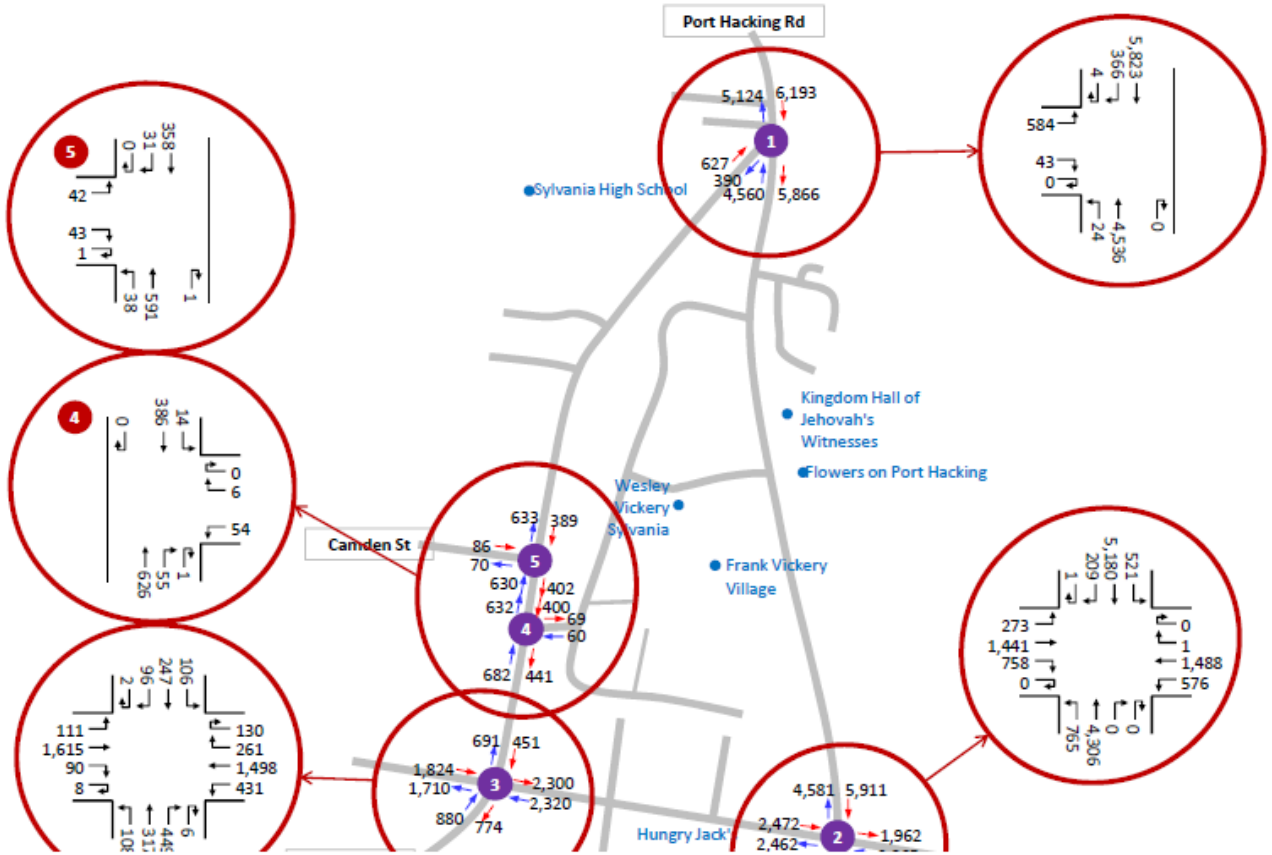
Day	Start Time	End Time	Classification
Sat	10:00	14:00	All vehicles

Volume Forecasting

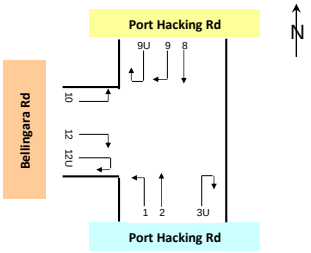
0 % * 0 = original survey data

(e.g. input 20 for volume increase 20% or -20 for volume decrease 20%)

1 Site No.



Job No.	: N5970
Client	: Varga Traffic Planning
Suburb	: Sylvania
Location	: 1. Port Hacking Rd / Bellingara Rd
Day/Date	: Thu, 15th Oct 2020
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



MATRIX Traffic and Transport Data

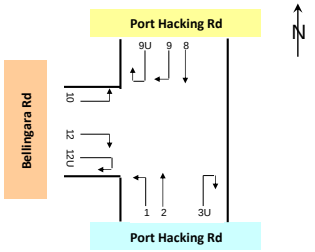
Classifications	**Class 1**	**Class 2**
	Lights	Heavies

Approach	**Port Hacking Rd**								
Direction	**Direction 1 (Left Turn)**			**Direction 2 (Through)**			**Direction 3U (U Turn)**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
6:30 to 6:45	0	0	**0**	180	7	**187**	0	0	**0**
6:45 to 7:00	0	0	**0**	218	11	**229**	0	0	**0**
7:00 to 7:15	0	0	**0**	212	14	**226**	0	0	**0**
7:15 to 7:30	0	0	**0**	198	17	**215**	0	0	**0**
7:30 to 7:45	0	0	**0**	243	17	**260**	0	0	**0**
7:45 to 8:00	3	0	**3**	198	12	**210**	0	0	**0**
8:00 to 8:15	2	0	**2**	229	13	**242**	0	0	**0**
8:15 to 8:30	2	0	**2**	167	20	**187**	0	0	**0**
8:30 to 8:45	1	1	**2**	246	11	**257**	0	0	**0**
8:45 to 9:00	3	0	**3**	237	11	**248**	0	0	**0**
9:00 to 9:15	0	0	**0**	255	20	**275**	0	0	**0**
9:15 to 9:30	2	0	**2**	231	19	**250**	0	0	**0**
AM Totals	**13**	**1**	**14**	**2,614**	**172**	**2,786**	**0**	**0**	**0**
14:30 to 14:45	1	0	**1**	299	12	**311**	0	0	**0**
14:45 to 15:00	0	0	**0**	246	12	**258**	0	0	**0**
15:00 to 15:15	1	0	**1**	290	15	**305**	0	0	**0**
15:15 to 15:30	1	0	**1**	326	9	**335**	0	0	**0**
15:30 to 15:45	3	0	**3**	218	17	**235**	0	0	**0**
15:45 to 16:00	3	0	**3**	242	13	**255**	0	0	**0**
16:00 to 16:15	0	0	**0**	227	10	**237**	0	0	**0**
16:15 to 16:30	0	0	**0**	247	9	**256**	0	0	**0**
16:30 to 16:45	1	0	**1**	271	16	**287**	0	0	**0**
16:45 to 17:00	1	0	**1**	271	10	**281**	0	0	**0**
17:00 to 17:15	4	0	**4**	265	9	**274**	0	0	**0**
17:15 to 17:30	0	0	**0**	268	10	**278**	0	0	**0**
17:30 to 17:45	0	0	**0**	259	10	**269**	0	0	**0**
17:45 to 18:00	1	0	**1**	269	2	**271**	0	0	**0**
18:00 to 18:15	0	0	**0**	269	4	**273**	0	0	**0**
18:15 to 18:30	0	0	**0**	267	5	**272**	0	0	**0**
PM Totals	**16**	**0**	**16**	**4,234**	**163**	**4,397**	**0**	**0**	**0**

Approach	**Port Hacking Rd**									**Bellingara Rd**								
Direction	**Direction 8 (Through)**			**Direction 9 (Right Turn)**			**Direction 9U (U Turn)**			**Direction 10 (Left Turn)**			**Direction 12 (Right Turn)**			**Direction 12U (U Turn)**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
6:30 to 6:45	231	33	**264**	14	1	**15**	1	0	**1**	11	2	**13**	1	0	**1**	0	0	**0**
6:45 to 7:00	288	23	**311**	17	1	**18**	0	0	**0**	16	1	**17**	1	0	**1**	0	0	**0**
7:00 to 7:15	227	32	**259**	10	0	**10**	0	0	**0**	25	0	**25**	0	0	**0**	0	0	**0**
7:15 to 7:30	240	28	**268**	10	1	**11**	0	0	**0**	16	1	**17**	0	0	**0**	0	0	**0**
7:30 to 7:45	248	21	**269**	17	1	**18**	0	0	**0**	15	1	**16**	1	0	**1**	0	0	**0**
7:45 to 8:00	303	13	**316**	13	1	**14**	1	0	**1**	31	0	**31**	1	0	**1**	0	0	**0**
8:00 to 8:15	339	27	**366**	21	1	**22**	0	0	**0**	18	2	**20**	5	0	**5**	0	0	**0**
8:15 to 8:30	359	13	**372**	30	0	**30**	0	0	**0**	43	1	**44**	14	1	**15**	0	0	**0**
8:30 to 8:45	308	18	**326**	64	1	**65**	1	0	**1**	53	0	**53**	34	0	**34**	0	0	**0**
8:45 to 9:00	354	15	**369**	29	0	**29**	0	0	**0**	39	0	**39**	20	1	**21**	0	0	**0**
9:00 to 9:15	322	24	**346**	28	0	**28**	0	0	**0**	40	0	**40**	4	0	**4**	0	0	**0**
9:15 to 9:30	326	22	**348**	22	1	**23**	0	0	**0**	28	2	**30**	3	1	**4**	0	0	**0**
AM Totals	**3,545**	**269**	**3,814**	**275**	**8**	**283**	**3**	**0**	**3**	**335**	**10**	**345**	**84**	**3**	**87**	**0**	**0**	**0**
14:30 to 14:45	307	22	**329**	31	1	**32**	0	0	**0**	41	2	**43**	18	3	**21**	0	0	**0**
14:45 to 15:00	297	17	**314**	20	0	**20**	0	0	**0**	31	1	**32**	6	0	**6**	0	0	**0**
15:00 to 15:15	290	14	**304**	17	0	**17**	0	0	**0**	26	2	**28**	2	1	**3**	0	0	**0**
15:15 to 15:30	314	7	**321**	24	0	**24**	3	0	**3**	28	1	**29**	5	1	**6**	0	0	**0**
15:30 to 15:45	312	13	**325**	29	0	**29**	0	0	**0**	36	2	**38**	7	0	**7**	0	0	**0**
15:45 to 16:00	369	12	**381**	38	0	**38**	0	0	**0**	44	4	**48**	6	1	**7**	0	0	**0**
16:00 to 16:15	391	11	**402**	21	0	**21**	0	0	**0**	26	0	**26**	1	0	**1**	0	0	**0**
16:15 to 16:30	371	17	**388**	33	1	**34**	0	0	**0**	37	0	**37**	3	1	**4**	0	0	**0**
16:30 to 16:45	362	11	**373**	25	1	**26**	0	0	**0**	32	1	**33**	2	0	**2**	0	0	**0**
16:45 to 17:00	384	7	**391**	35	0	**35**	0	0	**0**	28	0	**28**	1	1	**2**	0	0	**0**
17:00 to 17:15	300	9	**309**	34	0	**34**	0	0	**0**	22	0	**22**	3	0	**3**	0	0	**0**
17:15 to 17:30	326	2	**328**	30	1	**31**	0	0	**0**	21	0	**21**	5	0	**5**	0	0	**0**
17:30 to 17:45	295	5	**300**	32	0	**32**	0	0	**0**	17	0	**17**	2	0	**2**	0	0	**0**
17:45 to 18:00	345	6	**351**	30	0	**30**	0	0	**0**	19	0	**19**	1	0	**1**	0	0	**0**
18:00 to 18:15	378	6	**384**	22	0	**22**	0	0	**0**	21	0	**21**	1	0	**1**	0	0	**0**
18:15 to 18:30	341	6	**347**	22	0	**22**	0	0	**0**	25	1	**26**	1	1	**2**	0	0	**0**
PM Totals	**5,382**	**165**	**5,547**	**443**	**4**	**447**	**3**	**0**	**3**	**454**	**14**	**468**	**64**	**9**	**73**	**0**	**0**	**0**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 1. Port Hacking Rd / Bellingara Rd

Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



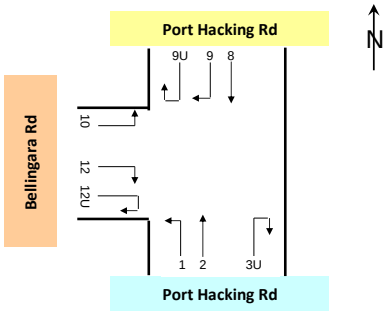
MATRIX Traffic and Transport Data

Approach	Port Hacking Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)						Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total				Lights	Heavies	Total
6:30 to 7:30	0	0	**0**	808	49	**857**				0	0	**0**
6:45 to 7:45	0	0	**0**	871	59	**930**				0	0	**0**
7:00 to 8:00	3	0	**3**	851	60	**911**				0	0	**0**
7:15 to 8:15	5	0	**5**	868	59	**927**				0	0	**0**
7:30 to 8:30	7	0	**7**	837	62	**899**				0	0	**0**
7:45 to 8:45	8	1	**9**	840	56	**896**				0	0	**0**
8:00 to 9:00	8	1	**9**	879	55	**934**				0	0	**0**
8:15 to 9:15	6	1	**7**	905	62	**967**				0	0	**0**
8:30 to 9:30	6	1	**7**	969	61	**1,030**				0	0	**0**
AM Totals	**13**	**1**	**14**	**2,614**	**172**	**2,786**				**0**	**0**	**0**
14:30 to 15:30	3	0	**3**	1,161	48	**1,209**				0	0	**0**
14:45 to 15:45	5	0	**5**	1,080	53	**1,133**				0	0	**0**
15:00 to 16:00	8	0	**8**	1,076	54	**1,130**				0	0	**0**
15:15 to 16:15	7	0	**7**	1,013	49	**1,062**				0	0	**0**
15:30 to 16:30	6	0	**6**	934	49	**983**				0	0	**0**
15:45 to 16:45	4	0	**4**	987	48	**1,035**				0	0	**0**
16:00 to 17:00	2	0	**2**	1,016	45	**1,061**				0	0	**0**
16:15 to 17:15	6	0	**6**	1,054	44	**1,098**				0	0	**0**
16:30 to 17:30	6	0	**6**	1,075	45	**1,120**				0	0	**0**
16:45 to 17:45	5	0	**5**	1,063	39	**1,102**				0	0	**0**
17:00 to 18:00	5	0	**5**	1,061	31	**1,092**				0	0	**0**
17:15 to 18:15	1	0	**1**	1,065	26	**1,091**				0	0	**0**
17:30 to 18:30	1	0	**1**	1,064	21	**1,085**				0	0	**0**
PM Totals	**16**	**0**	**16**	**4,234**	**163**	**4,397**				**0**	**0**	**0**

Approach	Port Hacking Rd									Bellingara Rd					
Direction	Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 7:30	986	116	**1,102**	51	3	**54**	1	0	**1**	68	4	**72**	2	0	**2**	0	0	**0**
6:45 to 7:45	1,003	104	**1,107**	54	3	**57**	0	0	**0**	72	3	**75**	2	0	**2**	0	0	**0**
7:00 to 8:00	1,018	94	**1,112**	50	3	**53**	1	0	**1**	87	2	**89**	2	0	**2**	0	0	**0**
7:15 to 8:15	1,130	89	**1,219**	61	4	**65**	1	0	**1**	80	4	**84**	7	0	**7**	0	0	**0**
7:30 to 8:30	1,249	74	**1,323**	81	3	**84**	1	0	**1**	107	4	**111**	21	1	**22**	0	0	**0**
7:45 to 8:45	1,309	71	**1,380**	128	3	**131**	2	0	**2**	145	3	**148**	54	1	**55**	0	0	**0**
8:00 to 9:00	1,360	73	**1,433**	144	2	**146**	1	0	**1**	153	3	**156**	73	2	**75**	0	0	**0**
8:15 to 9:15	1,343	70	**1,413**	151	1	**152**	1	0	**1**	175	1	**176**	72	2	**74**	0	0	**0**
8:30 to 9:30	1,310	79	**1,389**	143	2	**145**	1	0	**1**	160	2	**162**	61	2	**63**	0	0	**0**
AM Totals	**3,545**	**269**	**3,814**	**275**	**8**	**283**	**3**	**0**	**3**	**335**	**10**	**345**	**84**	**3**	**87**	**0**	**0**	**0**
14:30 to 15:30	1,208	60	**1,268**	92	1	**93**	3	0	**3**	126	6	**132**	31	5	**36**	0	0	**0**
14:45 to 15:45	1,213	51	**1,264**	90	0	**90**	3	0	**3**	121	6	**127**	20	2	**22**	0	0	**0**
15:00 to 16:00	1,285	46	**1,331**	108	0	**108**	3	0	**3**	134	9	**143**	20	3	**23**	0	0	**0**
15:15 to 16:15	1,386	43	**1,429**	112	0	**112**	3	0	**3**	134	7	**141**	19	2	**21**	0	0	**0**
15:30 to 16:30	1,443	53	**1,496**	121	1	**122**	0	0	**0**	143	6	**149**	17	2	**19**	0	0	**0**
15:45 to 16:45	1,493	51	**1,544**	117	2	**119**	0	0	**0**	139	5	**144**	12	2	**14**	0	0	**0**
16:00 to 17:00	1,508	46	**1,554**	114	2	**116**	0	0	**0**	123	1	**124**	7	2	**9**	0	0	**0**
16:15 to 17:15	1,417	44	**1,461**	127	2	**129**	0	0	**0**	119	1	**120**	9	2	**11**	0	0	**0**
16:30 to 17:30	1,372	29	**1,401**	124	2	**126**	0	0	**0**	103	1	**104**	11	1	**12**	0	0	**0**
16:45 to 17:45	1,305	23	**1,328**	131	1	**132**	0	0	**0**	88	0	**88**	11	1	**12**	0	0	**0**
17:00 to 18:00	1,266	22	**1,288**	126	1	**127**	0	0	**0**	79	0	**79**	11	0	**11**	0	0	**0**
17:15 to 18:15	1,344	19	**1,363**	114	1	**115**	0	0	**0**	78	0	**78**	9	0	**9**	0	0	**0**
17:30 to 18:30	1,359	23	**1,382**	106	0	**106**	0	0	**0**	82	1	**83**	5	1	**6**	0	0	**0**
PM Totals	**5,382**	**165**	**5,547**	**443**	**4**	**447**	**3**	**0**	**3**	**454**	**14**	**468**	**64**	**9**	**73**	**0**	**0**	**0**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 1. Port Hacking Rd / Bellingara Rd

Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

	Approach	Port Hacking Rd				Port Hacking Rd			Bellingara Rd			Grand Total
	Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
AM	8:30 to 9:30	975	62	**1,037**		1,454	81	**1,535**	221	4	**225**	**2,797**
PM	16:00 to 17:00	1,018	45	**1,063**		1,622	48	**1,670**	130	3	**133**	**2,866**

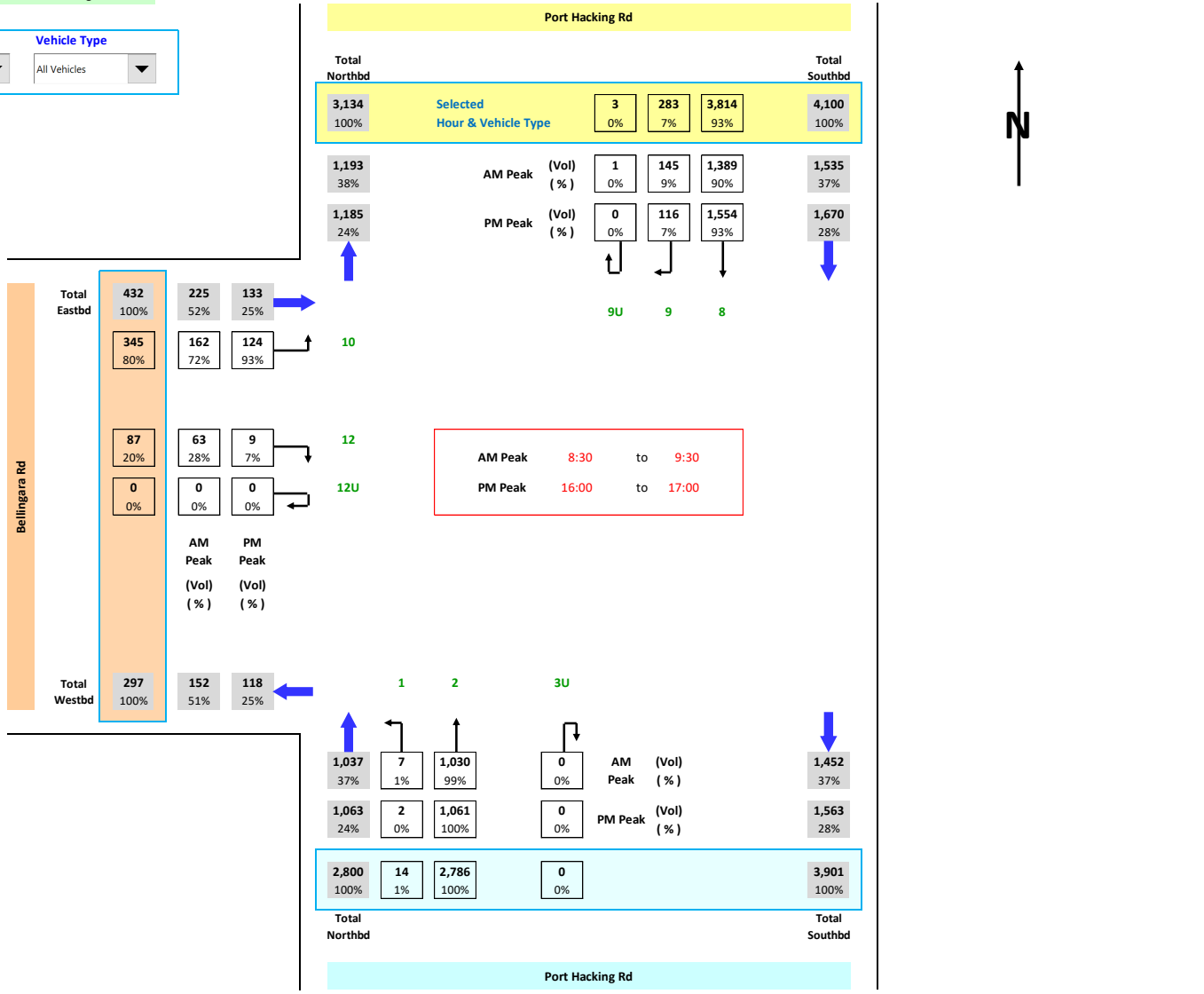
Approach	Port Hacking Rd				Port Hacking Rd			Bellingara Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
6:30 to 7:30	808	49	**857**		1,038	119	**1,157**	70	4	**74**	**2,088**
6:45 to 7:45	871	59	**930**		1,057	107	**1,164**	74	3	**77**	**2,171**
7:00 to 8:00	854	60	**914**		1,069	97	**1,166**	89	2	**91**	**2,171**
7:15 to 8:15	873	59	**932**		1,192	93	**1,285**	87	4	**91**	**2,308**
7:30 to 8:30	844	62	**906**		1,331	77	**1,408**	128	5	**133**	**2,447**
7:45 to 8:45	848	57	**905**		1,439	74	**1,513**	199	4	**203**	**2,621**
8:00 to 9:00	887	56	**943**		1,505	75	**1,580**	226	5	**231**	**2,754**
8:15 to 9:15	911	63	**974**		1,495	71	**1,566**	247	3	**250**	**2,790**
8:30 to 9:30	975	62	**1,037**		1,454	81	**1,535**	221	4	**225**	**2,797**
AM Totals	**2,627**	**173**	**2,800**		**3,823**	**277**	**4,100**	**419**	**13**	**432**	**7,332**
14:30 to 15:30	1,164	48	**1,212**		1,303	61	**1,364**	157	11	**168**	**2,744**
14:45 to 15:45	1,085	53	**1,138**		1,306	51	**1,357**	141	8	**149**	**2,644**
15:00 to 16:00	1,084	54	**1,138**		1,396	46	**1,442**	154	12	**166**	**2,746**
15:15 to 16:15	1,020	49	**1,069**		1,501	43	**1,544**	153	9	**162**	**2,775**
15:30 to 16:30	940	49	**989**		1,564	54	**1,618**	160	8	**168**	**2,775**
15:45 to 16:45	991	48	**1,039**		1,610	53	**1,663**	151	7	**158**	**2,860**
16:00 to 17:00	1,018	45	**1,063**		1,622	48	**1,670**	130	3	**133**	**2,866**
16:15 to 17:15	1,060	44	**1,104**		1,544	46	**1,590**	128	3	**131**	**2,825**
16:30 to 17:30	1,081	45	**1,126**		1,496	31	**1,527**	114	2	**116**	**2,769**
16:45 to 17:45	1,068	39	**1,107**		1,436	24	**1,460**	99	1	**100**	**2,667**
17:00 to 18:00	1,066	31	**1,097**		1,392	23	**1,415**	90	0	**90**	**2,602**
17:15 to 18:15	1,066	26	**1,092**		1,458	20	**1,478**	87	0	**87**	**2,657**
17:30 to 18:30	1,065	21	**1,086**		1,465	23	**1,488**	87	2	**89**	**2,663**
PM Totals	**4,250**	**163**	**4,413**		**5,828**	**169**	**5,997**	**518**	**23**	**541**	**10,951**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 1. Port Hacking Rd / Bellingara Rd

Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

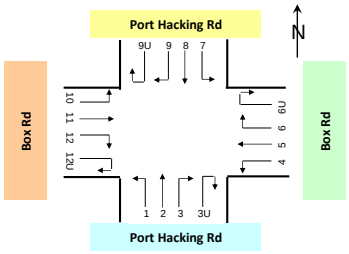
MATRIX Traffic and Transport Data

Hour Starting AM Totals
Vehicle Type All Vehicles



Job No.	: N5970
Client	: Varga Traffic Planning
Suburb	: Sylvania
Location	: 2. Port Hacking Rd / Box Rd
Day/Date	: Thu, 15th Oct 2020
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	**Class 1**	**Class 2**
	Lights	Heavies



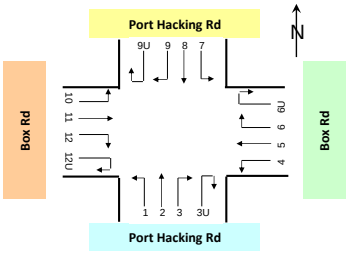
MATRIX Traffic and Transport Data

Approach	**Port Hacking Rd**												**Box Rd**											
Direction	**Direction 1 (Left Turn)**			**Direction 2 (Through)**			**Direction 3 (Right Turn)**			**Direction 3U (U Turn)**			**Direction 4 (Left Turn)**			**Direction 5 (Through)**			**Direction 6 (Right Turn)**			**Direction 6U (U Turn)**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
6:30 to 6:45	19	0	**19**	183	7	**190**	0	0	**0**	0	0	**0**	14	0	**14**	24	1	**25**	0	0	**0**	0	0	**0**
6:45 to 7:00	32	2	**34**	194	9	**203**	0	0	**0**	0	0	**0**	5	0	**5**	39	1	**40**	0	0	**0**	0	0	**0**
7:00 to 7:15	24	3	**27**	199	12	**211**	0	0	**0**	0	0	**0**	15	0	**15**	41	0	**41**	0	0	**0**	0	0	**0**
7:15 to 7:30	26	2	**28**	193	12	**205**	0	0	**0**	0	0	**0**	16	0	**16**	34	1	**35**	0	0	**0**	0	0	**0**
7:30 to 7:45	21	2	**23**	233	13	**246**	0	0	**0**	0	0	**0**	11	2	**13**	43	3	**46**	0	0	**0**	0	0	**0**
7:45 to 8:00	29	1	**30**	195	13	**208**	0	0	**0**	0	0	**0**	21	0	**21**	62	3	**65**	0	0	**0**	0	0	**0**
8:00 to 8:15	24	1	**25**	205	11	**216**	0	0	**0**	0	0	**0**	23	1	**24**	83	7	**90**	0	0	**0**	0	0	**0**
8:15 to 8:30	42	1	**43**	179	19	**198**	0	0	**0**	0	0	**0**	41	2	**43**	60	4	**64**	0	0	**0**	0	0	**0**
8:30 to 8:45	43	1	**44**	221	13	**234**	0	0	**0**	0	0	**0**	44	0	**44**	102	0	**102**	0	0	**0**	0	0	**0**
8:45 to 9:00	53	2	**55**	231	13	**244**	0	0	**0**	0	0	**0**	27	0	**27**	74	3	**77**	0	0	**0**	0	0	**0**
9:00 to 9:15	49	3	**52**	230	16	**246**	0	0	**0**	0	0	**0**	33	0	**33**	76	2	**78**	0	0	**0**	0	0	**0**
9:15 to 9:30	31	2	**33**	207	18	**225**	0	0	**0**	0	0	**0**	19	1	**20**	62	3	**65**	0	0	**0**	0	0	**0**
AM Totals	**393**	**20**	**413**	**2,470**	**156**	**2,626**	**0**	**0**	**0**	**0**	**0**	**0**	**269**	**6**	**275**	**700**	**28**	**728**	**0**	**0**	**0**	**0**	**0**	**0**
14:30 to 14:45	44	6	**50**	288	14	**302**	0	0	**0**	0	0	**0**	34	0	**34**	96	0	**96**	0	0	**0**	0	0	**0**
14:45 to 15:00	35	2	**37**	228	9	**237**	0	0	**0**	0	0	**0**	26	2	**28**	104	1	**105**	0	0	**0**	0	0	**0**
15:00 to 15:15	54	3	**57**	256	12	**268**	0	0	**0**	0	0	**0**	35	0	**35**	124	4	**128**	0	0	**0**	0	0	**0**
15:15 to 15:30	50	1	**51**	293	9	**302**	0	0	**0**	0	0	**0**	29	0	**29**	134	1	**135**	0	0	**0**	0	0	**0**
15:30 to 15:45	80	0	**80**	227	19	**246**	0	0	**0**	0	0	**0**	30	0	**30**	118	5	**123**	0	0	**0**	0	0	**0**
15:45 to 16:00	42	1	**43**	214	12	**226**	0	0	**0**	0	0	**0**	35	3	**38**	135	6	**141**	0	0	**0**	0	0	**0**
16:00 to 16:15	55	2	**57**	218	11	**229**	0	0	**0**	0	0	**0**	37	0	**37**	115	5	**120**	0	0	**0**	0	0	**0**
16:15 to 16:30	49	4	**53**	253	9	**262**	0	0	**0**	0	0	**0**	32	1	**33**	117	1	**118**	0	0	**0**	0	0	**0**
16:30 to 16:45	44	1	**45**	230	15	**245**	0	0	**0**	0	0	**0**	36	0	**36**	129	2	**131**	1	0	**1**	0	0	**0**
16:45 to 17:00	56	1	**57**	252	9	**261**	0	0	**0**	0	0	**0**	31	0	**31**	132	0	**132**	0	0	**0**	0	0	**0**
17:00 to 17:15	49	1	**50**	251	9	**260**	0	0	**0**	0	0	**0**	55	0	**55**	129	0	**129**	0	0	**0**	0	0	**0**
17:15 to 17:30	54	1	**55**	280	9	**289**	0	0	**0**	0	0	**0**	32	0	**32**	123	1	**124**	1	0	**1**	0	0	**0**
17:30 to 17:45	46	0	**46**	230	9	**239**	0	0	**0**	0	0	**0**	40	0	**40**	119	0	**119**	0	0	**0**	0	0	**0**
17:45 to 18:00	43	0	**43**	243	2	**245**	0	0	**0**	0	0	**0**	32	0	**32**	102	0	**102**	0	0	**0**	0	0	**0**
18:00 to 18:15	42	0	**42**	251	5	**256**	0	0	**0**	0	0	**0**	31	0	**31**	121	1	**122**	0	0	**0**	0	0	**0**
18:15 to 18:30	39	0	**39**	240	4	**244**	0	0	**0**	0	0	**0**	30	0	**30**	79	2	**81**	0	0	**0**	0	0	**0**
PM Totals	**782**	**23**	**805**	**3,954**	**157**	**4,111**	**0**	**0**	**0**	**0**	**0**	**0**	**545**	**6**	**551**	**1,877**	**29**	**1,906**	**2**	**0**	**2**	**0**	**0**	**0**

Approach	**Port Hacking Rd**												**Box Rd**											
Direction	**Direction 7 (Left Turn)**			**Direction 8 (Through)**			**Direction 9 (Right Turn)**			**Direction 9U (U Turn)**			**Direction 10 (Left Turn)**			**Direction 11 (Through)**			**Direction 12 (Right Turn)**			**Direction 12U (U Turn)**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
6:30 to 6:45	17	1	**18**	220	29	**249**	8	2	**10**	0	0	**0**	8	1	**9**	48	3	**51**	18	1	**19**	0	0	**0**
6:45 to 7:00	26	2	**28**	259	22	**281**	5	1	**6**	0	0	**0**	10	1	**11**	69	1	**70**	44	2	**46**	0	0	**0**
7:00 to 7:15	17	2	**19**	192	26	**218**	14	0	**14**	0	0	**0**	10	1	**11**	73	4	**77**	27	2	**29**	0	0	**0**
7:15 to 7:30	20	2	**22**	214	28	**242**	8	1	**9**	0	0	**0**	12	6	**18**	54	3	**57**	46	2	**48**	0	0	**0**
7:30 to 7:45	21	1	**22**	231	21	**252**	3	0	**3**	0	0	**0**	14	3	**17**	62	1	**63**	37	4	**41**	0	0	**0**
7:45 to 8:00	22	0	**22**	246	12	**258**	16	0	**16**	0	0	**0**	11	0	**11**	107	3	**110**	62	2	**64**	0	0	**0**
8:00 to 8:15	25	0	**25**	301	22	**323**	10	2	**12**	1	0	**1**	13	1	**14**	91	1	**92**	57	0	**57**	0	0	**0**
8:15 to 8:30	30	0	**30**	350	16	**366**	15	2	**17**	0	0	**0**	10	1	**11**	107	1	**108**	80	4	**84**	0	0	**0**
8:30 to 8:45	35	1	**36**	291	19	**310**	13	0	**13**	0	0	**0**	22	1	**23**	113	2	**115**	62	1	**63**	0	0	**0**
8:45 to 9:00	63	3	**66**	295	12	**307**	15	0	**15**	0	0	**0**	15	0	**15**	114	0	**114**	60	1	**61**	0	0	**0**
9:00 to 9:15	33	1	**34**	293	24	**317**	12	0	**12**	1	0	**1**	13	1	**14**	129	2	**131**	69	4	**73**	0	0	**0**
9:15 to 9:30	16	2	**18**	284	16	**300**	8	1	**9**	0	0	**0**	16	2	**18**	102	2	**104**	61	3	**64**	0	0	**0**
AM Totals	**325**	**15**	**340**	**3,176**	**247**	**3,423**	**127**	**9**	**136**	**2**	**0**	**2**	**154**	**18**	**172**	**1,069**	**23**	**1,092**	**623**	**26**	**649**	**0**	**0**	**0**
14:30 to 14:45	29	2	**31**	292	22	**314**	7	2	**9**	0	0	**0**	28	1	**29**	72	1	**73**	57	5	**62**	0	0	**0**
14:45 to 15:00	34	2	**36**	246	12	**258**	15	2	**17**	0	0	**0**	19	2	**21**	67	2	**69**	64	1	**65**	0	0	**0**
15:00 to 15:15	28	1	**29**	255	12	**267**	13	4	**17**	0	0	**0**	25	1	**26**	75	0	**75**	42	0	**42**	0	0	**0**
15:15 to 15:30	28	1	**29**	265	4	**269**	15	3	**18**	0	0	**0**	13	0	**13**	82	1	**83**	39	4	**43**	0	0	**0**
15:30 to 15:45	32	1	**33**	279	9	**288**	12	5	**17**	0	0	**0**	10	0	**10**	86	1	**87**	38	2	**40**	0	0	**0**
15:45 to 16:00	26	2	**28**	313	8	**321**	11	0	**11**	0	0	**0**	17	2	**19**	126	1	**127**	59	0	**59**	0	0	**0**
16:00 to 16:15	33	1	**34**	344	9	**353**	20	1	**21**	0	0	**0**	14	1	**15**	88	0	**88**	47	0	**47**	0	0	**0**
16:15 to 16:30	41	1	**42**	345	15	**360**	15	2	**17**	0	0	**0**	16	1	**17**	100	0	**100**	54	2	**56**	0	0	**0**
16:30 to 16:45	19	2	**21**	313	10	**323**	16	0	**16**	0	0	**0**	17	1	**18**	89	1	**90**	67	0	**67**	0	0	**0**
16:45 to 17:00	32	1	**33**	340	7	**347**	9	1	**10**	0	0	**0**	12	0	**12**	102	0	**102**	36	1	**37**	0	0	**0**
17:00 to 17:15	18	1	**19**	299	7	**306**	13	1	**14**	0	0	**0**	16	0	**16**	107	0	**107**	50	2	**52**	0	0	**0**
17:15 to 17:30	31	0	**31**	282	2	**284**	16	0	**16**	0	0	**0**	12	1	**13**	77	0	**77**	49	1	**50**	0	0	**0**
17:30 to 17:45	28	0	**28**	257	5	**262**	15	0	**15**	0	0	**0**	17	1	**18**	79	0	**79**	46	3	**49**	0	0	**0**
17:45 to 18:00	26	1	**27**	299	5	**304**	17	0	**17**	0	0	**0**	25	0	**25**	93	0	**93**	49	1	**50**	0	0	**0**
18:00 to 18:15	26	0	**26**	359	6	**365**	13	0	**13**	0	0	**0**	18	0	**18**	70	1	**71**	46	0	**46**	0	0	**0**
18:15 to 18:30	26	1	**27**	285	6	**291**	13	0	**13**	0	0	**0**	18	1	**19**	63	0	**63**	44	0	**44**	0	0	**0**
PM Totals	**457**	**17**	**474**	**4,773**	**139**	**4,912**	**220**	**21**	**241**	**0**	**0**	**0**	**277**	**12**	**289**	**1,376**	**8**	**1,384**	**787**	**22**	**809**	**0**	**0**	**0**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 2. Port Hacking Rd / Box Rd

Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



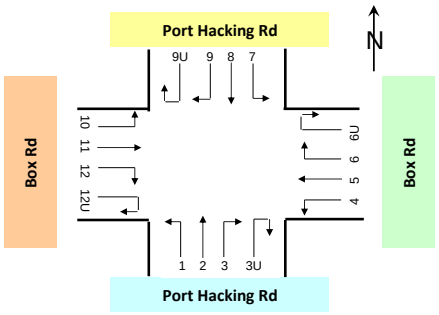
MATRIX Traffic and Transport Data

Approach	Port Hacking Rd												Box Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 7:30	101	7	**108**	769	40	**809**	0	0	**0**	0	0	**0**	50	0	**50**	138	3	**141**	0	0	**0**	0	0	**0**
6:45 to 7:45	103	9	**112**	819	46	**865**	0	0	**0**	0	0	**0**	47	2	**49**	157	5	**162**	0	0	**0**	0	0	**0**
7:00 to 8:00	100	8	**108**	820	50	**870**	0	0	**0**	0	0	**0**	63	2	**65**	180	7	**187**	0	0	**0**	0	0	**0**
7:15 to 8:15	100	6	**106**	826	49	**875**	0	0	**0**	0	0	**0**	71	3	**74**	222	14	**236**	0	0	**0**	0	0	**0**
7:30 to 8:30	116	5	**121**	812	56	**868**	0	0	**0**	0	0	**0**	96	5	**101**	248	17	**265**	0	0	**0**	0	0	**0**
7:45 to 8:45	138	4	**142**	800	56	**856**	0	0	**0**	0	0	**0**	129	3	**132**	307	14	**321**	0	0	**0**	0	0	**0**
8:00 to 9:00	162	5	**167**	836	56	**892**	0	0	**0**	0	0	**0**	135	3	**138**	319	14	**333**	0	0	**0**	0	0	**0**
8:15 to 9:15	187	7	**194**	861	61	**922**	0	0	**0**	0	0	**0**	145	2	**147**	312	9	**321**	0	0	**0**	0	0	**0**
8:30 to 9:30	176	8	**184**	889	60	**949**	0	0	**0**	0	0	**0**	123	1	**124**	314	8	**322**	0	0	**0**	0	0	**0**
AM Totals	**393**	**20**	**413**	**2,470**	**156**	**2,626**	**0**	**0**	**0**	**0**	**0**	**0**	**269**	**6**	**275**	**700**	**28**	**728**	**0**	**0**	**0**	**0**	**0**	**0**
14:30 to 15:30	183	12	**195**	1,065	44	**1,109**	0	0	**0**	0	0	**0**	124	2	**126**	458	6	**464**	0	0	**0**	0	0	**0**
14:45 to 15:45	219	6	**225**	1,004	49	**1,053**	0	0	**0**	0	0	**0**	120	2	**122**	480	11	**491**	0	0	**0**	0	0	**0**
15:00 to 16:00	226	5	**231**	990	52	**1,042**	0	0	**0**	0	0	**0**	129	3	**132**	511	16	**527**	0	0	**0**	0	0	**0**
15:15 to 16:15	227	4	**231**	952	51	**1,003**	0	0	**0**	0	0	**0**	131	3	**134**	502	17	**519**	0	0	**0**	0	0	**0**
15:30 to 16:30	226	7	**233**	912	51	**963**	0	0	**0**	0	0	**0**	134	4	**138**	485	17	**502**	0	0	**0**	0	0	**0**
15:45 to 16:45	190	8	**198**	915	47	**962**	0	0	**0**	0	0	**0**	140	4	**144**	496	14	**510**	1	0	**1**	0	0	**0**
16:00 to 17:00	204	8	**212**	953	44	**997**	0	0	**0**	0	0	**0**	136	1	**137**	493	8	**501**	1	0	**1**	0	0	**0**
16:15 to 17:15	198	7	**205**	986	42	**1,028**	0	0	**0**	0	0	**0**	154	1	**155**	507	3	**510**	1	0	**1**	0	0	**0**
16:30 to 17:30	203	4	**207**	1,013	42	**1,055**	0	0	**0**	0	0	**0**	154	0	**154**	513	3	**516**	2	0	**2**	0	0	**0**
16:45 to 17:45	205	3	**208**	1,013	36	**1,049**	0	0	**0**	0	0	**0**	158	0	**158**	503	1	**504**	1	0	**1**	0	0	**0**
17:00 to 18:00	192	2	**194**	1,004	29	**1,033**	0	0	**0**	0	0	**0**	159	0	**159**	473	1	**474**	1	0	**1**	0	0	**0**
17:15 to 18:15	185	1	**186**	1,004	25	**1,029**	0	0	**0**	0	0	**0**	135	0	**135**	465	2	**467**	1	0	**1**	0	0	**0**
17:30 to 18:30	170	0	**170**	964	20	**984**	0	0	**0**	0	0	**0**	133	0	**133**	421	3	**424**	0	0	**0**	0	0	**0**
PM Totals	**782**	**23**	**805**	**3,954**	**157**	**4,111**	**0**	**0**	**0**	**0**	**0**	**0**	**545**	**6**	**551**	**1,877**	**29**	**1,906**	**2**	**0**	**2**	**0**	**0**	**0**

Approach	Port Hacking Rd												Box Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 7:30	80	7	**87**	885	105	**990**	35	4	**39**	0	0	**0**	40	9	**49**	244	11	**255**	135	7	**142**	0	0	**0**
6:45 to 7:45	84	7	**91**	896	97	**993**	30	2	**32**	0	0	**0**	46	11	**57**	258	9	**267**	154	10	**164**	0	0	**0**
7:00 to 8:00	80	5	**85**	883	87	**970**	41	1	**42**	0	0	**0**	47	10	**57**	296	11	**307**	172	10	**182**	0	0	**0**
7:15 to 8:15	88	3	**91**	992	83	**1,075**	37	3	**40**	1	0	**1**	50	10	**60**	314	8	**322**	202	8	**210**	0	0	**0**
7:30 to 8:30	98	1	**99**	1,128	71	**1,199**	44	4	**48**	1	0	**1**	48	5	**53**	367	6	**373**	236	10	**246**	0	0	**0**
7:45 to 8:45	112	1	**113**	1,188	69	**1,257**	54	4	**58**	1	0	**1**	56	3	**59**	418	7	**425**	261	7	**268**	0	0	**0**
8:00 to 9:00	153	4	**157**	1,237	69	**1,306**	53	4	**57**	1	0	**1**	60	3	**63**	425	4	**429**	259	6	**265**	0	0	**0**
8:15 to 9:15	161	5	**166**	1,229	71	**1,300**	55	2	**57**	1	0	**1**	60	3	**63**	463	5	**468**	271	10	**281**	0	0	**0**
8:30 to 9:30	147	7	**154**	1,163	71	**1,234**	48	1	**49**	1	0	**1**	66	4	**70**	458	6	**464**	252	9	**261**	0	0	**0**
AM Totals	**325**	**15**	**340**	**3,176**	**247**	**3,423**	**127**	**9**	**136**	**2**	**0**	**2**	**154**	**18**	**172**	**1,069**	**23**	**1,092**	**623**	**26**	**649**	**0**	**0**	**0**
14:30 to 15:30	119	6	**125**	1,058	50	**1,108**	50	11	**61**	0	0	**0**	85	4	**89**	296	4	**300**	202	10	**212**	0	0	**0**
14:45 to 15:45	122	5	**127**	1,045	37	**1,082**	55	14	**69**	0	0	**0**	67	3	**70**	310	4	**314**	183	7	**190**	0	0	**0**
15:00 to 16:00	114	5	**119**	1,112	33	**1,145**	51	12	**63**	0	0	**0**	65	3	**68**	369	3	**372**	178	6	**184**	0	0	**0**
15:15 to 16:15	119	5	**124**	1,201	30	**1,231**	58	9	**67**	0	0	**0**	54	3	**57**	382	3	**385**	183	6	**189**	0	0	**0**
15:30 to 16:30	132	5	**137**	1,281	41	**1,322**	58	8	**66**	0	0	**0**	57	4	**61**	400	2	**402**	198	4	**202**	0	0	**0**
15:45 to 16:45	119	6	**125**	1,315	42	**1,357**	62	3	**65**	0	0	**0**	64	5	**69**	403	2	**405**	227	2	**229**	0	0	**0**
16:00 to 17:00	125	5	**130**	1,342	41	**1,383**	60	4	**64**	0	0	**0**	59	3	**62**	379	1	**380**	204	3	**207**	0	0	**0**
16:15 to 17:15	110	5	**115**	1,297	39	**1,336**	53	4	**57**	0	0	**0**	61	2	**63**	398	1	**399**	207	5	**212**	0	0	**0**
16:30 to 17:30	100	4	**104**	1,234	26	**1,260**	54	2	**56**	0	0	**0**	57	2	**59**	375	1	**376**	202	4	**206**	0	0	**0**
16:45 to 17:45	109	2	**111**	1,178	21	**1,199**	53	2	**55**	0	0	**0**	57	2	**59**	365	0	**365**	181	7	**188**	0	0	**0**
17:00 to 18:00	103	2	**105**	1,137	19	**1,156**	61	1	**62**	0	0	**0**	70	2	**72**	356	0	**356**	194	7	**201**	0	0	**0**
17:15 to 18:15	111	1	**112**	1,197	18	**1,215**	61	0	**61**	0	0	**0**	72	2	**74**	319	1	**320**	190	5	**195**	0	0	**0**
17:30 to 18:30	106	2	**108**	1,200	22	**1,222**	58	0	**58**	0	0	**0**	78	2	**80**	305	1	**306**	185	4	**189**	0	0	**0**
PM Totals	**457**	**17**	**474**	**4,773**	**139**	**4,912**	**220**	**21**	**241**	**0**	**0**	**0**	**277**	**12**	**289**	**1,376**	**8**	**1,384**	**787**	**22**	**809**	**0**	**0**	**0**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 2. Port Hacking Rd / Box Rd

Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

	Approach	Port Hacking Rd			Box Rd			Port Hacking Rd			Box Rd			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	8:15 to 9:15	1,048	68	**1,116**	457	11	**468**	1,446	78	**1,524**	794	18	**812**	**3,920**
PM	16:15 to 17:15	1,184	49	**1,233**	662	4	**666**	1,460	48	**1,508**	666	8	**674**	**4,081**

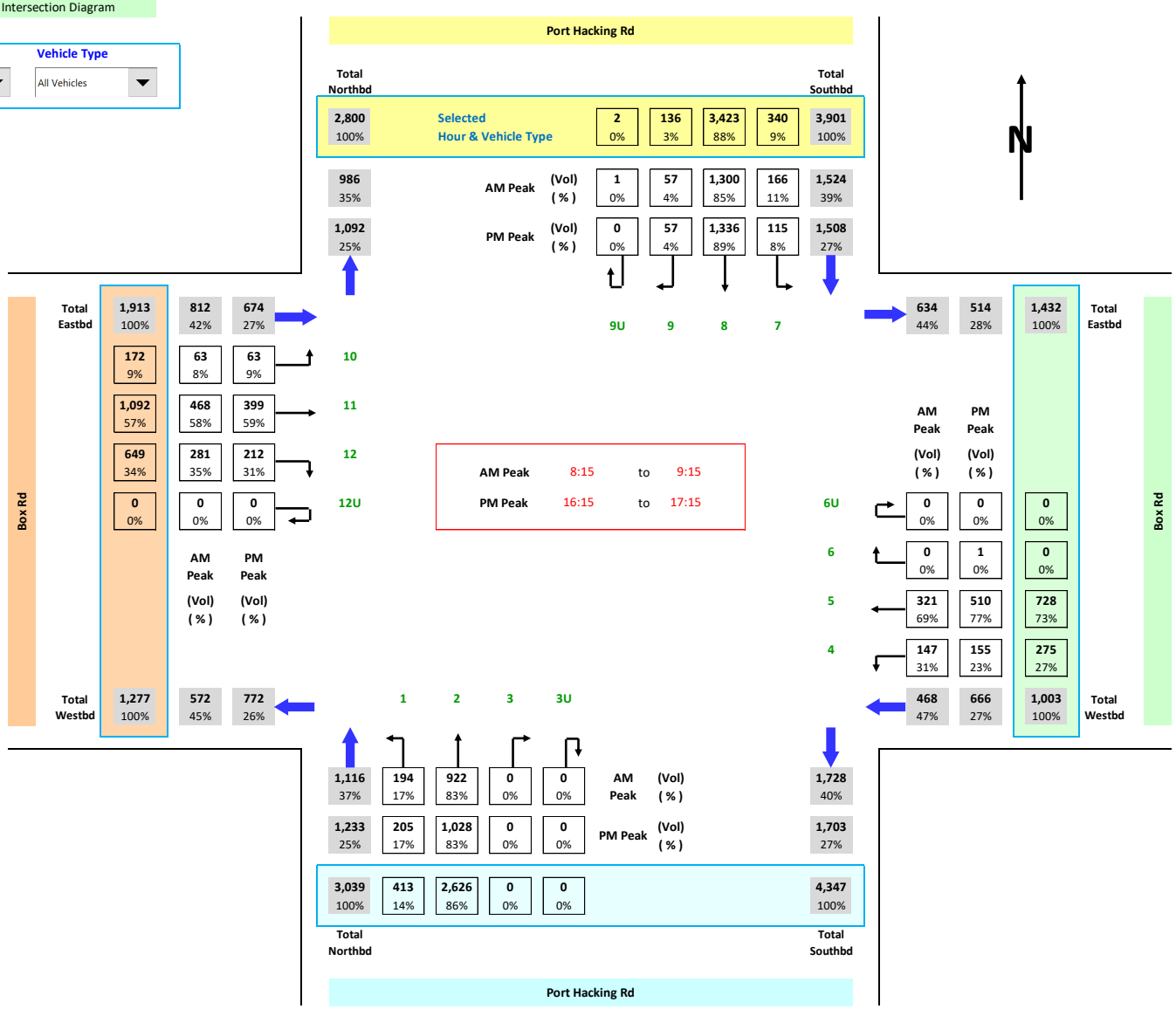
Approach	Port Hacking Rd			Box Rd			Port Hacking Rd			Box Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
6:30 to 7:30	870	47	**917**	188	3	**191**	1,000	116	**1,116**	419	27	**446**	**2,670**
6:45 to 7:45	922	55	**977**	204	7	**211**	1,010	106	**1,116**	458	30	**488**	**2,792**
7:00 to 8:00	920	58	**978**	243	9	**252**	1,004	93	**1,097**	515	31	**546**	**2,873**
7:15 to 8:15	926	55	**981**	293	17	**310**	1,118	89	**1,207**	566	26	**592**	**3,090**
7:30 to 8:30	928	61	**989**	344	22	**366**	1,271	76	**1,347**	651	21	**672**	**3,374**
7:45 to 8:45	938	60	**998**	436	17	**453**	1,355	74	**1,429**	735	17	**752**	**3,632**
8:00 to 9:00	998	61	**1,059**	454	17	**471**	1,444	77	**1,521**	744	13	**757**	**3,808**
8:15 to 9:15	1,048	68	**1,116**	457	11	**468**	1,446	78	**1,524**	794	18	**812**	**3,920**
8:30 to 9:30	1,065	68	**1,133**	437	9	**446**	1,359	79	**1,438**	776	19	**795**	**3,812**
AM Totals	**2,863**	**176**	**3,039**	**969**	**34**	**1,003**	**3,630**	**271**	**3,901**	**1,846**	**67**	**1,913**	**9,856**
14:30 to 15:30	1,248	56	**1,304**	582	8	**590**	1,227	67	**1,294**	583	18	**601**	**3,789**
14:45 to 15:45	1,223	55	**1,278**	600	13	**613**	1,222	56	**1,278**	560	14	**574**	**3,743**
15:00 to 16:00	1,216	57	**1,273**	640	19	**659**	1,277	50	**1,327**	612	12	**624**	**3,883**
15:15 to 16:15	1,179	55	**1,234**	633	20	**653**	1,378	44	**1,422**	619	12	**631**	**3,940**
15:30 to 16:30	1,138	58	**1,196**	619	21	**640**	1,471	54	**1,525**	655	10	**665**	**4,026**
15:45 to 16:45	1,105	55	**1,160**	637	18	**655**	1,496	51	**1,547**	694	9	**703**	**4,065**
16:00 to 17:00	1,157	52	**1,209**	630	9	**639**	1,527	50	**1,577**	642	7	**649**	**4,074**
16:15 to 17:15	1,184	49	**1,233**	662	4	**666**	1,460	48	**1,508**	666	8	**674**	**4,081**
16:30 to 17:30	1,216	46	**1,262**	669	3	**672**	1,388	32	**1,420**	634	7	**641**	**3,995**
16:45 to 17:45	1,218	39	**1,257**	662	1	**663**	1,340	25	**1,365**	603	9	**612**	**3,897**
17:00 to 18:00	1,196	31	**1,227**	633	1	**634**	1,301	22	**1,323**	620	9	**629**	**3,813**
17:15 to 18:15	1,189	26	**1,215**	601	2	**603**	1,369	19	**1,388**	581	8	**589**	**3,795**
17:30 to 18:30	1,134	20	**1,154**	554	3	**557**	1,364	24	**1,388**	568	7	**575**	**3,674**
PM Totals	**4,736**	**180**	**4,916**	**2,424**	**35**	**2,459**	**5,450**	**177**	**5,627**	**2,440**	**42**	**2,482**	**15,484**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 2. Port Hacking Rd / Box Rd

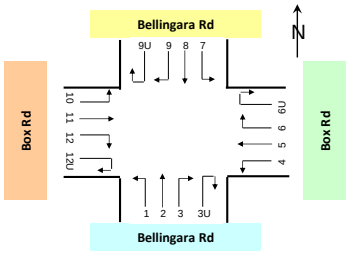
Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data

Hour Starting: AM Totals
Vehicle Type: All Vehicles



Job No.	: N5970
Client	: Varga Traffic Planning
Suburb	: Sylvania
Location	: 3. Box Rd / Bellingara Rd
Day/Date	: Thu, 15th Oct 2020
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



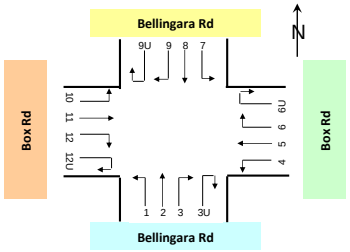
	Class 1	Class 2
Classifications	Lights	Heavies

Approach	Bellingara Rd												Box Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 6:45	0	0	**0**	10	0	**10**	21	1	**22**	1	0	**1**	9	0	**9**	21	0	**21**	1	0	**1**	2	0	**2**
6:45 to 7:00	6	0	**6**	16	1	**17**	33	0	**33**	0	0	**0**	22	1	**23**	37	1	**38**	3	1	**4**	3	0	**3**
7:00 to 7:15	5	0	**5**	15	0	**15**	29	3	**32**	0	0	**0**	24	3	**27**	41	1	**42**	7	0	**7**	4	1	**5**
7:15 to 7:30	1	0	**1**	15	1	**16**	15	1	**16**	0	0	**0**	13	0	**13**	39	4	**43**	4	0	**4**	1	2	**3**
7:30 to 7:45	4	0	**4**	9	1	**10**	26	0	**26**	1	0	**1**	18	2	**20**	35	3	**38**	7	0	**7**	3	0	**3**
7:45 to 8:00	4	0	**4**	17	0	**17**	55	1	**56**	0	0	**0**	22	2	**24**	65	4	**69**	9	0	**9**	5	0	**5**
8:00 to 8:15	3	0	**3**	18	1	**19**	43	2	**45**	0	0	**0**	20	1	**21**	61	3	**64**	10	2	**12**	5	1	**6**
8:15 to 8:30	7	0	**7**	31	0	**31**	50	0	**50**	0	0	**0**	20	3	**23**	61	2	**63**	21	1	**22**	15	1	**16**
8:30 to 8:45	4	1	**5**	26	0	**26**	41	0	**41**	2	0	**2**	37	0	**37**	57	0	**57**	44	0	**44**	13	0	**13**
8:45 to 9:00	6	0	**6**	20	0	**20**	57	2	**59**	1	0	**1**	26	3	**29**	82	3	**85**	15	0	**15**	13	0	**13**
9:00 to 9:15	5	1	**6**	27	0	**27**	61	0	**61**	0	0	**0**	29	1	**30**	70	2	**72**	22	2	**24**	13	1	**14**
9:15 to 9:30	5	0	**5**	17	0	**17**	29	2	**31**	1	0	**1**	22	3	**25**	61	1	**62**	6	1	**7**	4	0	**4**
AM Totals	**50**	**2**	**52**	**221**	**4**	**225**	**460**	**12**	**472**	**6**	**0**	**6**	**262**	**19**	**281**	**630**	**24**	**654**	**149**	**7**	**156**	**81**	**6**	**87**
14:30 to 14:45	7	0	**7**	13	1	**14**	38	3	**41**	2	0	**2**	56	1	**57**	84	0	**84**	23	5	**28**	6	1	**7**
14:45 to 15:00	7	0	**7**	15	1	**16**	26	0	**26**	0	0	**0**	34	1	**35**	102	1	**103**	12	1	**13**	5	0	**5**
15:00 to 15:15	7	0	**7**	12	0	**12**	36	1	**37**	0	0	**0**	46	2	**48**	124	2	**126**	15	2	**17**	4	0	**4**
15:15 to 15:30	7	0	**7**	18	0	**18**	40	0	**40**	0	0	**0**	38	2	**40**	131	1	**132**	12	1	**13**	3	0	**3**
15:30 to 15:45	4	0	**4**	21	1	**22**	40	0	**40**	0	0	**0**	57	2	**59**	123	4	**127**	29	2	**31**	11	0	**11**
15:45 to 16:00	4	0	**4**	21	2	**23**	47	0	**47**	1	0	**1**	53	3	**56**	120	3	**123**	18	1	**19**	13	2	**15**
16:00 to 16:15	9	0	**9**	11	1	**12**	41	0	**41**	0	0	**0**	51	4	**55**	134	3	**137**	9	1	**10**	7	0	**7**
16:15 to 16:30	4	0	**4**	17	0	**17**	40	0	**40**	0	0	**0**	45	2	**47**	120	3	**123**	17	2	**19**	11	1	**12**
16:30 to 16:45	8	0	**8**	20	0	**20**	29	2	**31**	0	0	**0**	49	0	**49**	130	1	**131**	10	1	**11**	3	0	**3**
16:45 to 17:00	7	0	**7**	6	1	**7**	37	0	**37**	0	0	**0**	40	0	**40**	134	0	**134**	15	0	**15**	2	0	**2**
17:00 to 17:15	6	0	**6**	15	0	**15**	37	0	**37**	0	0	**0**	55	0	**55**	119	0	**119**	12	0	**12**	7	0	**7**
17:15 to 17:30	8	0	**8**	12	0	**12**	33	0	**33**	1	0	**1**	46	1	**47**	130	1	**131**	21	0	**21**	5	0	**5**
17:30 to 17:45	8	0	**8**	4	0	**4**	32	1	**33**	0	0	**0**	29	0	**29**	113	0	**113**	5	0	**5**	9	0	**9**
17:45 to 18:00	11	0	**11**	12	0	**12**	27	0	**27**	1	0	**1**	39	0	**39**	98	0	**98**	10	0	**10**	4	0	**4**
18:00 to 18:15	4	0	**4**	8	0	**8**	27	0	**27**	0	0	**0**	34	0	**34**	107	0	**107**	19	0	**19**	10	0	**10**
18:15 to 18:30	4	0	**4**	12	2	**14**	23	0	**23**	0	0	**0**	26	0	**26**	77	0	**77**	7	1	**8**	4	1	**5**
PM Totals	**105**	**0**	**105**	**217**	**9**	**226**	**553**	**7**	**560**	**5**	**0**	**5**	**698**	**18**	**716**	**1,846**	**19**	**1,865**	**234**	**17**	**251**	**104**	**5**	**109**

Approach	Bellingara Rd												Box Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 6:45	3	0	**3**	8	0	**8**	4	0	**4**	0	0	**0**	2	2	**4**	63	1	**64**	1	0	**1**	0	0	**0**
6:45 to 7:00	5	1	**6**	10	1	**11**	5	0	**5**	0	0	**0**	9	0	**9**	83	4	**87**	6	0	**6**	0	0	**0**
7:00 to 7:15	1	0	**1**	8	1	**9**	1	0	**1**	0	0	**0**	2	0	**2**	68	1	**69**	3	0	**3**	0	0	**0**
7:15 to 7:30	5	0	**5**	5	0	**5**	1	0	**1**	0	0	**0**	7	0	**7**	78	3	**81**	2	0	**2**	0	0	**0**
7:30 to 7:45	4	1	**5**	8	1	**9**	7	0	**7**	0	0	**0**	2	0	**2**	82	3	**85**	1	0	**1**	0	0	**0**
7:45 to 8:00	6	1	**7**	7	0	**7**	5	0	**5**	0	0	**0**	12	0	**12**	115	2	**117**	6	0	**6**	0	0	**0**
8:00 to 8:15	8	0	**8**	6	0	**6**	3	0	**3**	0	0	**0**	11	1	**12**	124	0	**124**	6	1	**7**	0	0	**0**
8:15 to 8:30	8	1	**9**	12	1	**13**	8	0	**8**	1	0	**1**	17	0	**17**	132	2	**134**	1	0	**1**	1	0	**1**
8:30 to 8:45	19	1	**20**	8	1	**9**	15	0	**15**	1	0	**1**	21	0	**21**	122	4	**126**	9	0	**9**	1	0	**1**
8:45 to 9:00	13	1	**14**	15	0	**15**	6	0	**6**	0	0	**0**	3	0	**3**	114	1	**115**	8	0	**8**	0	0	**0**
9:00 to 9:15	5	0	**5**	25	0	**25**	6	0	**6**	0	0	**0**	9	1	**10**	127	2	**129**	9	1	**10**	1	0	**1**
9:15 to 9:30	8	0	**8**	12	0	**12**	8	1	**9**	0	0	**0**	5	0	**5**	117	3	**120**	8	0	**8**	0	0	**0**
AM Totals	**85**	**6**	**91**	**124**	**5**	**129**	**69**	**1**	**70**	**2**	**0**	**2**	**100**	**4**	**104**	**1,225**	**26**	**1,251**	**60**	**2**	**62**	**3**	**0**	**3**
14:30 to 14:45	27	0	**27**	11	1	**12**	15	0	**15**	0	0	**0**	9	2	**11**	92	4	**96**	4	0	**4**	1	0	**1**
14:45 to 15:00	7	0	**7**	15	0	**15**	7	0	**7**	0	0	**0**	5	0	**5**	84	3	**87**	9	0	**9**	0	0	**0**
15:00 to 15:15	4	0	**4**	15	0	**15**	7	0	**7**	0	0	**0**	1	0	**1**	70	2	**72**	4	0	**4**	0	0	**0**
15:15 to 15:30	5	0	**5**	16	0	**16**	16	2	**18**	0	0	**0**	6	0	**6**	74	3	**77**	2	0	**2**	0	1	**1**
15:30 to 15:45	5	0	**5**	19	1	**20**	10	0	**10**	0	0	**0**	4	0	**4**	102	1	**103**	9	0	**9**	1	0	**1**
15:45 to 16:00	5	0	**5**	33	0	**33**	9	0	**9**	0	0	**0**	3	0	**3**	118	3	**121**	10	0	**10**	0	0	**0**
16:00 to 16:15	6	0	**6**	11	0	**11**	9	0	**9**	0	0	**0**	2	0	**2**	87	1	**88**	8	0	**8**	0	0	**0**
16:15 to 16:30	5	0	**5**	23	2	**25**	7	0	**7**	0	0	**0**	4	0	**4**	102	1	**103**	8	0	**8**	1	0	**1**
16:30 to 16:45	6	0	**6**	18	0	**18**	7	1	**8**	0	0	**0**	4	0	**4**	111	0	**111**	6	0	**6**	0	0	**0**
16:45 to 17:00	3	0	**3**	23	0	**23**	9	0	**9**	0	0	**0**	4	0	**4**	101	0	**101**	7	0	**7**	1	0	**1**
17:00 to 17:15	4	0	**4**	27	0	**27**	12	0	**12**	0	0	**0**	4	0	**4**	104	0	**104**	8	0	**8**	0	0	**0**
17:15 to 17:30	7	1	**8**	21	0	**21**	8	0	**8**	0	0	**0**	5	0	**5**	76	0	**76**	9	0	**9**	1	0	**1**
17:30 to 17:45	3	0	**3**	24	0	**24**	4	0	**4**	0	0	**0**	7	0	**7**	94	0	**94**	7	0	**7**	0	0	**0**
17:45 to 18:00	2	0	**2**	17	0	**17**	5	0	**5**	1	0	**1**	7	0	**7**	95	0	**95**	11	0	**11**	1	0	**1**
18:00 to 18:15	3	0	**3**	21	1	**22**	4	0	**4**	0	0	**0**	2	0	**2**	88	1	**89**	6	0	**6**	2	0	**2**
18:15 to 18:30	5	0	**5**	11	0	**11**	5	0	**5**	0	0	**0**	6	0	**6**	69	0	**69**	3	0	**3**	0	0	**0**
PM Totals	**97**	**1**	**98**	**305**	**5**	**310**	**134**	**3**	**137**	**1**	**0**	**1**	**73**	**2**	**75**	**1,467**	**19**	**1,486**	**111**	**0**	**111**	**8**	**1**	**9**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 3. Box Rd / Bellingara Rd

Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



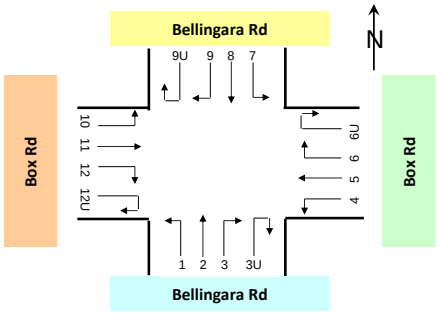
MATRIX Traffic and Transport Data

Approach	Bellingara Rd												Box Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 7:30	12	0	**12**	56	2	**58**	98	5	**103**	1	0	**1**	68	4	**72**	138	6	**144**	15	1	**16**	10	3	**13**
6:45 to 7:45	16	0	**16**	55	3	**58**	103	4	**107**	1	0	**1**	77	6	**83**	152	9	**161**	21	1	**22**	11	3	**14**
7:00 to 8:00	14	0	**14**	56	2	**58**	125	5	**130**	1	0	**1**	77	7	**84**	180	12	**192**	27	0	**27**	13	3	**16**
7:15 to 8:15	12	0	**12**	59	3	**62**	139	4	**143**	1	0	**1**	73	5	**78**	200	14	**214**	30	2	**32**	14	3	**17**
7:30 to 8:30	18	0	**18**	75	2	**77**	174	3	**177**	1	0	**1**	80	8	**88**	222	12	**234**	47	3	**50**	28	2	**30**
7:45 to 8:45	18	1	**19**	92	1	**93**	189	3	**192**	2	0	**2**	99	6	**105**	244	9	**253**	84	3	**87**	38	2	**40**
8:00 to 9:00	20	1	**21**	95	1	**96**	191	4	**195**	3	0	**3**	103	7	**110**	261	8	**269**	90	3	**93**	46	2	**48**
8:15 to 9:15	22	2	**24**	104	0	**104**	209	2	**211**	3	0	**3**	112	7	**119**	270	7	**277**	102	3	**105**	54	2	**56**
8:30 to 9:30	20	2	**22**	90	0	**90**	188	4	**192**	4	0	**4**	114	7	**121**	270	6	**276**	87	3	**90**	43	1	**44**
AM Totals	**50**	**2**	**52**	**221**	**4**	**225**	**460**	**12**	**472**	**6**	**0**	**6**	**262**	**19**	**281**	**630**	**24**	**654**	**149**	**7**	**156**	**81**	**6**	**87**
14:30 to 15:30	28	0	**28**	58	2	**60**	140	4	**144**	2	0	**2**	174	6	**180**	441	4	**445**	62	9	**71**	18	1	**19**
14:45 to 15:45	25	0	**25**	66	2	**68**	142	1	**143**	0	0	**0**	175	7	**182**	480	8	**488**	68	6	**74**	23	0	**23**
15:00 to 16:00	22	0	**22**	72	3	**75**	163	1	**164**	1	0	**1**	194	9	**203**	498	10	**508**	74	6	**80**	31	2	**33**
15:15 to 16:15	24	0	**24**	71	4	**75**	168	0	**168**	1	0	**1**	199	11	**210**	508	11	**519**	68	5	**73**	34	2	**36**
15:30 to 16:30	21	0	**21**	70	4	**74**	168	0	**168**	1	0	**1**	206	11	**217**	497	13	**510**	73	6	**79**	42	3	**45**
15:45 to 16:45	25	0	**25**	69	3	**72**	157	2	**159**	1	0	**1**	198	9	**207**	504	10	**514**	54	5	**59**	34	3	**37**
16:00 to 17:00	28	0	**28**	54	2	**56**	147	2	**149**	0	0	**0**	185	6	**191**	518	7	**525**	51	4	**55**	23	1	**24**
16:15 to 17:15	25	0	**25**	58	1	**59**	143	2	**145**	0	0	**0**	189	2	**191**	503	4	**507**	54	3	**57**	23	1	**24**
16:30 to 17:30	29	0	**29**	53	1	**54**	136	2	**138**	1	0	**1**	190	1	**191**	513	2	**515**	58	1	**59**	17	0	**17**
16:45 to 17:45	29	0	**29**	37	1	**38**	139	1	**140**	1	0	**1**	170	1	**171**	496	1	**497**	53	0	**53**	23	0	**23**
17:00 to 18:00	33	0	**33**	43	0	**43**	129	1	**130**	2	0	**2**	169	1	**170**	460	1	**461**	48	0	**48**	25	0	**25**
17:15 to 18:15	31	0	**31**	36	0	**36**	119	1	**120**	2	0	**2**	148	1	**149**	448	1	**449**	55	0	**55**	28	0	**28**
17:30 to 18:30	27	0	**27**	36	2	**38**	109	1	**110**	1	0	**1**	128	0	**128**	395	0	**395**	41	1	**42**	27	1	**28**
PM Totals	**105**	**0**	**105**	**217**	**9**	**226**	**553**	**7**	**560**	**5**	**0**	**5**	**698**	**18**	**716**	**1,846**	**19**	**1,865**	**234**	**17**	**251**	**104**	**5**	**109**

Approach	Bellingara Rd												Box Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 7:30	14	1	**15**	31	2	**33**	11	0	**11**	0	0	**0**	20	2	**22**	292	9	**301**	12	0	**12**	0	0	**0**
6:45 to 7:45	15	2	**17**	31	3	**34**	14	0	**14**	0	0	**0**	20	0	**20**	311	11	**322**	12	0	**12**	0	0	**0**
7:00 to 8:00	16	2	**18**	28	2	**30**	14	0	**14**	0	0	**0**	23	0	**23**	343	9	**352**	12	0	**12**	0	0	**0**
7:15 to 8:15	23	2	**25**	26	1	**27**	16	0	**16**	0	0	**0**	32	1	**33**	399	8	**407**	15	1	**16**	0	0	**0**
7:30 to 8:30	26	3	**29**	33	2	**35**	23	0	**23**	1	0	**1**	42	1	**43**	453	7	**460**	14	1	**15**	1	0	**1**
7:45 to 8:45	41	3	**44**	33	2	**35**	31	0	**31**	2	0	**2**	61	1	**62**	493	8	**501**	22	1	**23**	2	0	**2**
8:00 to 9:00	48	3	**51**	41	2	**43**	32	0	**32**	2	0	**2**	52	1	**53**	492	7	**499**	24	1	**25**	2	0	**2**
8:15 to 9:15	45	3	**48**	60	2	**62**	35	0	**35**	2	0	**2**	50	1	**51**	495	9	**504**	27	1	**28**	3	0	**3**
8:30 to 9:30	45	2	**47**	60	1	**61**	35	1	**36**	1	0	**1**	38	1	**39**	480	10	**490**	34	1	**35**	2	0	**2**
AM Totals	**85**	**6**	**91**	**124**	**5**	**129**	**69**	**1**	**70**	**2**	**0**	**2**	**100**	**4**	**104**	**1,225**	**26**	**1,251**	**60**	**2**	**62**	**3**	**0**	**3**
14:30 to 15:30	43	0	**43**	57	1	**58**	45	2	**47**	0	0	**0**	21	2	**23**	320	12	**332**	19	0	**19**	1	1	**2**
14:45 to 15:45	21	0	**21**	65	1	**66**	40	2	**42**	0	0	**0**	16	0	**16**	330	9	**339**	24	0	**24**	1	1	**2**
15:00 to 16:00	19	0	**19**	83	1	**84**	42	2	**44**	0	0	**0**	14	0	**14**	364	9	**373**	25	0	**25**	1	1	**2**
15:15 to 16:15	21	0	**21**	79	1	**80**	44	2	**46**	0	0	**0**	15	0	**15**	381	8	**389**	29	0	**29**	1	1	**2**
15:30 to 16:30	21	0	**21**	86	3	**89**	35	0	**35**	0	0	**0**	13	0	**13**	409	6	**415**	35	0	**35**	2	0	**2**
15:45 to 16:45	22	0	**22**	85	2	**87**	32	1	**33**	0	0	**0**	13	0	**13**	418	5	**423**	32	0	**32**	1	0	**1**
16:00 to 17:00	20	0	**20**	75	2	**77**	32	1	**33**	0	0	**0**	14	0	**14**	401	2	**403**	29	0	**29**	2	0	**2**
16:15 to 17:15	18	0	**18**	91	2	**93**	35	1	**36**	0	0	**0**	16	0	**16**	418	1	**419**	29	0	**29**	2	0	**2**
16:30 to 17:30	20	1	**21**	89	0	**89**	36	1	**37**	0	0	**0**	17	0	**17**	392	0	**392**	30	0	**30**	2	0	**2**
16:45 to 17:45	17	1	**18**	95	0	**95**	33	0	**33**	0	0	**0**	20	0	**20**	375	0	**375**	31	0	**31**	2	0	**2**
17:00 to 18:00	16	1	**17**	89	0	**89**	29	0	**29**	1	0	**1**	23	0	**23**	369	0	**369**	35	0	**35**	2	0	**2**
17:15 to 18:15	15	1	**16**	83	1	**84**	21	0	**21**	1	0	**1**	21	0	**21**	353	1	**354**	33	0	**33**	4	0	**4**
17:30 to 18:30	13	0	**13**	73	1	**74**	18	0	**18**	1	0	**1**	22	0	**22**	346	1	**347**	27	0	**27**	3	0	**3**
PM Totals	**97**	**1**	**98**	**305**	**5**	**310**	**134**	**3**	**137**	**1**	**0**	**1**	**73**	**2**	**75**	**1,467**	**19**	**1,486**	**111**	**0**	**111**	**8**	**1**	**9**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 3. Box Rd / Bellingara Rd

Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

	Approach	Bellingara Rd			Box Rd			Bellingara Rd			Box Rd			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	8:15 to 9:15	338	4	**342**	538	19	**557**	142	5	**147**	575	11	**586**	**1,632**
PM	15:30 to 16:30	260	4	**264**	818	33	**851**	142	3	**145**	459	6	**465**	**1,725**

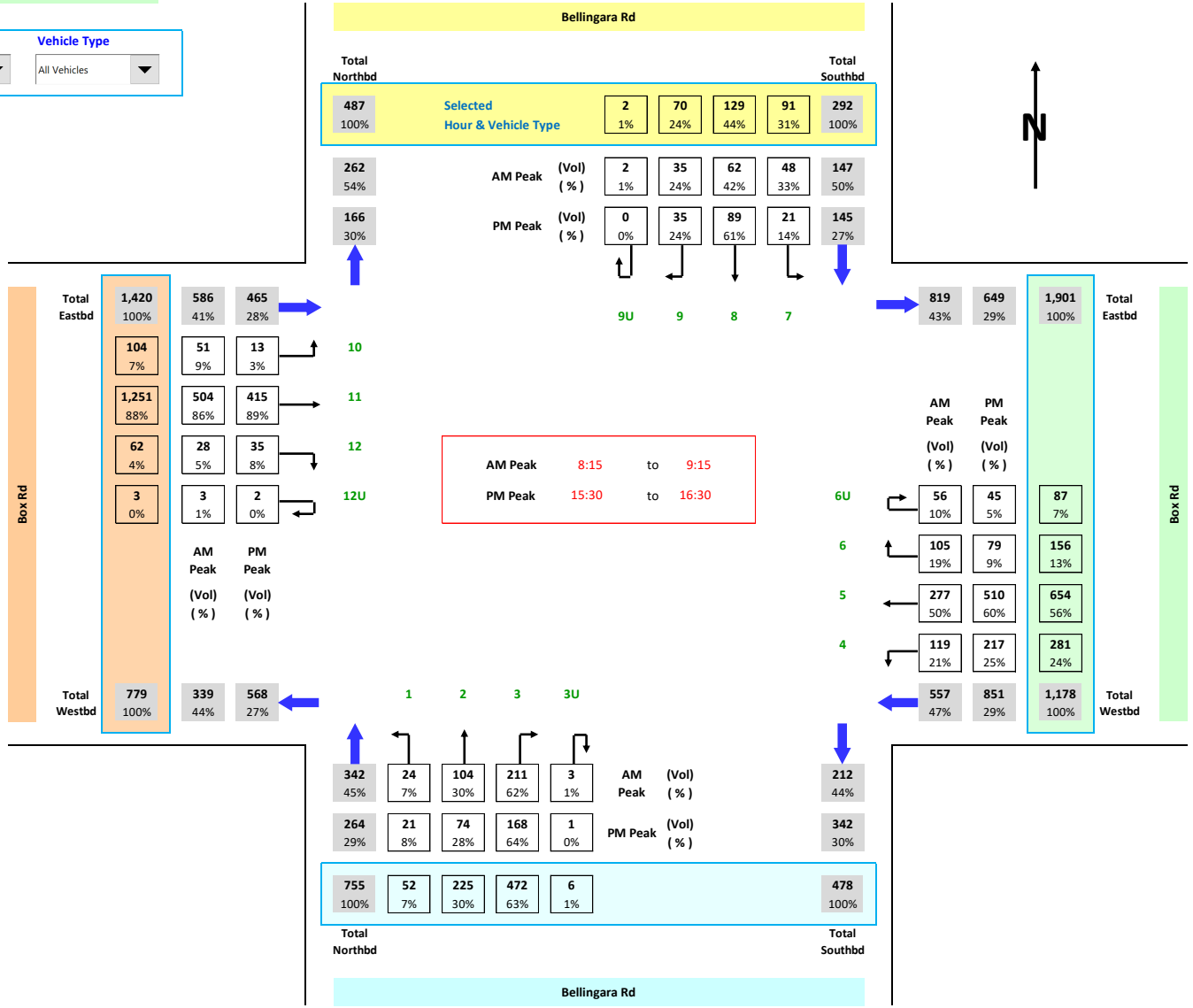
Approach	Bellingara Rd			Box Rd			Bellingara Rd			Box Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
6:30 to 7:30	167	7	**174**	231	14	**245**	56	3	**59**	324	11	**335**	**813**
6:45 to 7:45	175	7	**182**	261	19	**280**	60	5	**65**	343	11	**354**	**881**
7:00 to 8:00	196	7	**203**	297	22	**319**	58	4	**62**	378	9	**387**	**971**
7:15 to 8:15	211	7	**218**	317	24	**341**	65	3	**68**	446	10	**456**	**1,083**
7:30 to 8:30	268	5	**273**	377	25	**402**	83	5	**88**	510	9	**519**	**1,282**
7:45 to 8:45	301	5	**306**	465	20	**485**	107	5	**112**	578	10	**588**	**1,491**
8:00 to 9:00	309	6	**315**	500	20	**520**	123	5	**128**	570	9	**579**	**1,542**
8:15 to 9:15	338	4	**342**	538	19	**557**	142	5	**147**	575	11	**586**	**1,632**
8:30 to 9:30	302	6	**308**	514	17	**531**	141	4	**145**	554	12	**566**	**1,550**
AM Totals	**737**	**18**	**755**	**1,122**	**56**	**1,178**	**280**	**12**	**292**	**1,388**	**32**	**1,420**	**3,645**
14:30 to 15:30	228	6	**234**	695	20	**715**	145	3	**148**	361	15	**376**	**1,473**
14:45 to 15:45	233	3	**236**	746	21	**767**	126	3	**129**	371	10	**381**	**1,513**
15:00 to 16:00	258	4	**262**	797	27	**824**	144	3	**147**	404	10	**414**	**1,647**
15:15 to 16:15	264	4	**268**	809	29	**838**	144	3	**147**	426	9	**435**	**1,688**
15:30 to 16:30	260	4	**264**	818	33	**851**	142	3	**145**	459	6	**465**	**1,725**
15:45 to 16:45	252	5	**257**	790	27	**817**	139	3	**142**	464	5	**469**	**1,685**
16:00 to 17:00	229	4	**233**	777	18	**795**	127	3	**130**	446	2	**448**	**1,606**
16:15 to 17:15	226	3	**229**	769	10	**779**	144	3	**147**	465	1	**466**	**1,621**
16:30 to 17:30	219	3	**222**	778	4	**782**	145	2	**147**	441	0	**441**	**1,592**
16:45 to 17:45	206	2	**208**	742	2	**744**	145	1	**146**	428	0	**428**	**1,526**
17:00 to 18:00	207	1	**208**	702	2	**704**	135	1	**136**	429	0	**429**	**1,477**
17:15 to 18:15	188	1	**189**	679	2	**681**	120	2	**122**	411	1	**412**	**1,404**
17:30 to 18:30	173	3	**176**	591	2	**593**	105	1	**106**	398	1	**399**	**1,274**
PM Totals	**880**	**16**	**896**	**2,882**	**59**	**2,941**	**537**	**9**	**546**	**1,659**	**22**	**1,681**	**6,064**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 3. Box Rd / Bellingara Rd

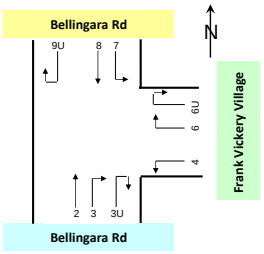
Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data

Hour Starting: AM Totals
Vehicle Type: All Vehicles



Job No.	: N5970
Client	: Varga Traffic Planning
Suburb	: Sylvania
Location	: 4. Bellingara Rd / Frank Vickery Village
Day/Date	: Thu, 15th Oct 2020
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



MATRIX Traffic and Transport Data

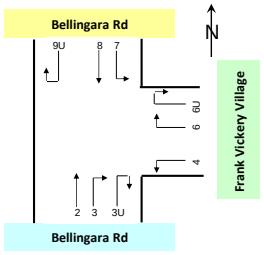
Classifications	**Class 1**	**Class 2**
	Lights	Heavies

Approach	**Bellingara Rd**									**Frank Vickery Village**								
Direction	**Direction 2 (Through)**			**Direction 3 (Right Turn)**			**Direction 3U (U Turn)**			**Direction 4 (Left Turn)**			**Direction 6 (Right Turn)**			**Direction 6U (U Turn)**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
6:30 to 6:45	11	2	**13**	2	0	**2**	0	0	**0**	3	0	**3**	0	0	**0**	0	0	**0**
6:45 to 7:00	23	2	**25**	4	0	**4**	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**
7:00 to 7:15	23	0	**23**	2	0	**2**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
7:15 to 7:30	22	1	**23**	4	0	**4**	0	0	**0**	3	0	**3**	0	0	**0**	0	0	**0**
7:30 to 7:45	16	1	**17**	1	0	**1**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
7:45 to 8:00	34	0	**34**	3	0	**3**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
8:00 to 8:15	37	3	**40**	4	1	**5**	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**
8:15 to 8:30	65	1	**66**	2	0	**2**	0	0	**0**	5	0	**5**	0	0	**0**	0	0	**0**
8:30 to 8:45	88	0	**88**	5	0	**5**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
8:45 to 9:00	33	1	**34**	3	0	**3**	0	0	**0**	6	1	**7**	0	0	**0**	0	0	**0**
9:00 to 9:15	59	2	**61**	3	1	**4**	0	0	**0**	4	0	**4**	1	0	**1**	0	0	**0**
9:15 to 9:30	26	1	**27**	4	0	**4**	0	0	**0**	6	0	**6**	0	0	**0**	0	0	**0**
AM Totals	**437**	**14**	**451**	**37**	**2**	**39**	**0**	**0**	**0**	**37**	**1**	**38**	**1**	**0**	**1**	**0**	**0**	**0**
14:30 to 14:45	37	8	**45**	7	0	**7**	0	0	**0**	5	0	**5**	0	0	**0**	0	0	**0**
14:45 to 15:00	30	2	**32**	3	0	**3**	0	0	**0**	6	0	**6**	0	0	**0**	0	0	**0**
15:00 to 15:15	24	2	**26**	4	0	**4**	0	0	**0**	4	0	**4**	0	0	**0**	0	0	**0**
15:15 to 15:30	30	1	**31**	4	0	**4**	1	0	**1**	3	1	**4**	0	0	**0**	0	0	**0**
15:30 to 15:45	49	3	**52**	2	0	**2**	0	0	**0**	4	1	**5**	0	0	**0**	0	0	**0**
15:45 to 16:00	39	3	**42**	4	0	**4**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
16:00 to 16:15	21	1	**22**	2	1	**3**	0	0	**0**	7	0	**7**	0	0	**0**	0	0	**0**
16:15 to 16:30	37	2	**39**	3	0	**3**	0	0	**0**	6	1	**7**	1	0	**1**	0	0	**0**
16:30 to 16:45	30	1	**31**	2	0	**2**	0	0	**0**	4	0	**4**	0	0	**0**	0	0	**0**
16:45 to 17:00	23	1	**24**	4	0	**4**	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**
17:00 to 17:15	28	0	**28**	2	0	**2**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
17:15 to 17:30	34	0	**34**	3	0	**3**	1	0	**1**	4	0	**4**	0	0	**0**	0	0	**0**
17:30 to 17:45	14	0	**14**	2	0	**2**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
17:45 to 18:00	26	0	**26**	2	0	**2**	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**
18:00 to 18:15	30	0	**30**	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**
18:15 to 18:30	20	3	**23**	2	0	**2**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
PM Totals	**472**	**27**	**499**	**46**	**1**	**47**	**2**	**0**	**2**	**54**	**3**	**57**	**1**	**0**	**1**	**0**	**0**	**0**

Approach	**Bellingara Rd**								
Direction	**Direction 7 (Left Turn)**			**Direction 8 (Through)**			**Direction 9U (U Turn)**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
6:30 to 6:45	2	0	**2**	11	0	**11**	0	0	**0**
6:45 to 7:00	1	0	**1**	19	2	**21**	0	0	**0**
7:00 to 7:15	1	0	**1**	8	1	**9**	0	0	**0**
7:15 to 7:30	3	0	**3**	7	0	**7**	0	0	**0**
7:30 to 7:45	3	0	**3**	16	2	**18**	0	0	**0**
7:45 to 8:00	0	0	**0**	16	1	**17**	0	0	**0**
8:00 to 8:15	1	0	**1**	16	0	**16**	0	0	**0**
8:15 to 8:30	0	0	**0**	22	2	**24**	0	0	**0**
8:30 to 8:45	1	0	**1**	42	2	**44**	0	0	**0**
8:45 to 9:00	1	0	**1**	26	0	**26**	0	0	**0**
9:00 to 9:15	0	0	**0**	32	0	**32**	0	0	**0**
9:15 to 9:30	4	0	**4**	22	1	**23**	0	0	**0**
AM Totals	**17**	**0**	**17**	**237**	**11**	**248**	**0**	**0**	**0**
14:30 to 14:45	1	1	**2**	48	1	**49**	0	0	**0**
14:45 to 15:00	0	0	**0**	24	0	**24**	0	0	**0**
15:00 to 15:15	1	0	**1**	23	0	**23**	0	0	**0**
15:15 to 15:30	2	0	**2**	32	1	**33**	0	0	**0**
15:30 to 15:45	0	0	**0**	34	0	**34**	0	0	**0**
15:45 to 16:00	2	0	**2**	42	0	**42**	0	0	**0**
16:00 to 16:15	0	0	**0**	19	0	**19**	0	0	**0**
16:15 to 16:30	1	0	**1**	31	1	**32**	0	0	**0**
16:30 to 16:45	2	0	**2**	26	1	**27**	0	0	**0**
16:45 to 17:00	0	0	**0**	35	0	**35**	0	0	**0**
17:00 to 17:15	0	0	**0**	41	0	**41**	0	0	**0**
17:15 to 17:30	0	0	**0**	32	1	**33**	0	0	**0**
17:30 to 17:45	0	0	**0**	29	0	**29**	0	0	**0**
17:45 to 18:00	1	0	**1**	23	0	**23**	0	0	**0**
18:00 to 18:15	0	0	**0**	28	1	**29**	0	0	**0**
18:15 to 18:30	0	1	**1**	18	0	**18**	0	0	**0**
PM Totals	**10**	**2**	**12**	**485**	**6**	**491**	**0**	**0**	**0**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 4. Bellingara Rd / Frank Vickery Village

Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



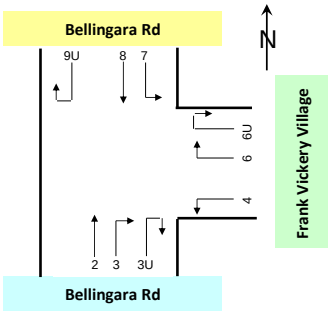
MATRIX Traffic and Transport Data

Approach	Bellingara Rd									Frank Vickery Village								
Direction	Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 7:30	79	5	**84**	12	0	**12**	0	0	**0**	9	0	**9**	0	0	**0**	0	0	**0**
6:45 to 7:45	84	4	**88**	11	0	**11**	0	0	**0**	8	0	**8**	0	0	**0**	0	0	**0**
7:00 to 8:00	95	2	**97**	10	0	**10**	0	0	**0**	9	0	**9**	0	0	**0**	0	0	**0**
7:15 to 8:15	109	5	**114**	12	1	**13**	0	0	**0**	8	0	**8**	0	0	**0**	0	0	**0**
7:30 to 8:30	152	5	**157**	10	1	**11**	0	0	**0**	10	0	**10**	0	0	**0**	0	0	**0**
7:45 to 8:45	224	4	**228**	14	1	**15**	0	0	**0**	10	0	**10**	0	0	**0**	0	0	**0**
8:00 to 9:00	223	5	**228**	14	1	**15**	0	0	**0**	14	1	**15**	0	0	**0**	0	0	**0**
8:15 to 9:15	245	4	**249**	13	1	**14**	0	0	**0**	17	1	**18**	1	0	**1**	0	0	**0**
8:30 to 9:30	206	4	**210**	15	1	**16**	0	0	**0**	18	1	**19**	1	0	**1**	0	0	**0**
AM Totals	**437**	**14**	**451**	**37**	**2**	**39**	**0**	**0**	**0**	**37**	**1**	**38**	**1**	**0**	**1**	**0**	**0**	**0**
14:30 to 15:30	121	13	**134**	18	0	**18**	1	0	**1**	18	1	**19**	0	0	**0**	0	0	**0**
14:45 to 15:45	133	8	**141**	13	0	**13**	1	0	**1**	17	2	**19**	0	0	**0**	0	0	**0**
15:00 to 16:00	142	9	**151**	14	0	**14**	1	0	**1**	13	2	**15**	0	0	**0**	0	0	**0**
15:15 to 16:15	139	8	**147**	12	1	**13**	1	0	**1**	16	2	**18**	0	0	**0**	0	0	**0**
15:30 to 16:30	146	9	**155**	11	1	**12**	0	0	**0**	19	2	**21**	1	0	**1**	0	0	**0**
15:45 to 16:45	127	7	**134**	11	1	**12**	0	0	**0**	19	1	**20**	1	0	**1**	0	0	**0**
16:00 to 17:00	111	5	**116**	11	1	**12**	0	0	**0**	18	1	**19**	1	0	**1**	0	0	**0**
16:15 to 17:15	118	4	**122**	11	0	**11**	0	0	**0**	13	1	**14**	1	0	**1**	0	0	**0**
16:30 to 17:30	115	2	**117**	11	0	**11**	1	0	**1**	11	0	**11**	0	0	**0**	0	0	**0**
16:45 to 17:45	99	1	**100**	11	0	**11**	1	0	**1**	9	0	**9**	0	0	**0**	0	0	**0**
17:00 to 18:00	102	0	**102**	9	0	**9**	1	0	**1**	9	0	**9**	0	0	**0**	0	0	**0**
17:15 to 18:15	104	0	**104**	7	0	**7**	1	0	**1**	8	0	**8**	0	0	**0**	0	0	**0**
17:30 to 18:30	90	3	**93**	6	0	**6**	0	0	**0**	6	0	**6**	0	0	**0**	0	0	**0**
PM Totals	**472**	**27**	**499**	**46**	**1**	**47**	**2**	**0**	**2**	**54**	**3**	**57**	**1**	**0**	**1**	**0**	**0**	**0**

Approach	Bellingara Rd								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 7:30	7	0	**7**	45	3	**48**	0	0	**0**
6:45 to 7:45	8	0	**8**	50	5	**55**	0	0	**0**
7:00 to 8:00	7	0	**7**	47	4	**51**	0	0	**0**
7:15 to 8:15	7	0	**7**	55	3	**58**	0	0	**0**
7:30 to 8:30	4	0	**4**	70	5	**75**	0	0	**0**
7:45 to 8:45	2	0	**2**	96	5	**101**	0	0	**0**
8:00 to 9:00	3	0	**3**	106	4	**110**	0	0	**0**
8:15 to 9:15	2	0	**2**	122	4	**126**	0	0	**0**
8:30 to 9:30	6	0	**6**	122	3	**125**	0	0	**0**
AM Totals	**17**	**0**	**17**	**237**	**11**	**248**	**0**	**0**	**0**
14:30 to 15:30	4	1	**5**	127	2	**129**	0	0	**0**
14:45 to 15:45	3	0	**3**	113	1	**114**	0	0	**0**
15:00 to 16:00	5	0	**5**	131	1	**132**	0	0	**0**
15:15 to 16:15	4	0	**4**	127	1	**128**	0	0	**0**
15:30 to 16:30	3	0	**3**	126	1	**127**	0	0	**0**
15:45 to 16:45	5	0	**5**	118	2	**120**	0	0	**0**
16:00 to 17:00	3	0	**3**	111	2	**113**	0	0	**0**
16:15 to 17:15	3	0	**3**	133	2	**135**	0	0	**0**
16:30 to 17:30	2	0	**2**	134	2	**136**	0	0	**0**
16:45 to 17:45	0	0	**0**	137	1	**138**	0	0	**0**
17:00 to 18:00	1	0	**1**	125	1	**126**	0	0	**0**
17:15 to 18:15	1	0	**1**	112	2	**114**	0	0	**0**
17:30 to 18:30	1	1	**2**	98	1	**99**	0	0	**0**
PM Totals	**10**	**2**	**12**	**485**	**6**	**491**	**0**	**0**	**0**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 4. Bellingara Rd / Frank Vickery Village

Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

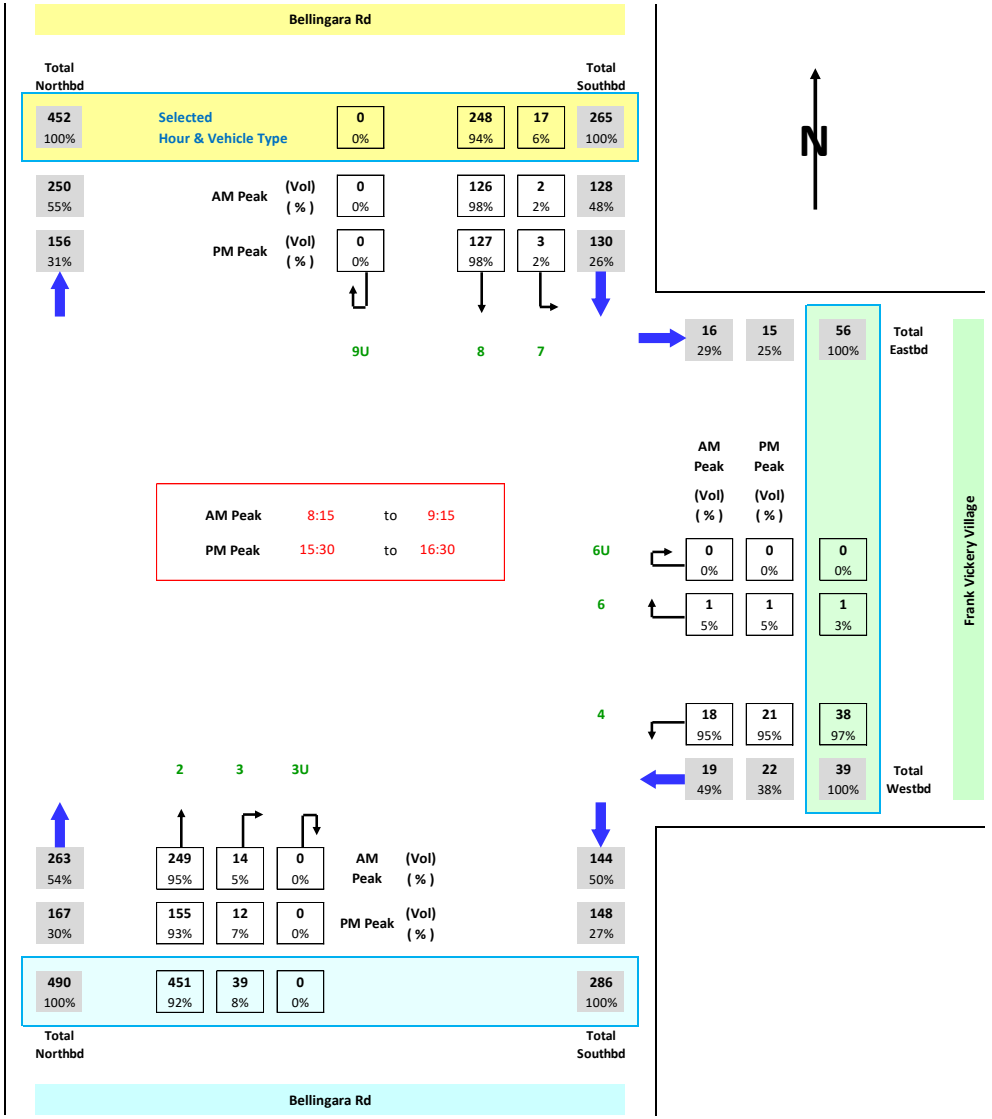
	Approach	Bellingara Rd			Frank Vickery Village			Bellingara Rd			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	8:15 to 9:15	258	5	**263**	18	1	**19**	124	4	**128**	**410**
PM	15:30 to 16:30	157	10	**167**	20	2	**22**	129	1	**130**	**319**

Approach	Bellingara Rd			Frank Vickery Village			Bellingara Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
6:30 to 7:30	91	5	**96**	9	0	**9**	52	3	**55**	**160**
6:45 to 7:45	95	4	**99**	8	0	**8**	58	5	**63**	**170**
7:00 to 8:00	105	2	**107**	9	0	**9**	54	4	**58**	**174**
7:15 to 8:15	121	6	**127**	8	0	**8**	62	3	**65**	**200**
7:30 to 8:30	162	6	**168**	10	0	**10**	74	5	**79**	**257**
7:45 to 8:45	238	5	**243**	10	0	**10**	98	5	**103**	**356**
8:00 to 9:00	237	6	**243**	14	1	**15**	109	4	**113**	**371**
8:15 to 9:15	258	5	**263**	18	1	**19**	124	4	**128**	**410**
8:30 to 9:30	221	5	**226**	19	1	**20**	128	3	**131**	**377**
AM Totals	**474**	**16**	**490**	**38**	**1**	**39**	**254**	**11**	**265**	**794**
14:30 to 15:30	140	13	**153**	18	1	**19**	131	3	**134**	**306**
14:45 to 15:45	147	8	**155**	17	2	**19**	116	1	**117**	**291**
15:00 to 16:00	157	9	**166**	13	2	**15**	136	1	**137**	**318**
15:15 to 16:15	152	9	**161**	16	2	**18**	131	1	**132**	**311**
15:30 to 16:30	157	10	**167**	20	2	**22**	129	1	**130**	**319**
15:45 to 16:45	138	8	**146**	20	1	**21**	123	2	**125**	**292**
16:00 to 17:00	122	6	**128**	19	1	**20**	114	2	**116**	**264**
16:15 to 17:15	129	4	**133**	14	1	**15**	136	2	**138**	**286**
16:30 to 17:30	127	2	**129**	11	0	**11**	136	2	**138**	**278**
16:45 to 17:45	111	1	**112**	9	0	**9**	137	1	**138**	**259**
17:00 to 18:00	112	0	**112**	9	0	**9**	126	1	**127**	**248**
17:15 to 18:15	112	0	**112**	8	0	**8**	113	2	**115**	**235**
17:30 to 18:30	96	3	**99**	6	0	**6**	99	2	**101**	**206**
PM Totals	**520**	**28**	**548**	**55**	**3**	**58**	**495**	**8**	**503**	**1,109**

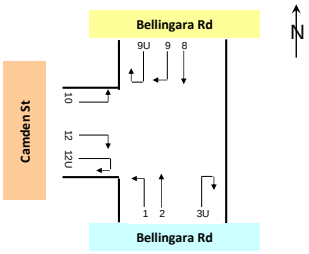
Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 4. Bellingara Rd / Frank Vickery Village

Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

Hour Starting	Vehicle Type
AM Totals	All Vehicles



Job No.	: N5970
Client	: Varga Traffic Planning
Suburb	: Sylvania
Location	: 5. Bellingara Rd / Camden St
Day/Date	: Thu, 15th Oct 2020
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



MATRIX Traffic and Transport Data

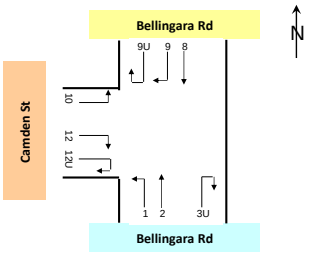
Classifications	**Class 1**	**Class 2**
	Lights	Heavies

Approach	**Bellingara Rd**								
Direction	**Direction 1 (Left Turn)**			**Direction 2 (Through)**					
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
6:30 to 6:45	0	0	**0**	11	2	**13**	0	0	**0**
6:45 to 7:00	2	0	**2**	21	2	**23**	0	0	**0**
7:00 to 7:15	1	0	**1**	22	0	**22**	0	0	**0**
7:15 to 7:30	0	0	**0**	22	1	**23**	0	0	**0**
7:30 to 7:45	1	0	**1**	15	1	**16**	0	0	**0**
7:45 to 8:00	0	0	**0**	34	0	**34**	0	0	**0**
8:00 to 8:15	1	0	**1**	36	3	**39**	0	0	**0**
8:15 to 8:30	3	0	**3**	62	1	**63**	0	0	**0**
8:30 to 8:45	4	0	**4**	84	0	**84**	0	0	**0**
8:45 to 9:00	1	0	**1**	33	1	**34**	0	0	**0**
9:00 to 9:15	2	0	**2**	57	2	**59**	0	0	**0**
9:15 to 9:30	0	0	**0**	26	1	**27**	0	0	**0**
AM Totals	**15**	**0**	**15**	**423**	**14**	**437**	**0**	**0**	**0**
14:30 to 14:45	0	0	**0**	37	8	**45**	0	0	**0**
14:45 to 15:00	1	0	**1**	29	2	**31**	0	0	**0**
15:00 to 15:15	3	0	**3**	21	2	**23**	0	0	**0**
15:15 to 15:30	0	0	**0**	30	1	**31**	0	0	**0**
15:30 to 15:45	1	0	**1**	48	3	**51**	0	0	**0**
15:45 to 16:00	2	0	**2**	36	3	**39**	1	0	**1**
16:00 to 16:15	0	1	**1**	21	0	**21**	0	0	**0**
16:15 to 16:30	1	1	**2**	37	1	**38**	0	0	**0**
16:30 to 16:45	0	0	**0**	29	1	**30**	1	0	**1**
16:45 to 17:00	2	0	**2**	21	1	**22**	0	0	**0**
17:00 to 17:15	4	0	**4**	24	0	**24**	0	0	**0**
17:15 to 17:30	2	0	**2**	32	0	**32**	0	0	**0**
17:30 to 17:45	0	0	**0**	14	0	**14**	0	0	**0**
17:45 to 18:00	3	0	**3**	23	0	**23**	0	0	**0**
18:00 to 18:15	8	0	**8**	21	0	**21**	1	0	**1**
18:15 to 18:30	1	0	**1**	19	3	**22**	0	0	**0**
PM Totals	**28**	**2**	**30**	**442**	**25**	**467**	**3**	**0**	**3**

Approach	**Bellingara Rd**									**Camden St**								
Direction	**Direction 8 (Through)**			**Direction 9 (Right Turn)**			**Direction 9U (U Turn)**			**Direction 10 (Left Turn)**			**Direction 12 (Right Turn)**			**Direction 12U (U Turn)**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
6:30 to 6:45	13	0	**13**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
6:45 to 7:00	20	2	**22**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
7:00 to 7:15	9	1	**10**	1	0	**1**	0	0	**0**	4	0	**4**	0	0	**0**	0	0	**0**
7:15 to 7:30	10	0	**10**	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
7:30 to 7:45	16	2	**18**	0	0	**0**	0	0	**0**	1	0	**1**	3	0	**3**	0	0	**0**
7:45 to 8:00	11	1	**12**	1	0	**1**	0	0	**0**	1	0	**1**	5	0	**5**	0	0	**0**
8:00 to 8:15	15	0	**15**	2	0	**2**	0	0	**0**	5	0	**5**	2	0	**2**	0	0	**0**
8:15 to 8:30	19	2	**21**	1	0	**1**	0	0	**0**	5	0	**5**	3	0	**3**	0	0	**0**
8:30 to 8:45	42	2	**44**	2	0	**2**	0	0	**0**	19	0	**19**	1	0	**1**	0	0	**0**
8:45 to 9:00	28	0	**28**	2	0	**2**	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**
9:00 to 9:15	30	0	**30**	3	0	**3**	0	0	**0**	3	0	**3**	1	0	**1**	0	0	**0**
9:15 to 9:30	25	1	**26**	1	0	**1**	0	0	**0**	0	0	**0**	2	0	**2**	0	0	**0**
AM Totals	**238**	**11**	**249**	**14**	**0**	**14**	**0**	**0**	**0**	**39**	**0**	**39**	**17**	**0**	**17**	**0**	**0**	**0**
14:30 to 14:45	46	2	**48**	3	0	**3**	1	0	**1**	5	0	**5**	3	0	**3**	0	0	**0**
14:45 to 15:00	24	0	**24**	0	0	**0**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
15:00 to 15:15	24	0	**24**	1	0	**1**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
15:15 to 15:30	34	1	**35**	2	0	**2**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
15:30 to 15:45	30	0	**30**	3	0	**3**	0	0	**0**	2	1	**3**	4	0	**4**	0	0	**0**
15:45 to 16:00	44	0	**44**	0	0	**0**	1	0	**1**	5	0	**5**	0	0	**0**	0	0	**0**
16:00 to 16:15	17	0	**17**	2	0	**2**	0	0	**0**	1	0	**1**	1	0	**1**	0	0	**0**
16:15 to 16:30	32	1	**33**	3	0	**3**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
16:30 to 16:45	24	1	**25**	2	0	**2**	0	0	**0**	2	0	**2**	3	0	**3**	0	0	**0**
16:45 to 17:00	36	0	**36**	2	0	**2**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
17:00 to 17:15	39	0	**39**	4	0	**4**	0	0	**0**	3	0	**3**	1	0	**1**	0	0	**0**
17:15 to 17:30	29	1	**30**	2	0	**2**	0	0	**0**	0	0	**0**	3	0	**3**	0	0	**0**
17:30 to 17:45	27	0	**27**	3	0	**3**	0	0	**0**	4	0	**4**	2	0	**2**	0	0	**0**
17:45 to 18:00	24	0	**24**	2	0	**2**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
18:00 to 18:15	24	0	**24**	3	0	**3**	0	0	**0**	1	0	**1**	3	1	**4**	0	0	**0**
18:15 to 18:30	17	1	**18**	3	0	**3**	0	0	**0**	2	0	**2**	1	0	**1**	0	0	**0**
PM Totals	**471**	**7**	**478**	**35**	**0**	**35**	**2**	**0**	**2**	**29**	**1**	**30**	**21**	**1**	**22**	**0**	**0**	**0**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 5. Bellingara Rd / Camden St

Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



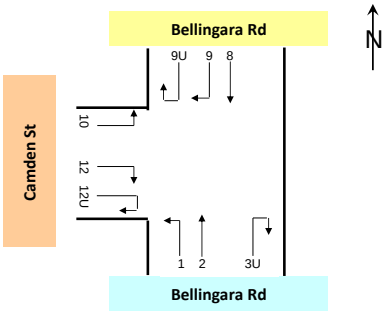
MATRIX Traffic and Transport Data

Approach	Bellingara Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)						Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total				Lights	Heavies	Total
6:30 to 7:30	3	0	**3**	76	5	**81**				0	0	**0**
6:45 to 7:45	4	0	**4**	80	4	**84**				0	0	**0**
7:00 to 8:00	2	0	**2**	93	2	**95**				0	0	**0**
7:15 to 8:15	2	0	**2**	107	5	**112**				0	0	**0**
7:30 to 8:30	5	0	**5**	147	5	**152**				0	0	**0**
7:45 to 8:45	8	0	**8**	216	4	**220**				0	0	**0**
8:00 to 9:00	9	0	**9**	215	5	**220**				0	0	**0**
8:15 to 9:15	10	0	**10**	236	4	**240**				0	0	**0**
8:30 to 9:30	7	0	**7**	200	4	**204**				0	0	**0**
AM Totals	**15**	**0**	**15**	**423**	**14**	**437**				**0**	**0**	**0**
14:30 to 15:30	4	0	**4**	117	13	**130**				0	0	**0**
14:45 to 15:45	5	0	**5**	128	8	**136**				0	0	**0**
15:00 to 16:00	6	0	**6**	135	9	**144**				1	0	**1**
15:15 to 16:15	3	1	**4**	135	7	**142**				1	0	**1**
15:30 to 16:30	4	2	**6**	142	7	**149**				1	0	**1**
15:45 to 16:45	3	2	**5**	123	5	**128**				2	0	**2**
16:00 to 17:00	3	2	**5**	108	3	**111**				1	0	**1**
16:15 to 17:15	7	1	**8**	111	3	**114**				1	0	**1**
16:30 to 17:30	8	0	**8**	106	2	**108**				1	0	**1**
16:45 to 17:45	8	0	**8**	91	1	**92**				0	0	**0**
17:00 to 18:00	9	0	**9**	93	0	**93**				0	0	**0**
17:15 to 18:15	13	0	**13**	90	0	**90**				1	0	**1**
17:30 to 18:30	12	0	**12**	77	3	**80**				1	0	**1**
PM Totals	**28**	**2**	**30**	**442**	**25**	**467**				**3**	**0**	**3**

Approach	Bellingara Rd									Camden St					
Direction	Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 7:30	52	3	**55**	2	0	**2**	0	0	**0**	4	0	**4**	0	0	**0**	0	0	**0**
6:45 to 7:45	55	5	**60**	2	0	**2**	0	0	**0**	5	0	**5**	3	0	**3**	0	0	**0**
7:00 to 8:00	46	4	**50**	3	0	**3**	0	0	**0**	6	0	**6**	8	0	**8**	0	0	**0**
7:15 to 8:15	52	3	**55**	4	0	**4**	0	0	**0**	7	0	**7**	10	0	**10**	0	0	**0**
7:30 to 8:30	61	5	**66**	4	0	**4**	0	0	**0**	12	0	**12**	13	0	**13**	0	0	**0**
7:45 to 8:45	87	5	**92**	6	0	**6**	0	0	**0**	30	0	**30**	11	0	**11**	0	0	**0**
8:00 to 9:00	104	4	**108**	7	0	**7**	0	0	**0**	30	0	**30**	6	0	**6**	0	0	**0**
8:15 to 9:15	119	4	**123**	8	0	**8**	0	0	**0**	28	0	**28**	5	0	**5**	0	0	**0**
8:30 to 9:30	125	3	**128**	8	0	**8**	0	0	**0**	23	0	**23**	4	0	**4**	0	0	**0**
AM Totals	**238**	**11**	**249**	**14**	**0**	**14**	**0**	**0**	**0**	**39**	**0**	**39**	**17**	**0**	**17**	**0**	**0**	**0**
14:30 to 15:30	128	3	**131**	6	0	**6**	1	0	**1**	9	0	**9**	3	0	**3**	0	0	**0**
14:45 to 15:45	112	1	**113**	6	0	**6**	0	0	**0**	6	1	**7**	4	0	**4**	0	0	**0**
15:00 to 16:00	132	1	**133**	6	0	**6**	1	0	**1**	9	1	**10**	4	0	**4**	0	0	**0**
15:15 to 16:15	125	1	**126**	7	0	**7**	1	0	**1**	8	1	**9**	5	0	**5**	0	0	**0**
15:30 to 16:30	123	1	**124**	8	0	**8**	1	0	**1**	8	1	**9**	5	0	**5**	0	0	**0**
15:45 to 16:45	117	2	**119**	7	0	**7**	1	0	**1**	8	0	**8**	4	0	**4**	0	0	**0**
16:00 to 17:00	109	2	**111**	9	0	**9**	0	0	**0**	3	0	**3**	4	0	**4**	0	0	**0**
16:15 to 17:15	131	2	**133**	11	0	**11**	0	0	**0**	5	0	**5**	4	0	**4**	0	0	**0**
16:30 to 17:30	128	2	**130**	10	0	**10**	0	0	**0**	5	0	**5**	7	0	**7**	0	0	**0**
16:45 to 17:45	131	1	**132**	11	0	**11**	0	0	**0**	7	0	**7**	6	0	**6**	0	0	**0**
17:00 to 18:00	119	1	**120**	11	0	**11**	0	0	**0**	7	0	**7**	6	0	**6**	0	0	**0**
17:15 to 18:15	104	1	**105**	10	0	**10**	0	0	**0**	5	0	**5**	8	1	**9**	0	0	**0**
17:30 to 18:30	92	1	**93**	11	0	**11**	0	0	**0**	7	0	**7**	6	1	**7**	0	0	**0**
PM Totals	**471**	**7**	**478**	**35**	**0**	**35**	**2**	**0**	**2**	**29**	**1**	**30**	**21**	**1**	**22**	**0**	**0**	**0**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 5. Bellingara Rd / Camden St

Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

	Approach	Bellingara Rd				Bellingara Rd			Camden St			Grand Total
	Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
AM	8:15 to 9:15	246	4	**250**		127	4	**131**	33	0	**33**	**414**
PM	15:00 to 16:00	142	9	**151**		139	1	**140**	13	1	**14**	**305**

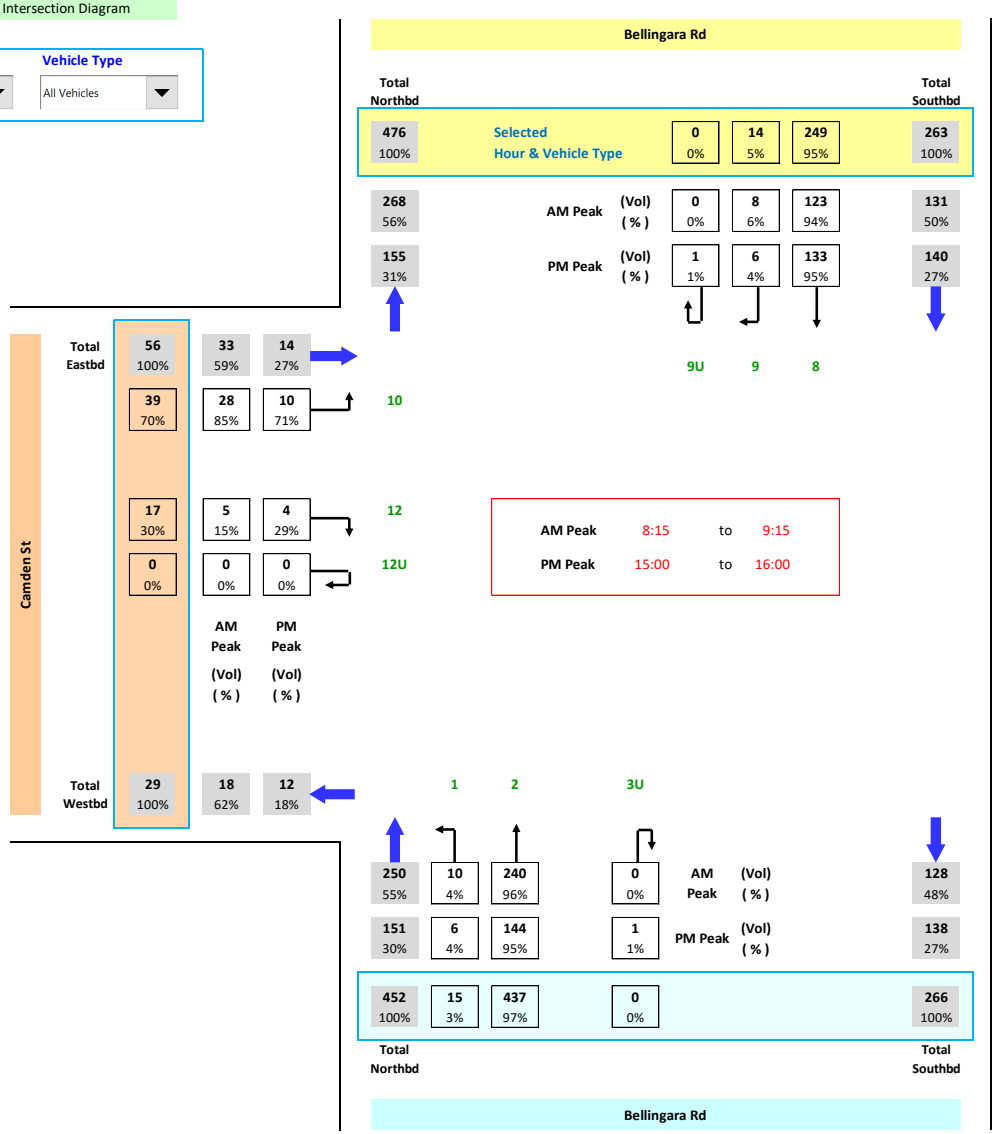
Approach	Bellingara Rd				Bellingara Rd			Camden St			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
6:30 to 7:30	79	5	**84**		54	3	**57**	4	0	**4**	**145**
6:45 to 7:45	84	4	**88**		57	5	**62**	8	0	**8**	**158**
7:00 to 8:00	95	2	**97**		49	4	**53**	14	0	**14**	**164**
7:15 to 8:15	109	5	**114**		56	3	**59**	17	0	**17**	**190**
7:30 to 8:30	152	5	**157**		65	5	**70**	25	0	**25**	**252**
7:45 to 8:45	224	4	**228**		93	5	**98**	41	0	**41**	**367**
8:00 to 9:00	224	5	**229**		111	4	**115**	36	0	**36**	**380**
8:15 to 9:15	246	4	**250**		127	4	**131**	33	0	**33**	**414**
8:30 to 9:30	207	4	**211**		133	3	**136**	27	0	**27**	**374**
AM Totals	**438**	**14**	**452**		**252**	**11**	**263**	**56**	**0**	**56**	**771**
14:30 to 15:30	121	13	**134**		135	3	**138**	12	0	**12**	**284**
14:45 to 15:45	133	8	**141**		118	1	**119**	10	1	**11**	**271**
15:00 to 16:00	142	9	**151**		139	1	**140**	13	1	**14**	**305**
15:15 to 16:15	139	8	**147**		133	1	**134**	13	1	**14**	**295**
15:30 to 16:30	147	9	**156**		132	1	**133**	13	1	**14**	**303**
15:45 to 16:45	128	7	**135**		125	2	**127**	12	0	**12**	**274**
16:00 to 17:00	112	5	**117**		118	2	**120**	7	0	**7**	**244**
16:15 to 17:15	119	4	**123**		142	2	**144**	9	0	**9**	**276**
16:30 to 17:30	115	2	**117**		138	2	**140**	12	0	**12**	**269**
16:45 to 17:45	99	1	**100**		142	1	**143**	13	0	**13**	**256**
17:00 to 18:00	102	0	**102**		130	1	**131**	13	0	**13**	**246**
17:15 to 18:15	104	0	**104**		114	1	**115**	13	1	**14**	**233**
17:30 to 18:30	90	3	**93**		103	1	**104**	13	1	**14**	**211**
PM Totals	**473**	**27**	**500**		**508**	**7**	**515**	**50**	**2**	**52**	**1,067**

Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 5. Bellingara Rd / Camden St

Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data

Hour Starting AM Totals
Vehicle Type All Vehicles



Sylvania IC - Traffic Flows

MATRIX Traffic and Transport Data

Search By Time and Classfication

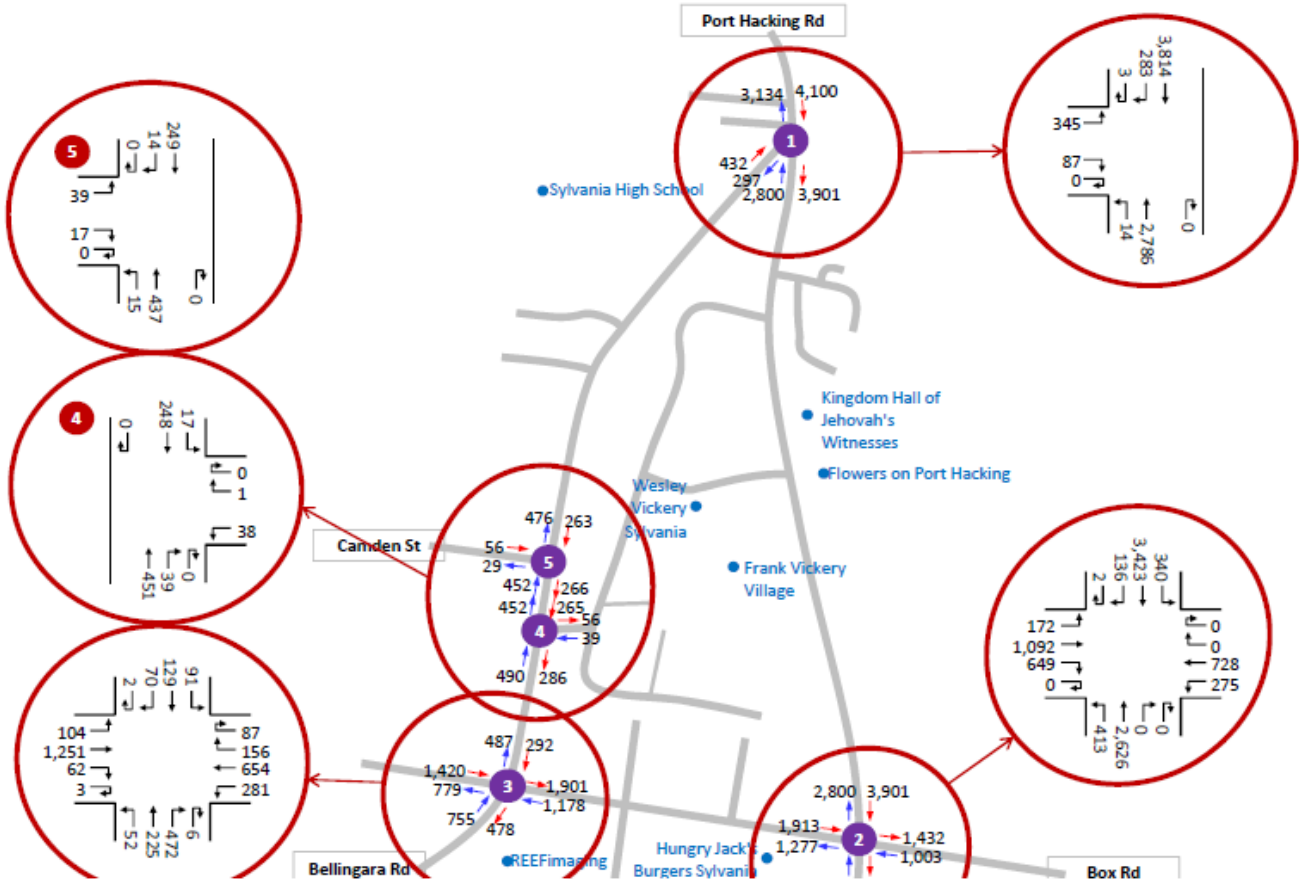
Day	Start Time	End Time	Classification
AM	6:30		All vehicles

Volume Forecasting

0 % * 0 = original survey data

(e.g. input 20 for volume increase 20% or -20 for volume decrease 20%)

1 Site No.



APPENDIX B

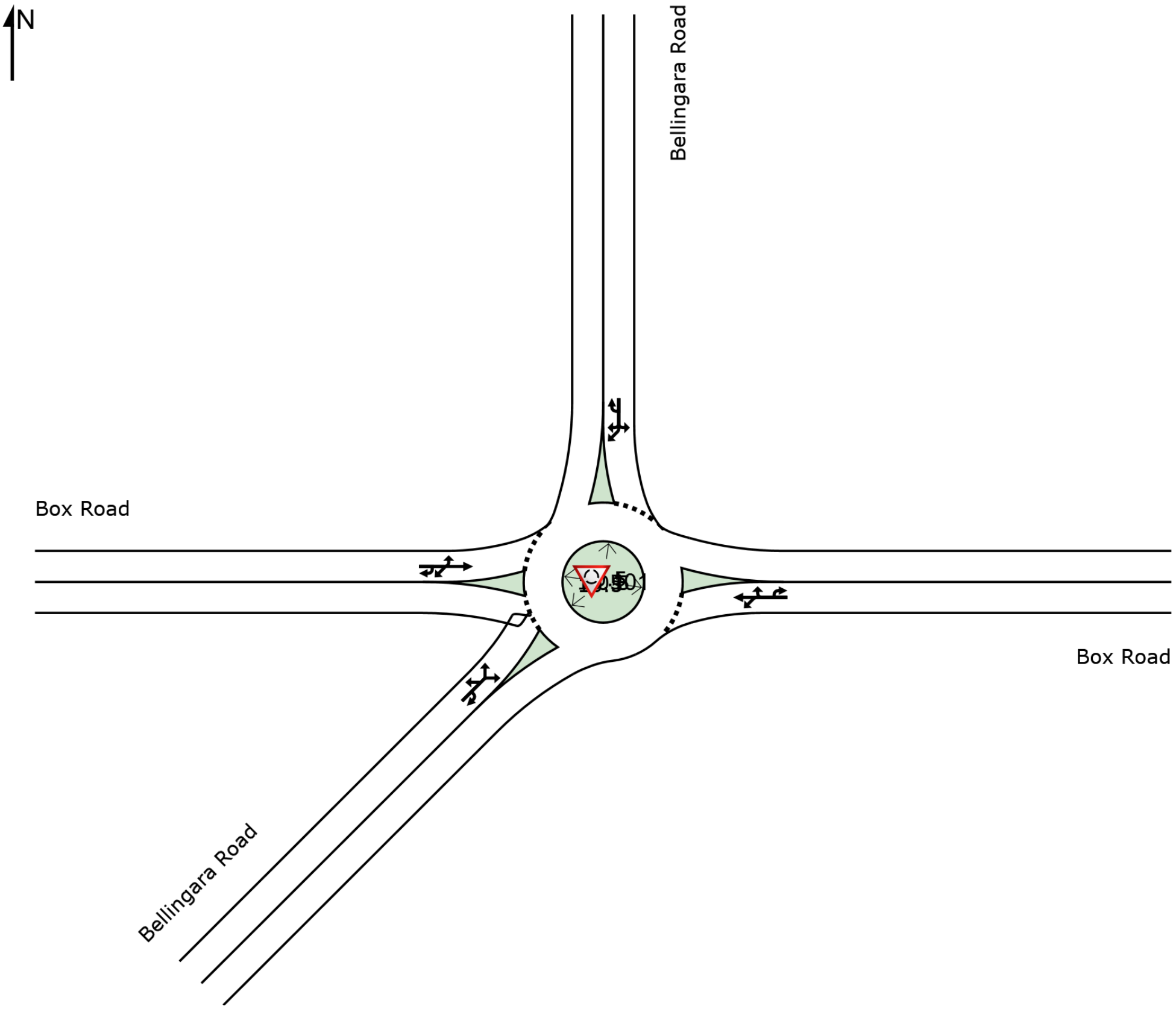
SIDRA MOVEMENT SUMMARIES

SITE LAYOUT

Site: 101 [Existing Weekday AM Peak Hour (Site Folder: General)]

Bellingara Road & Box Road Intersection
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Existing Weekday AM Peak Hour (Site Folder: General)]

Bellingara Road & Box Road Intersection
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Box Road														
4a	L1	119	7	119	5.9	0.466	4.3	LOS A	3.8	27.2	0.47	0.55	0.47	45.8
5	T1	277	7	277	2.5	0.466	4.6	LOS A	3.8	27.2	0.47	0.55	0.47	46.1
6	R2	105	3	105	2.9	0.466	7.9	LOS A	3.8	27.2	0.47	0.55	0.47	45.9
6u	U	56	2	56	3.6	0.466	9.4	LOS A	3.8	27.2	0.47	0.55	0.47	46.4
Approach		557	19	557	3.4	0.466	5.6	LOS A	3.8	27.2	0.47	0.55	0.47	46.0
North: Bellingara Road														
7	L2	48	3	48	6.3	0.266	10.1	LOS A	1.7	12.6	0.84	0.89	0.84	42.5
9a	R1	62	2	62	3.2	0.266	12.4	LOS A	1.7	12.6	0.84	0.89	0.84	42.8
9	R2	35	0	35	0.0	0.266	13.0	LOS A	1.7	12.6	0.84	0.89	0.84	43.1
9u	U	2	0	2	0.0	0.266	14.5	LOS B	1.7	12.6	0.84	0.89	0.84	43.5
Approach		147	5	147	3.4	0.266	11.9	LOS A	1.7	12.6	0.84	0.89	0.84	42.8
West: Box Road														
10	L2	51	1	51	2.0	0.718	12.5	LOS A	8.7	61.9	0.92	1.05	1.25	42.2
11	T1	504	9	504	1.8	0.718	12.4	LOS A	8.7	61.9	0.92	1.05	1.25	42.8
12b	R3	28	1	28	3.6	0.718	16.5	LOS B	8.7	61.9	0.92	1.05	1.25	42.9
12u	U	3	0	3	0.0	0.718	17.1	LOS B	8.7	61.9	0.92	1.05	1.25	43.2
Approach		586	11	586	1.9	0.718	12.6	LOS A	8.7	61.9	0.92	1.05	1.25	42.8
SouthWest: Bellingara Road														
30b	L3	24	2	24	8.3	0.416	8.0	LOS A	2.8	19.6	0.72	0.79	0.72	43.9
30a	L1	104	0	104	0.0	0.416	6.8	LOS A	2.8	19.6	0.72	0.79	0.72	44.7
32a	R1	211	2	211	0.9	0.416	9.7	LOS A	2.8	19.6	0.72	0.79	0.72	44.5
32u	U	3	0	3	0.0	0.416	12.0	LOS A	2.8	19.6	0.72	0.79	0.72	45.2
Approach		342	4	342	1.2	0.416	8.8	LOS A	2.8	19.6	0.72	0.79	0.72	44.5
All Vehicles		1632	39	1632	2.4	0.718	9.4	LOS A	8.7	61.9	0.72	0.81	0.84	44.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Existing Weekday PM Peak Hour (Site Folder: General)]

Bellingara Road & Box Road Intersection
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Box Road														
4a	L1	217	11	217	5.1	0.723	5.2	LOS A	8.3	60.3	0.73	0.61	0.73	45.4
5	T1	510	13	510	2.5	0.723	5.5	LOS A	8.3	60.3	0.73	0.61	0.73	45.7
6	R2	79	6	79	7.6	0.723	8.9	LOS A	8.3	60.3	0.73	0.61	0.73	45.4
6u	U	45	3	45	6.7	0.723	10.4	LOS A	8.3	60.3	0.73	0.61	0.73	45.9
Approach		851	33	851	3.9	0.723	6.0	LOS A	8.3	60.3	0.73	0.61	0.73	45.6
North: Bellingara Road														
7	L2	21	0	21	0.0	0.216	8.2	LOS A	1.3	9.4	0.74	0.82	0.74	43.3
9a	R1	89	3	89	3.4	0.216	10.8	LOS A	1.3	9.4	0.74	0.82	0.74	43.5
9	R2	35	0	35	0.0	0.216	11.4	LOS A	1.3	9.4	0.74	0.82	0.74	43.8
9u	U	1	0	1	0.0	0.216	12.9	LOS A	1.3	9.4	0.74	0.82	0.74	44.2
Approach		146	3	146	2.1	0.216	10.6	LOS A	1.3	9.4	0.74	0.82	0.74	43.5
West: Box Road														
10	L2	13	0	13	0.0	0.518	7.0	LOS A	4.1	28.9	0.73	0.75	0.76	44.9
11	T1	415	6	415	1.4	0.518	7.0	LOS A	4.1	28.9	0.73	0.75	0.76	45.6
12b	R3	35	0	35	0.0	0.518	11.0	LOS A	4.1	28.9	0.73	0.75	0.76	45.7
12u	U	2	0	2	0.0	0.518	11.8	LOS A	4.1	28.9	0.73	0.75	0.76	45.9
Approach		465	6	465	1.3	0.518	7.3	LOS A	4.1	28.9	0.73	0.75	0.76	45.5
SouthWest: Bellingara Road														
30b	L3	21	0	21	0.0	0.413	9.7	LOS A	3.0	21.2	0.85	0.91	0.89	43.0
30a	L1	74	4	74	5.4	0.413	9.1	LOS A	3.0	21.2	0.85	0.91	0.89	43.5
32a	R1	168	0	168	0.0	0.413	11.7	LOS A	3.0	21.2	0.85	0.91	0.89	43.4
32u	U	1	0	1	0.0	0.413	14.0	LOS A	3.0	21.2	0.85	0.91	0.89	44.1
Approach		264	4	264	1.5	0.413	10.8	LOS A	3.0	21.2	0.85	0.91	0.89	43.4
All Vehicles		1726	46	1726	2.7	0.723	7.5	LOS A	8.3	60.3	0.75	0.71	0.76	45.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Existing Weekend Peak Hour (Site Folder: General)]

Bellingara Road & Box Road Intersection
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Box Road														
4a	L1	123	3	123	2.4	0.478	4.1	LOS A	4.0	28.0	0.44	0.51	0.44	46.2
5	T1	378	3	378	0.8	0.478	4.4	LOS A	4.0	28.0	0.44	0.51	0.44	46.4
6	R2	64	0	64	0.0	0.478	7.7	LOS A	4.0	28.0	0.44	0.51	0.44	46.2
6u	U	35	0	35	0.0	0.478	9.2	LOS A	4.0	28.0	0.44	0.51	0.44	46.8
Approach		600	6	600	1.0	0.478	5.0	LOS A	4.0	28.0	0.44	0.51	0.44	46.3
North: Bellingara Road														
7	L2	34	1	34	2.9	0.177	8.0	LOS A	1.1	7.5	0.72	0.79	0.72	43.6
9a	R1	67	0	67	0.0	0.177	10.3	LOS A	1.1	7.5	0.72	0.79	0.72	43.9
9	R2	22	0	22	0.0	0.177	11.1	LOS A	1.1	7.5	0.72	0.79	0.72	44.2
9u	U	1	0	1	0.0	0.177	12.6	LOS A	1.1	7.5	0.72	0.79	0.72	44.6
Approach		124	1	124	0.8	0.177	9.8	LOS A	1.1	7.5	0.72	0.79	0.72	43.9
West: Box Road														
10	L2	35	1	35	2.9	0.519	6.3	LOS A	4.0	27.8	0.68	0.68	0.68	45.1
11	T1	451	2	451	0.4	0.519	6.1	LOS A	4.0	27.8	0.68	0.68	0.68	45.8
12b	R3	21	0	21	0.0	0.519	10.2	LOS A	4.0	27.8	0.68	0.68	0.68	45.9
12u	U	1	0	1	0.0	0.519	10.9	LOS A	4.0	27.8	0.68	0.68	0.68	46.2
Approach		508	3	508	0.6	0.519	6.3	LOS A	4.0	27.8	0.68	0.68	0.68	45.8
SouthWest: Bellingara Road														
30b	L3	40	0	40	0.0	0.310	7.5	LOS A	1.9	13.8	0.68	0.77	0.68	44.2
30a	L1	76	2	76	2.6	0.310	6.8	LOS A	1.9	13.8	0.68	0.77	0.68	44.8
32a	R1	131	3	131	2.3	0.310	9.6	LOS A	1.9	13.8	0.68	0.77	0.68	44.6
32u	U	3	1	3	33.3	0.310	13.1	LOS A	1.9	13.8	0.68	0.77	0.68	44.9
Approach		250	6	250	2.4	0.310	8.5	LOS A	1.9	13.8	0.68	0.77	0.68	44.6
All Vehicles		1482	16	1482	1.1	0.519	6.4	LOS A	4.0	28.0	0.59	0.64	0.59	45.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Proposed Weekday AM Peak Hour (Site Folder: General)]

Bellingara Road & Box Road Intersection
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Box Road														
4a	L1	119	7	119	5.9	0.484	4.5	LOS A	4.0	28.8	0.51	0.57	0.51	45.7
5	T1	277	7	277	2.5	0.484	4.7	LOS A	4.0	28.8	0.51	0.57	0.51	46.0
6	R2	116	3	116	2.6	0.484	8.0	LOS A	4.0	28.8	0.51	0.57	0.51	45.8
6u	U	56	2	56	3.6	0.484	9.5	LOS A	4.0	28.8	0.51	0.57	0.51	46.3
Approach		568	19	568	3.3	0.484	5.8	LOS A	4.0	28.8	0.51	0.57	0.51	45.9
North: Bellingara Road														
7	L2	54	3	54	5.6	0.300	10.2	LOS A	2.0	14.4	0.86	0.90	0.86	42.5
9a	R1	62	2	62	3.2	0.300	12.6	LOS A	2.0	14.4	0.86	0.90	0.86	42.8
9	R2	48	0	48	0.0	0.300	13.1	LOS A	2.0	14.4	0.86	0.90	0.86	43.0
9u	U	2	0	2	0.0	0.300	14.7	LOS B	2.0	14.4	0.86	0.90	0.86	43.5
Approach		166	5	166	3.0	0.300	12.0	LOS A	2.0	14.4	0.86	0.90	0.86	42.8
West: Box Road														
10	L2	55	1	55	1.8	0.731	13.1	LOS A	9.1	64.9	0.93	1.08	1.30	41.9
11	T1	504	9	504	1.8	0.731	13.0	LOS A	9.1	64.9	0.93	1.08	1.30	42.5
12b	R3	28	1	28	3.6	0.731	17.1	LOS B	9.1	64.9	0.93	1.08	1.30	42.6
12u	U	3	0	3	0.0	0.731	17.7	LOS B	9.1	64.9	0.93	1.08	1.30	42.9
Approach		590	11	590	1.9	0.731	13.2	LOS A	9.1	64.9	0.93	1.08	1.30	42.5
SouthWest: Bellingara Road														
30b	L3	24	2	24	8.3	0.426	8.3	LOS A	2.9	20.4	0.74	0.81	0.75	43.8
30a	L1	104	0	104	0.0	0.426	7.1	LOS A	2.9	20.4	0.74	0.81	0.75	44.5
32a	R1	211	2	211	0.9	0.426	10.0	LOS A	2.9	20.4	0.74	0.81	0.75	44.3
32u	U	3	0	3	0.0	0.426	12.2	LOS A	2.9	20.4	0.74	0.81	0.75	45.1
Approach		342	4	342	1.2	0.426	9.0	LOS A	2.9	20.4	0.74	0.81	0.75	44.4
All Vehicles		1666	39	1666	2.3	0.731	9.7	LOS A	9.1	64.9	0.74	0.83	0.87	44.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Proposed Weekday PM Peak Hour (Site Folder: General)]

Bellingara Road & Box Road Intersection
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Box Road														
4a	L1	217	11	217	5.1	0.738	5.7	LOS A	9.1	65.8	0.76	0.63	0.78	45.3
5	T1	510	13	510	2.5	0.738	5.9	LOS A	9.1	65.8	0.76	0.63	0.78	45.5
6	R2	90	6	90	6.7	0.738	9.3	LOS A	9.1	65.8	0.76	0.63	0.78	45.3
6u	U	45	3	45	6.7	0.738	10.8	LOS A	9.1	65.8	0.76	0.63	0.78	45.8
Approach		862	33	862	3.8	0.738	6.5	LOS A	9.1	65.8	0.76	0.63	0.78	45.5
North: Bellingara Road														
7	L2	36	0	36	0.0	0.248	8.3	LOS A	1.5	11.0	0.76	0.83	0.76	43.3
9a	R1	89	3	89	3.4	0.248	10.9	LOS A	1.5	11.0	0.76	0.83	0.76	43.5
9	R2	42	0	42	0.0	0.248	11.5	LOS A	1.5	11.0	0.76	0.83	0.76	43.8
9u	U	1	0	1	0.0	0.248	13.0	LOS A	1.5	11.0	0.76	0.83	0.76	44.3
Approach		168	3	168	1.8	0.248	10.5	LOS A	1.5	11.0	0.76	0.83	0.76	43.6
West: Box Road														
10	L2	17	0	17	0.0	0.527	7.3	LOS A	4.3	30.1	0.74	0.77	0.79	44.8
11	T1	415	6	415	1.4	0.527	7.3	LOS A	4.3	30.1	0.74	0.77	0.79	45.5
12b	R3	35	0	35	0.0	0.527	11.3	LOS A	4.3	30.1	0.74	0.77	0.79	45.6
12u	U	2	0	2	0.0	0.527	12.0	LOS A	4.3	30.1	0.74	0.77	0.79	45.9
Approach		469	6	469	1.3	0.527	7.6	LOS A	4.3	30.1	0.74	0.77	0.79	45.5
SouthWest: Bellingara Road														
30b	L3	21	0	21	0.0	0.424	10.1	LOS A	3.1	22.2	0.86	0.93	0.92	42.8
30a	L1	74	4	74	5.4	0.424	9.5	LOS A	3.1	22.2	0.86	0.93	0.92	43.3
32a	R1	168	0	168	0.0	0.424	12.1	LOS A	3.1	22.2	0.86	0.93	0.92	43.2
32u	U	1	0	1	0.0	0.424	14.4	LOS A	3.1	22.2	0.86	0.93	0.92	43.9
Approach		264	4	264	1.5	0.424	11.2	LOS A	3.1	22.2	0.86	0.93	0.92	43.2
All Vehicles		1762	46	1762	2.6	0.738	7.8	LOS A	9.1	65.8	0.77	0.73	0.80	44.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Proposed Weekend Peak Hour (Site Folder: General)]

Bellingara Road & Box Road Intersection
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Box Road														
4a	L1	123	3	123	2.4	0.491	4.2	LOS A	4.1	29.2	0.46	0.52	0.46	46.1
5	T1	378	3	378	0.8	0.491	4.5	LOS A	4.1	29.2	0.46	0.52	0.46	46.3
6	R2	76	0	76	0.0	0.491	7.8	LOS A	4.1	29.2	0.46	0.52	0.46	46.2
6u	U	35	0	35	0.0	0.491	9.3	LOS A	4.1	29.2	0.46	0.52	0.46	46.7
Approach		612	6	612	1.0	0.491	5.1	LOS A	4.1	29.2	0.46	0.52	0.46	46.3
North: Bellingara Road														
7	L2	47	1	47	2.1	0.204	8.0	LOS A	1.2	8.8	0.73	0.80	0.73	43.6
9a	R1	73	0	73	0.0	0.204	10.4	LOS A	1.2	8.8	0.73	0.80	0.73	44.0
9	R2	22	0	22	0.0	0.204	11.1	LOS A	1.2	8.8	0.73	0.80	0.73	44.2
9u	U	1	0	1	0.0	0.204	12.6	LOS A	1.2	8.8	0.73	0.80	0.73	44.7
Approach		143	1	143	0.7	0.204	9.7	LOS A	1.2	8.8	0.73	0.80	0.73	43.9
West: Box Road														
10	L2	39	1	39	2.6	0.529	6.6	LOS A	4.1	29.2	0.69	0.70	0.71	45.0
11	T1	451	2	451	0.4	0.529	6.4	LOS A	4.1	29.2	0.69	0.70	0.71	45.8
12b	R3	21	0	21	0.0	0.529	10.5	LOS A	4.1	29.2	0.69	0.70	0.71	45.9
12u	U	1	0	1	0.0	0.529	11.2	LOS A	4.1	29.2	0.69	0.70	0.71	46.1
Approach		512	3	512	0.6	0.529	6.6	LOS A	4.1	29.2	0.69	0.70	0.71	45.7
SouthWest: Bellingara Road														
30b	L3	40	0	40	0.0	0.314	7.6	LOS A	2.0	14.0	0.69	0.77	0.69	44.2
30a	L1	76	2	76	2.6	0.314	6.9	LOS A	2.0	14.0	0.69	0.77	0.69	44.8
32a	R1	131	3	131	2.3	0.314	9.7	LOS A	2.0	14.0	0.69	0.77	0.69	44.6
32u	U	3	1	3	33.3	0.314	13.3	LOS A	2.0	14.0	0.69	0.77	0.69	44.8
Approach		250	6	250	2.4	0.314	8.6	LOS A	2.0	14.0	0.69	0.77	0.69	44.6
All Vehicles		1516	16	1516	1.1	0.529	6.6	LOS A	4.1	29.2	0.60	0.65	0.61	45.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

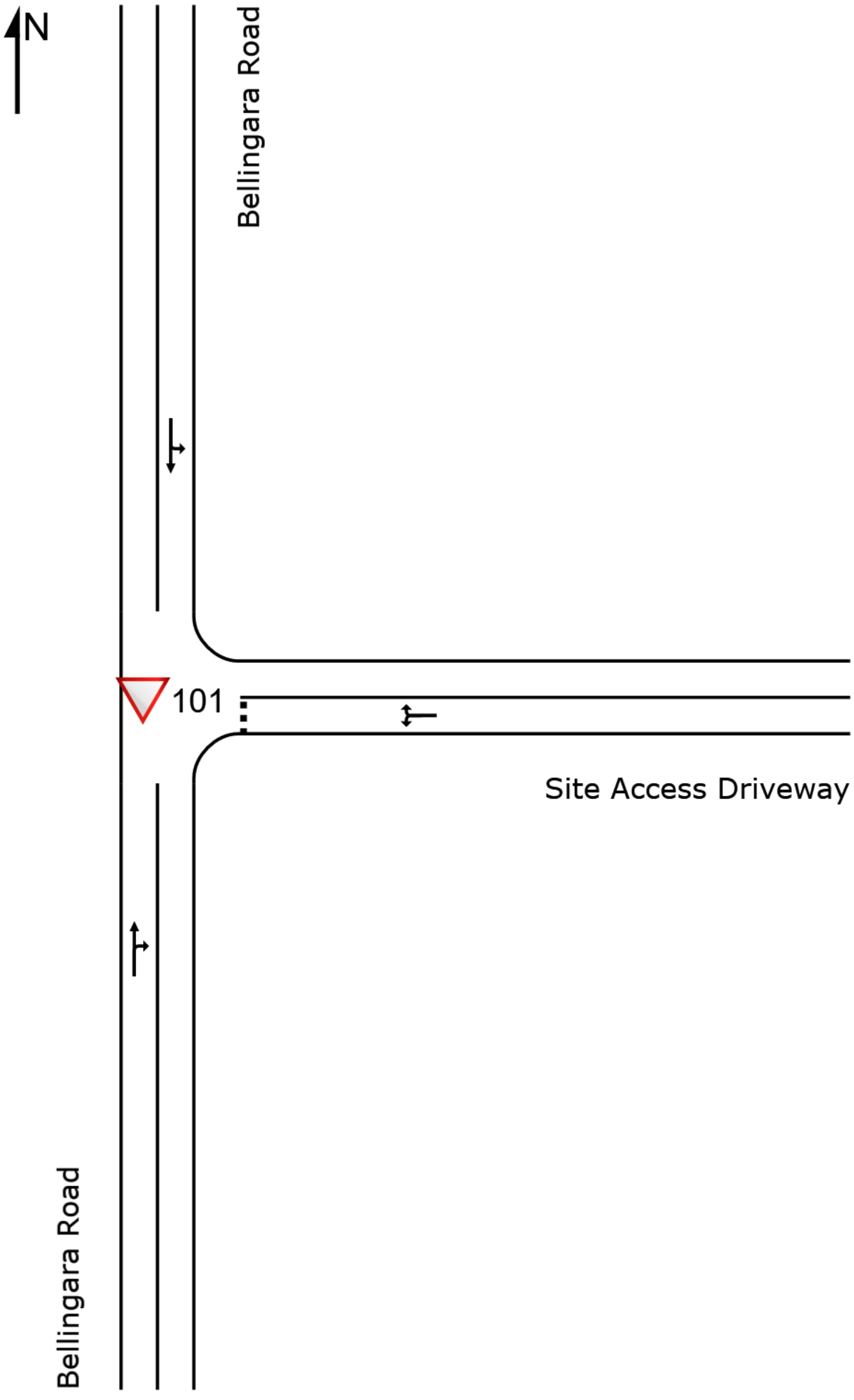
SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

SITE LAYOUT

Site: 101 [Existing Weekday AM Peak Hour (Site Folder: General)]

Bellingara Road & Site Access Driveway Intersection
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Existing Weekday AM Peak Hour (Site Folder: General)]

Bellingara Road & Site Access Driveway Intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bellingara Road														
2	T1	249	4	249	1.6	0.136	0.0	LOS A	0.1	0.7	0.03	0.03	0.03	49.7
3	R2	14	1	14	7.1	0.136	5.0	LOS A	0.1	0.7	0.03	0.03	0.03	48.7
Approach		263	5	263	1.9	0.136	0.3	NA	0.1	0.7	0.03	0.03	0.03	49.7
East: Site Access Driveway														
4	L2	18	1	18	5.6	0.013	5.0	LOS A	0.1	0.4	0.21	0.50	0.21	46.0
6	R2	1	0	1	0.0	0.013	4.9	LOS A	0.1	0.4	0.21	0.50	0.21	45.7
Approach		19	1	19	5.3	0.013	5.0	LOS A	0.1	0.4	0.21	0.50	0.21	46.0
North: Bellingara Road														
7	L2	2	0	2	0.0	0.067	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	49.4
8	T1	126	4	126	3.2	0.067	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
Approach		128	4	128	3.1	0.067	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
All Vehicles		410	10	410	2.4	0.136	0.4	NA	0.1	0.7	0.03	0.05	0.03	49.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Existing Weekday PM Peak Hour (Site Folder: General)]

Bellingara Road & Site Access Driveway Intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bellingara Road														
2	T1	155	9	155	5.8	0.089	0.0	LOS A	0.1	0.5	0.04	0.04	0.04	49.7
3	R2	12	1	12	8.3	0.089	5.0	LOS A	0.1	0.5	0.04	0.04	0.04	48.5
Approach		167	10	167	6.0	0.089	0.4	NA	0.1	0.5	0.04	0.04	0.04	49.6
East: Site Access Driveway														
4	L2	21	2	21	9.5	0.016	5.0	LOS A	0.1	0.5	0.22	0.50	0.22	46.0
6	R2	1	0	1	0.0	0.016	4.8	LOS A	0.1	0.5	0.22	0.50	0.22	45.7
Approach		22	2	22	9.1	0.016	5.0	LOS A	0.1	0.5	0.22	0.50	0.22	46.0
North: Bellingara Road														
7	L2	3	0	3	0.0	0.067	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	49.4
8	T1	127	1	127	0.8	0.067	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
Approach		130	1	130	0.8	0.067	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
All Vehicles		319	13	319	4.1	0.089	0.6	NA	0.1	0.5	0.04	0.06	0.04	49.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Existing Weekend Peak Hour (Site Folder: General)]

Bellingara Road & Site Access Driveway Intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bellingara Road														
2	T1	191	4	191	2.1	0.105	0.0	LOS A	0.1	0.5	0.03	0.04	0.03	49.7
3	R2	13	0	13	0.0	0.105	4.8	LOS A	0.1	0.5	0.03	0.04	0.03	48.7
Approach		204	4	204	2.0	0.105	0.3	NA	0.1	0.5	0.03	0.04	0.03	49.6
East: Site Access Driveway														
4	L2	18	0	18	0.0	0.013	4.8	LOS A	0.0	0.3	0.18	0.50	0.18	46.2
6	R2	1	0	1	0.0	0.013	4.9	LOS A	0.0	0.3	0.18	0.50	0.18	45.8
Approach		19	0	19	0.0	0.013	4.8	LOS A	0.0	0.3	0.18	0.50	0.18	46.2
North: Bellingara Road														
7	L2	4	0	4	0.0	0.054	4.6	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
8	T1	99	2	99	2.0	0.054	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.9
Approach		103	2	103	1.9	0.054	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.8
All Vehicles		326	6	326	1.8	0.105	0.5	NA	0.1	0.5	0.03	0.06	0.03	49.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

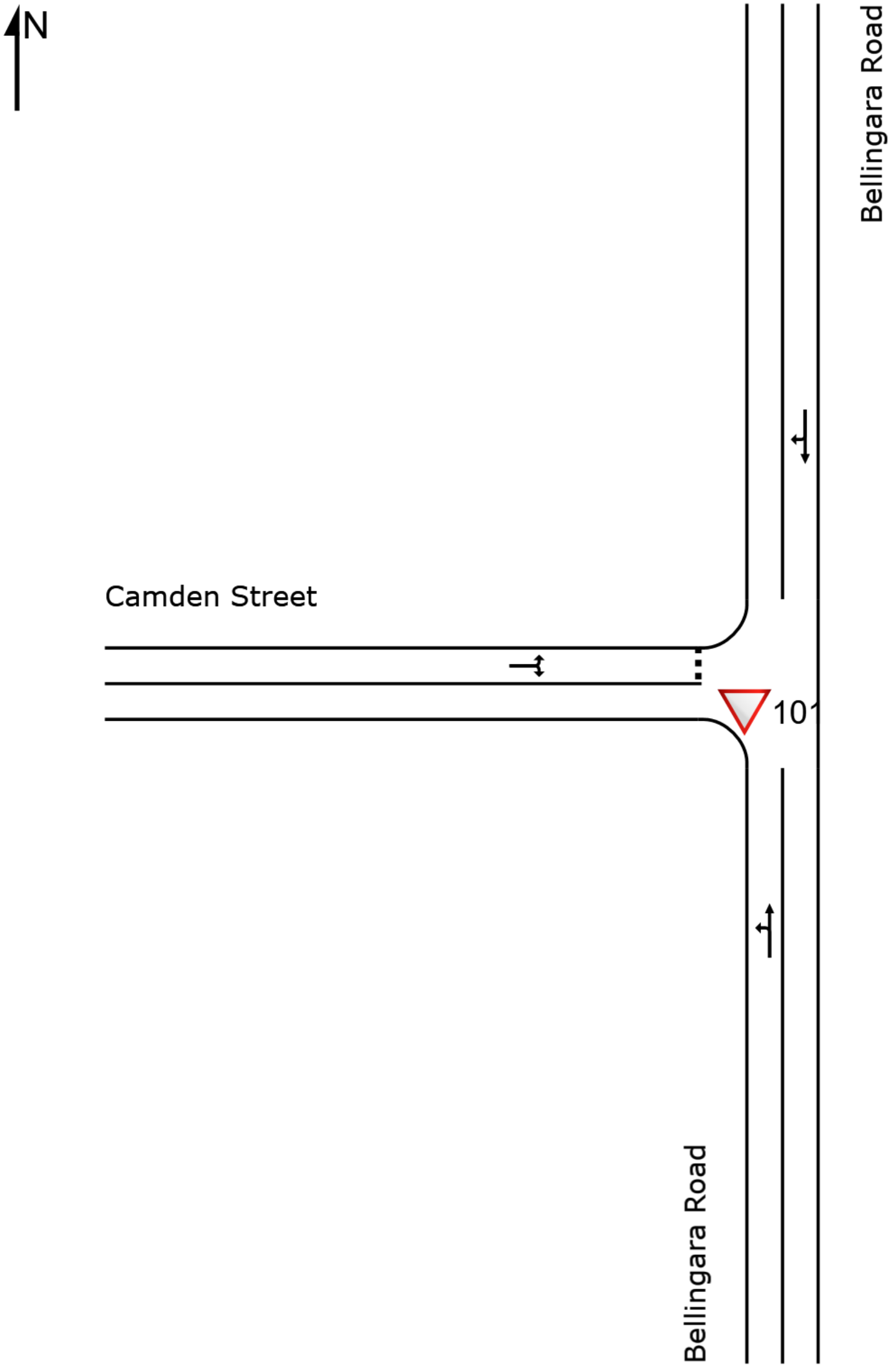
SITE LAYOUT

Site: 101 [Existing Weekday AM Peak Hour (Site Folder: General)]

Bellingara Road & Camden Street Intersection

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Existing Weekday AM Peak Hour (Site Folder: General)]

Bellingara Road & Camden Street Intersection

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bellingara Road														
1	L2	10	0	10	0.0	0.130	4.6	LOS A	0.0	0.0	0.00	0.02	0.00	49.3
2	T1	240	4	240	1.7	0.130	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.8
Approach		250	4	250	1.6	0.130	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.8
North: Bellingara Road														
8	T1	123	4	123	3.3	0.069	0.1	LOS A	0.1	0.4	0.05	0.03	0.05	49.7
9	R2	8	0	8	0.0	0.069	5.2	LOS A	0.1	0.4	0.05	0.03	0.05	48.7
Approach		131	4	131	3.1	0.069	0.4	NA	0.1	0.4	0.05	0.03	0.05	49.6
West: Camden Street														
10	L2	28	0	28	0.0	0.024	5.3	LOS A	0.1	0.6	0.30	0.54	0.30	45.9
12	R2	5	0	5	0.0	0.024	4.9	LOS A	0.1	0.6	0.30	0.54	0.30	45.5
Approach		33	0	33	0.0	0.024	5.2	LOS A	0.1	0.6	0.30	0.54	0.30	45.9
All Vehicles		414	8	414	1.9	0.130	0.7	NA	0.1	0.6	0.04	0.07	0.04	49.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Existing Weekday PM Peak Hour (Site Folder: General)]

Bellingara Road & Camden Street Intersection

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bellingara Road														
1	L2	6	0	6	0.0	0.080	4.6	LOS A	0.0	0.0	0.00	0.02	0.00	49.4
2	T1	144	9	144	6.3	0.080	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.8
Approach		150	9	150	6.0	0.080	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.8
North: Bellingara Road														
8	T1	136	4	136	2.9	0.074	0.0	LOS A	0.0	0.3	0.03	0.02	0.03	49.8
9	R2	6	0	6	0.0	0.074	4.9	LOS A	0.0	0.3	0.03	0.02	0.03	48.8
Approach		142	4	142	2.8	0.074	0.2	NA	0.0	0.3	0.03	0.02	0.03	49.7
West: Camden Street														
10	L2	10	1	10	10.0	0.010	5.1	LOS A	0.0	0.3	0.22	0.51	0.22	46.0
12	R2	4	0	4	0.0	0.010	4.8	LOS A	0.0	0.3	0.22	0.51	0.22	45.7
Approach		14	1	14	7.1	0.010	5.0	LOS A	0.0	0.3	0.22	0.51	0.22	45.9
All Vehicles		306	14	306	4.6	0.080	0.4	NA	0.0	0.3	0.02	0.05	0.02	49.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Existing Weekend Peak Hour (Site Folder: General)]

Bellingara Road & Camden Street Intersection

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bellingara Road														
1	L2	24	1	24	4.2	0.101	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	49.0
2	T1	168	4	168	2.4	0.101	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.6
Approach		192	5	192	2.6	0.101	0.6	NA	0.0	0.0	0.00	0.07	0.00	49.5
North: Bellingara Road														
8	T1	91	1	91	1.1	0.055	0.1	LOS A	0.1	0.7	0.10	0.08	0.10	49.3
9	R2	16	0	16	0.0	0.055	5.0	LOS A	0.1	0.7	0.10	0.08	0.10	48.3
Approach		107	1	107	0.9	0.055	0.8	NA	0.1	0.7	0.10	0.08	0.10	49.1
West: Camden Street														
10	L2	15	0	15	0.0	0.018	5.0	LOS A	0.1	0.4	0.23	0.53	0.23	46.1
12	R2	13	1	13	7.7	0.018	4.9	LOS A	0.1	0.4	0.23	0.53	0.23	45.6
Approach		28	1	28	3.6	0.018	5.0	LOS A	0.1	0.4	0.23	0.53	0.23	45.9
All Vehicles		327	7	327	2.1	0.101	1.1	NA	0.1	0.7	0.05	0.11	0.05	49.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

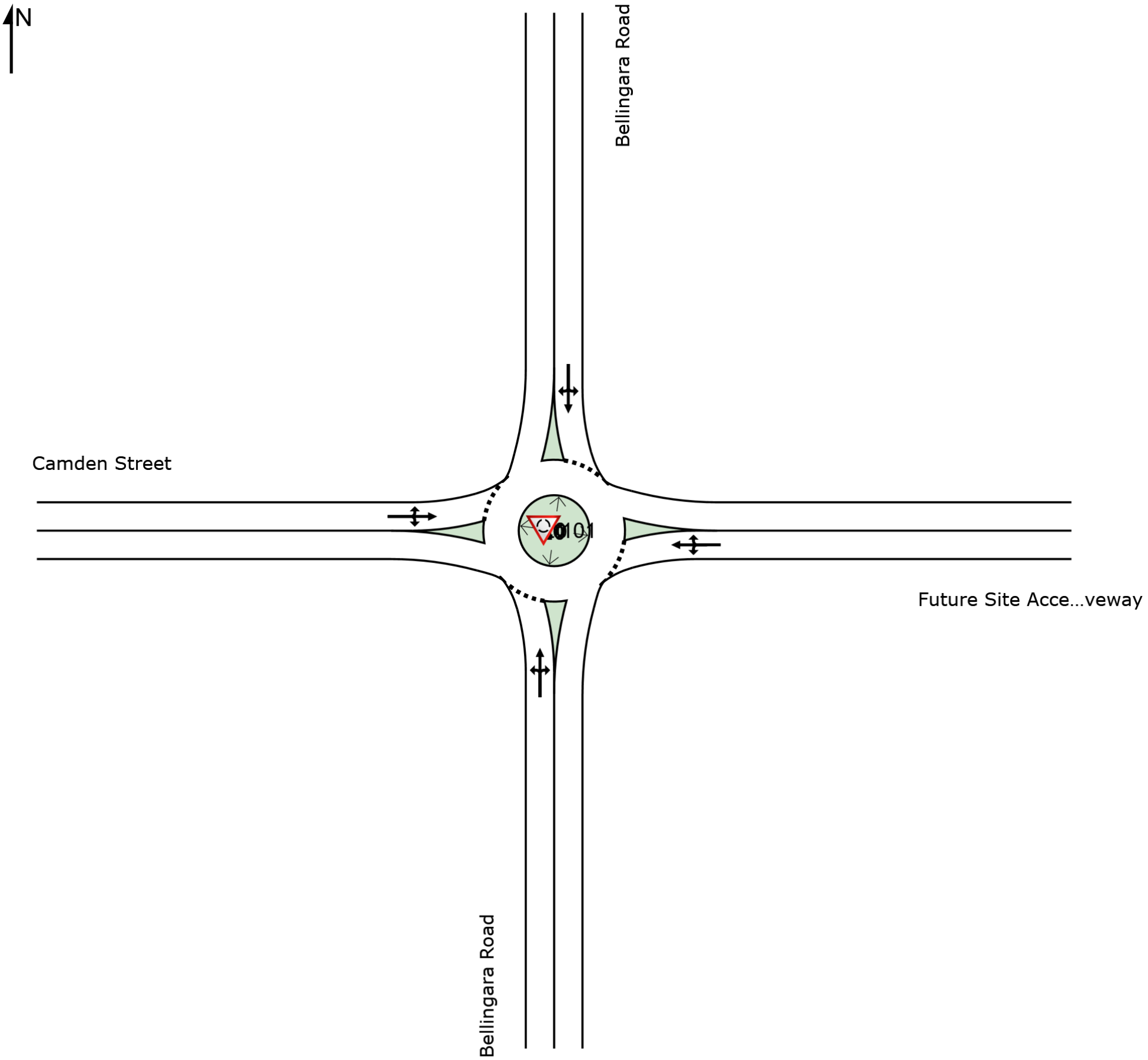
SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

SITE LAYOUT

Site: 101 [Proposed Weekday AM Peak Hour (Site Folder: General)]

Bellingara Road, Camden Street & Future Site Access Driveway
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Proposed Weekday AM Peak Hour (Site Folder: General)]

Bellingara Road, Camden Street & Future Site Access Driveway
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bellingara Road														
1	L2	10	0	10	0.0	0.200	3.8	LOS A	1.1	8.0	0.10	0.44	0.10	46.6
2	T1	258	4	258	1.6	0.200	3.6	LOS A	1.1	8.0	0.10	0.44	0.10	47.3
3	R2	29	1	29	3.5	0.200	6.9	LOS A	1.1	8.0	0.10	0.44	0.10	47.1
Approach		297	5	297	1.7	0.200	4.0	LOS A	1.1	8.0	0.10	0.44	0.10	47.2
East: Future Site Access Driveway														
4	L2	37	1	37	2.7	0.042	4.5	LOS A	0.2	1.4	0.30	0.52	0.30	45.9
5	T1	1	0	1	0.0	0.042	4.3	LOS A	0.2	1.4	0.30	0.52	0.30	46.6
6	R2	8	0	8	0.0	0.042	7.5	LOS A	0.2	1.4	0.30	0.52	0.30	46.5
Approach		46	1	46	2.2	0.042	5.0	LOS A	0.2	1.4	0.30	0.52	0.30	46.0
North: Bellingara Road														
7	L2	9	0	9	0.0	0.109	3.9	LOS A	0.5	3.8	0.14	0.43	0.14	46.6
8	T1	126	4	126	3.2	0.109	3.7	LOS A	0.5	3.8	0.14	0.43	0.14	47.2
9	R2	8	0	8	0.0	0.109	6.9	LOS A	0.5	3.8	0.14	0.43	0.14	47.1
Approach		143	4	143	2.8	0.109	3.9	LOS A	0.5	3.8	0.14	0.43	0.14	47.2
West: Camden Street														
10	L2	28	0	28	0.0	0.035	5.3	LOS A	0.2	1.1	0.43	0.56	0.43	45.7
11	T1	1	0	1	0.0	0.035	5.1	LOS A	0.2	1.1	0.43	0.56	0.43	46.4
12	R2	5	0	5	0.0	0.035	8.3	LOS A	0.2	1.1	0.43	0.56	0.43	46.2
Approach		34	0	34	0.0	0.035	5.7	LOS A	0.2	1.1	0.43	0.56	0.43	45.8
All Vehicles		520	10	520	1.9	0.200	4.2	LOS A	1.1	8.0	0.15	0.45	0.15	47.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Proposed Weekday PM Peak Hour (Site Folder: General)]

Bellingara Road, Camden Street & Future Site Access Driveway
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bellingara Road														
1	L2	6	0	6	0.0	0.132	3.8	LOS A	0.7	5.1	0.09	0.45	0.09	46.6
2	T1	155	9	155	5.8	0.132	3.7	LOS A	0.7	5.1	0.09	0.45	0.09	47.2
3	R2	26	1	26	3.8	0.132	6.9	LOS A	0.7	5.1	0.09	0.45	0.09	47.0
Approach		187	10	187	5.3	0.132	4.1	LOS A	0.7	5.1	0.09	0.45	0.09	47.1
East: Future Site Access Driveway														
4	L2	43	2	43	4.7	0.049	4.6	LOS A	0.2	1.7	0.31	0.53	0.31	45.9
5	T1	1	0	1	0.0	0.049	4.3	LOS A	0.2	1.7	0.31	0.53	0.31	46.6
6	R2	9	0	9	0.0	0.049	7.5	LOS A	0.2	1.7	0.31	0.53	0.31	46.4
Approach		53	2	53	3.8	0.049	5.1	LOS A	0.2	1.7	0.31	0.53	0.31	46.0
North: Bellingara Road														
7	L2	10	0	10	0.0	0.113	3.9	LOS A	0.6	4.0	0.13	0.42	0.13	46.6
8	T1	136	4	136	2.9	0.113	3.7	LOS A	0.6	4.0	0.13	0.42	0.13	47.3
9	R2	6	0	6	0.0	0.113	6.9	LOS A	0.6	4.0	0.13	0.42	0.13	47.1
Approach		152	4	152	2.6	0.113	3.9	LOS A	0.6	4.0	0.13	0.42	0.13	47.2
West: Camden Street														
10	L2	10	1	10	10.0	0.015	4.9	LOS A	0.1	0.5	0.35	0.53	0.35	45.6
11	T1	1	0	1	0.0	0.015	4.5	LOS A	0.1	0.5	0.35	0.53	0.35	46.4
12	R2	4	0	4	0.0	0.015	7.7	LOS A	0.1	0.5	0.35	0.53	0.35	46.2
Approach		15	1	15	6.7	0.015	5.6	LOS A	0.1	0.5	0.35	0.53	0.35	45.8
All Vehicles		407	17	407	4.2	0.132	4.2	LOS A	0.7	5.1	0.14	0.45	0.14	47.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Proposed Weekend Peak Hour (Site Folder: General)]

Bellingara Road, Camden Street & Future Site Access Driveway
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Bellingara Road														
1	L2	24	1	24	4.2	0.172	3.9	LOS A	0.9	6.5	0.12	0.45	0.12	46.5
2	T1	191	4	191	2.1	0.172	3.7	LOS A	0.9	6.5	0.12	0.45	0.12	47.2
3	R2	29	0	29	0.0	0.172	6.9	LOS A	0.9	6.5	0.12	0.45	0.12	47.0
Approach		244	5	244	2.1	0.172	4.1	LOS A	0.9	6.5	0.12	0.45	0.12	47.1
East: Future Site Access Driveway														
4	L2	37	0	37	0.0	0.041	4.4	LOS A	0.2	1.3	0.29	0.52	0.29	46.0
5	T1	1	0	1	0.0	0.041	4.2	LOS A	0.2	1.3	0.29	0.52	0.29	46.7
6	R2	8	0	8	0.0	0.041	7.4	LOS A	0.2	1.3	0.29	0.52	0.29	46.5
Approach		46	0	46	0.0	0.041	5.0	LOS A	0.2	1.3	0.29	0.52	0.29	46.1
North: Bellingara Road														
7	L2	12	0	12	0.0	0.098	4.0	LOS A	0.5	3.5	0.16	0.45	0.16	46.4
8	T1	99	2	99	2.0	0.098	3.8	LOS A	0.5	3.5	0.16	0.45	0.16	47.1
9	R2	16	0	16	0.0	0.098	7.0	LOS A	0.5	3.5	0.16	0.45	0.16	46.9
Approach		127	2	127	1.6	0.098	4.2	LOS A	0.5	3.5	0.16	0.45	0.16	47.0
West: Camden Street														
10	L2	15	0	15	0.0	0.029	4.9	LOS A	0.1	1.0	0.38	0.57	0.38	45.4
11	T1	1	0	1	0.0	0.029	4.7	LOS A	0.1	1.0	0.38	0.57	0.38	46.1
12	R2	13	1	13	7.7	0.029	8.1	LOS A	0.1	1.0	0.38	0.57	0.38	45.8
Approach		29	1	29	3.4	0.029	6.3	LOS A	0.1	1.0	0.38	0.57	0.38	45.6
All Vehicles		445	8	445	1.8	0.172	4.4	LOS A	0.9	6.5	0.17	0.46	0.17	46.8

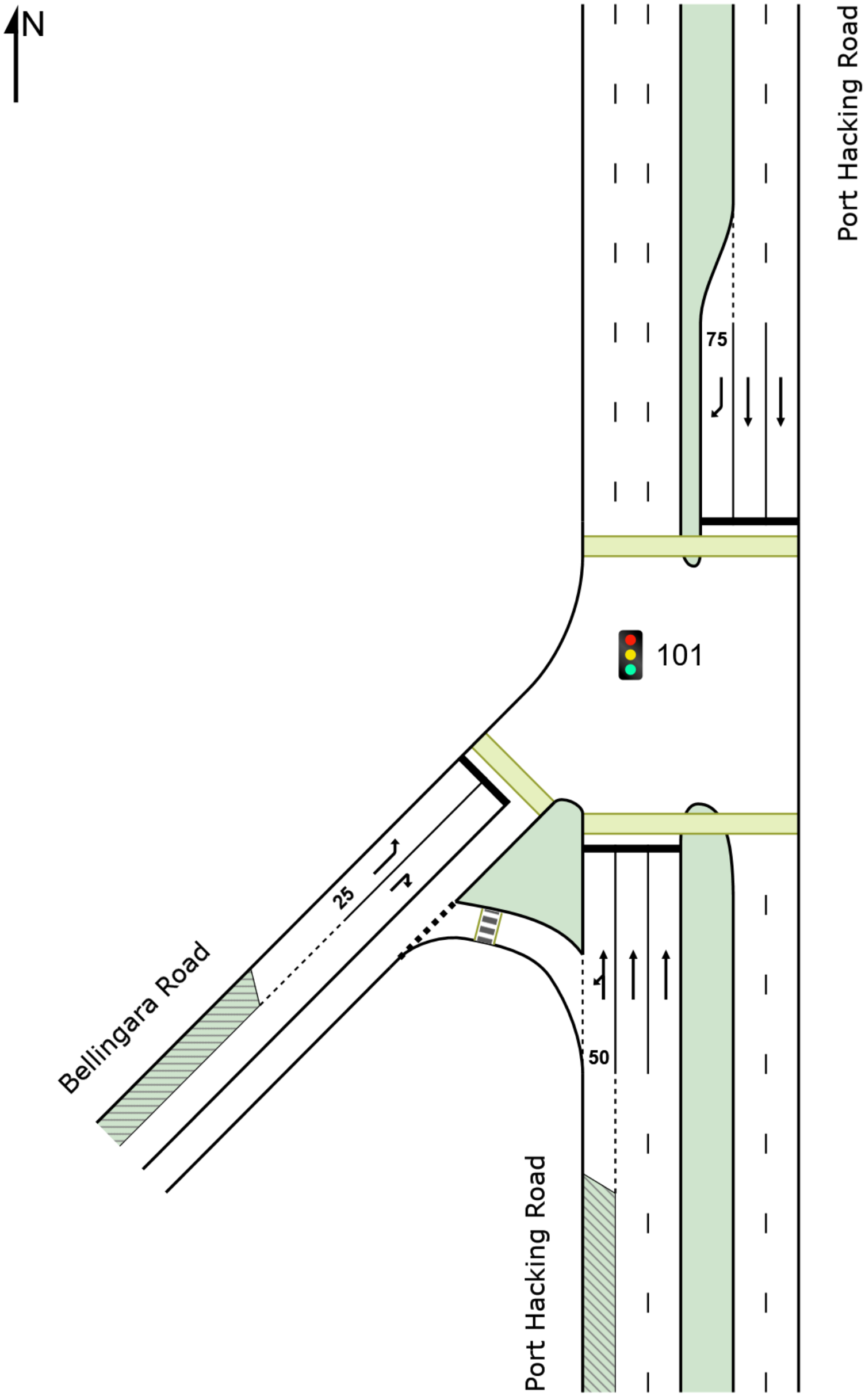
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Existing Weekday AM Peak Hour (Site Folder: General)]

Port Hacking Road & Bellingara Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



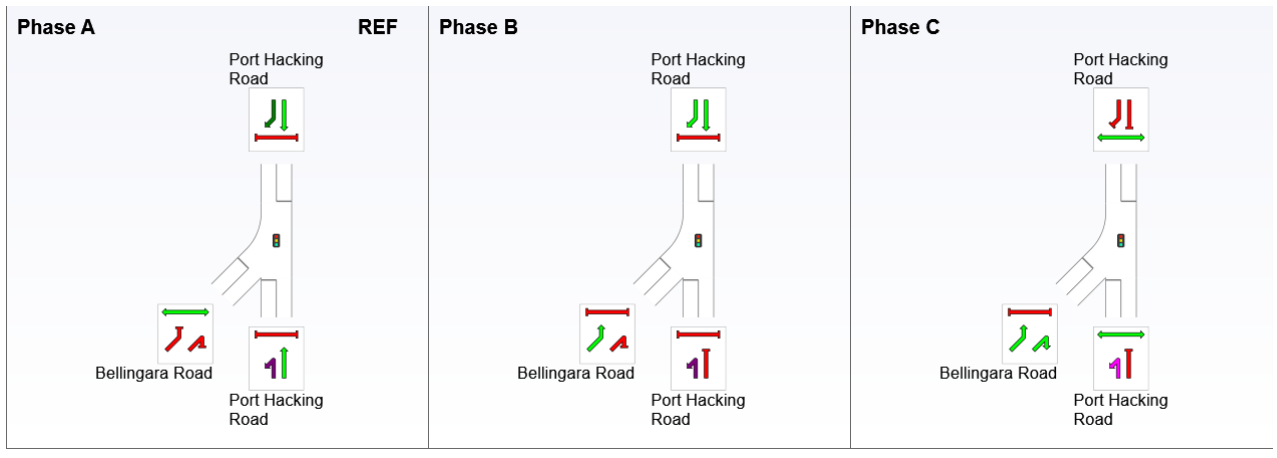
INPUT PHASE SEQUENCE

All Movement Classes

Site: 101 [Existing Weekday AM Peak Hour (Site Folder: General)]

Port Hacking Road & Bellingara Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated

Phase Sequence: TCS
Reference Phase: Phase A
Input Phase Sequence: A, B, C



REF: Reference Phase
VAR: Variable Phase

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Existing Weekday AM Peak Hour (Site Folder: General)]

Port Hacking Road & Bellingara Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 122 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Port Hacking Road														
1b	L3	7	1	7	14.3	0.395	11.4	LOS A	2.0	14.6	0.15	0.15	0.15	55.9
2	T1	1030	61	1030	5.9	0.395	4.1	LOS A	4.0	29.3	0.18	0.16	0.18	64.9
Approach		1037	62	1037	6.0	0.395	4.1	LOS A	4.0	29.3	0.18	0.16	0.18	64.8
North: Port Hacking Road														
8	T1	1389	79	1389	5.7	* 0.484	0.5	LOS A	1.5	11.3	0.04	0.04	0.04	69.4
9a	R1	145	2	145	1.4	0.226	5.7	LOS A	0.2	1.6	0.03	0.54	0.03	53.8
Approach		1534	81	1534	5.3	0.484	1.0	LOS A	1.5	11.3	0.04	0.09	0.04	67.5
SouthWest: Bellingara Road														
30a	L1	162	2	162	1.2	0.232	30.3	LOS C	6.4	45.3	0.71	0.72	0.71	38.2
32b	R3	63	2	63	3.2	* 0.254	55.2	LOS D	3.4	24.2	0.92	0.76	0.92	30.1
Approach		225	4	225	1.8	0.254	37.2	LOS C	6.4	45.3	0.77	0.73	0.77	35.5
All Vehicles		2796	147	2796	5.3	0.484	5.1	LOS A	6.4	45.3	0.15	0.16	0.15	62.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Port Hacking Road												
P1	Full	50	50	55.3	LOS E	0.2	0.2	0.95	0.95	227.4	223.8	0.98
North: Port Hacking Road												
P3	Full	50	50	55.3	LOS E	0.2	0.2	0.95	0.95	227.4	223.8	0.98
SouthWest: Bellingara Road												
P8	Full	50	50	55.3	LOS E	0.2	0.2	0.95	0.95	218.3	211.9	0.97
All Pedestrians		150	150	55.3	LOS E	0.2	0.2	0.95	0.95	224.4	219.8	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Existing Weekday PM Peak Hour (Site Folder: General)]

Port Hacking Road & Bellingara Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 121 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Port Hacking Road														
1b	L3	2	0	2	0.0	0.380	9.7	LOS A	1.2	8.4	0.08	0.08	0.08	57.7
2	T1	1061	45	1061	4.2	0.380	2.2	LOS A	2.3	16.7	0.10	0.09	0.10	67.2
Approach		1063	45	1063	4.2	0.380	2.2	LOS A	2.3	16.7	0.10	0.09	0.10	67.2
North: Port Hacking Road														
8	T1	1554	46	1554	3.0	* 0.534	0.5	LOS A	1.9	13.5	0.05	0.04	0.05	69.3
9a	R1	116	2	116	1.7	0.195	5.7	LOS A	0.2	1.2	0.03	0.54	0.03	53.9
Approach		1670	48	1670	2.9	0.534	0.9	LOS A	1.9	13.5	0.04	0.08	0.04	67.9
SouthWest: Bellingara Road														
30a	L1	124	1	124	0.8	0.184	32.1	LOS C	5.0	35.2	0.73	0.72	0.73	37.6
32b	R3	9	2	9	22.2	* 0.040	52.6	LOS D	0.5	3.8	0.87	0.68	0.87	29.3
Approach		133	3	133	2.3	0.184	33.5	LOS C	5.0	35.2	0.74	0.71	0.74	36.9
All Vehicles		2866	96	2866	3.3	0.534	2.9	LOS A	5.0	35.2	0.10	0.11	0.10	65.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Port Hacking Road												
P1	Full	50	50	54.8	LOS E	0.2	0.2	0.95	0.95	226.9	223.8	0.99
North: Port Hacking Road												
P3	Full	50	50	54.8	LOS E	0.2	0.2	0.95	0.95	226.9	223.8	0.99
SouthWest: Bellingara Road												
P8	Full	50	50	54.8	LOS E	0.2	0.2	0.95	0.95	217.8	211.9	0.97
All Pedestrians		150	150	54.8	LOS E	0.2	0.2	0.95	0.95	223.9	219.8	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Existing Weekend Peak Hour (Site Folder: General)]

Port Hacking Road & Bellingara Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Port Hacking Road														
1b	L3	7	0	7	0.0	0.408	8.6	LOS A	0.6	4.0	0.04	0.05	0.04	58.6
2	T1	1207	24	1207	2.0	0.408	0.7	LOS A	0.9	6.3	0.04	0.04	0.04	69.0
Approach		1214	24	1214	2.0	0.408	0.8	LOS A	0.9	6.3	0.04	0.04	0.04	69.0
North: Port Hacking Road														
8	T1	1519	26	1519	1.7	*0.519	0.5	LOS A	1.8	12.6	0.04	0.04	0.04	69.3
9a	R1	100	1	100	1.0	0.193	5.6	LOS A	0.1	1.0	0.03	0.54	0.03	53.9
Approach		1619	27	1619	1.7	0.519	0.8	LOS A	1.8	12.6	0.04	0.07	0.04	68.1
SouthWest: Bellingara Road														
30a	L1	167	2	167	1.2	0.278	35.5	LOS C	7.2	50.8	0.78	0.75	0.78	36.2
32b	R3	16	2	16	12.5	*0.067	52.3	LOS D	0.8	6.3	0.88	0.70	0.88	30.1
Approach		183	4	183	2.2	0.278	37.0	LOS C	7.2	50.8	0.79	0.74	0.79	35.6
All Vehicles		3016	55	3016	1.8	0.519	3.0	LOS A	7.2	50.8	0.09	0.10	0.09	64.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Port Hacking Road												
P1	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	226.4	223.8	0.99
North: Port Hacking Road												
P3	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	226.4	223.8	0.99
SouthWest: Bellingara Road												
P8	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
All Pedestrians		150	150	54.3	LOS E	0.2	0.2	0.95	0.95	223.4	219.8	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Proposed Weekday AM Peak Hour (Site Folder: General)]

Port Hacking Road & Bellingara Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 122 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Port Hacking Road														
1b	L3	7	1	7	14.3	0.401	12.0	LOS A	2.3	17.0	0.17	0.17	0.17	55.4
2	T1	1030	61	1030	5.9	0.401	4.7	LOS A	4.5	32.8	0.20	0.18	0.20	64.2
Approach		1037	62	1037	6.0	0.401	4.7	LOS A	4.5	32.8	0.20	0.18	0.20	64.1
North: Port Hacking Road														
8	T1	1389	79	1389	5.7	* 0.484	0.5	LOS A	1.5	11.3	0.04	0.04	0.04	69.4
9a	R1	152	2	152	1.3	0.234	5.7	LOS A	0.2	1.7	0.03	0.54	0.03	53.8
Approach		1541	81	1541	5.3	0.484	1.0	LOS A	1.5	11.3	0.04	0.09	0.04	67.4
SouthWest: Bellingara Road														
30a	L1	169	2	169	1.2	0.244	29.6	LOS C	6.6	46.8	0.71	0.72	0.71	38.5
32b	R3	63	2	63	3.2	* 0.254	55.2	LOS D	3.4	24.2	0.92	0.76	0.92	30.1
Approach		232	4	232	1.7	0.254	36.6	LOS C	6.6	46.8	0.76	0.73	0.76	35.8
All Vehicles		2810	147	2810	5.2	0.484	5.3	LOS A	6.6	46.8	0.16	0.17	0.16	61.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Port Hacking Road												
P1	Full	50	50	55.3	LOS E	0.2	0.2	0.95	0.95	227.4	223.8	0.98
North: Port Hacking Road												
P3	Full	50	50	55.3	LOS E	0.2	0.2	0.95	0.95	227.4	223.8	0.98
SouthWest: Bellingara Road												
P8	Full	50	50	55.3	LOS E	0.2	0.2	0.95	0.95	218.3	211.9	0.97
All Pedestrians		150	150	55.3	LOS E	0.2	0.2	0.95	0.95	224.4	219.8	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Proposed Weekday PM Peak Hour (Site Folder: General)]

Port Hacking Road & Bellingara Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 126 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Port Hacking Road														
1b	L3	2	0	2	0.0	0.379	9.7	LOS A	1.2	8.4	0.08	0.08	0.08	57.7
2	T1	1061	45	1061	4.2	0.379	2.1	LOS A	2.3	16.7	0.10	0.09	0.10	67.2
Approach		1063	45	1063	4.2	0.379	2.2	LOS A	2.3	16.7	0.10	0.09	0.10	67.2
North: Port Hacking Road														
8	T1	1554	46	1554	3.0	* 0.528	0.5	LOS A	1.9	13.9	0.04	0.04	0.04	69.3
9a	R1	123	2	123	1.6	0.200	5.7	LOS A	0.2	1.3	0.03	0.54	0.03	53.9
Approach		1677	48	1677	2.9	0.528	0.9	LOS A	1.9	13.9	0.04	0.08	0.04	67.9
SouthWest: Bellingara Road														
30a	L1	132	1	132	0.8	0.195	33.2	LOS C	5.5	39.1	0.73	0.72	0.73	37.1
32b	R3	9	2	9	22.2	* 0.042	55.3	LOS D	0.5	4.0	0.88	0.68	0.88	28.7
Approach		141	3	141	2.1	0.195	34.6	LOS C	5.5	39.1	0.74	0.72	0.74	36.4
All Vehicles		2881	96	2881	3.3	0.528	3.0	LOS A	5.5	39.1	0.10	0.11	0.10	64.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Port Hacking Road												
P1	Full	50	50	57.3	LOS E	0.2	0.2	0.95	0.95	229.4	223.8	0.98
North: Port Hacking Road												
P3	Full	50	50	57.3	LOS E	0.2	0.2	0.95	0.95	229.4	223.8	0.98
SouthWest: Bellingara Road												
P8	Full	50	50	57.3	LOS E	0.2	0.2	0.95	0.95	220.3	211.9	0.96
All Pedestrians		150	150	57.3	LOS E	0.2	0.2	0.95	0.95	226.4	219.8	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Proposed Weekend Peak Hour (Site Folder: General)]

Port Hacking Road & Bellingara Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Port Hacking Road														
1b	L3	7	0	7	0.0	0.414	8.6	LOS A	0.6	4.1	0.04	0.05	0.04	58.6
2	T1	1207	24	1207	2.0	0.414	0.9	LOS A	1.2	8.8	0.05	0.05	0.05	68.7
Approach		1214	24	1214	2.0	0.414	1.0	LOS A	1.2	8.8	0.05	0.05	0.05	68.7
North: Port Hacking Road														
8	T1	1519	26	1519	1.7	*0.519	0.5	LOS A	1.8	12.6	0.04	0.04	0.04	69.3
9a	R1	108	1	108	0.9	0.203	5.7	LOS A	0.2	1.1	0.03	0.54	0.03	53.9
Approach		1627	27	1627	1.7	0.519	0.8	LOS A	1.8	12.6	0.04	0.07	0.04	68.0
SouthWest: Bellingara Road														
30a	L1	174	2	174	1.1	0.283	34.8	LOS C	7.4	52.5	0.78	0.74	0.78	36.5
32b	R3	16	2	16	12.5	*0.067	52.3	LOS D	0.8	6.3	0.88	0.70	0.88	30.1
Approach		190	4	190	2.1	0.283	36.3	LOS C	7.4	52.5	0.79	0.74	0.79	35.8
All Vehicles		3031	55	3031	1.8	0.519	3.1	LOS A	7.4	52.5	0.09	0.10	0.09	64.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Port Hacking Road												
P1	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	226.4	223.8	0.99
North: Port Hacking Road												
P3	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	226.4	223.8	0.99
SouthWest: Bellingara Road												
P8	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
All Pedestrians		150	150	54.3	LOS E	0.2	0.2	0.95	0.95	223.4	219.8	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

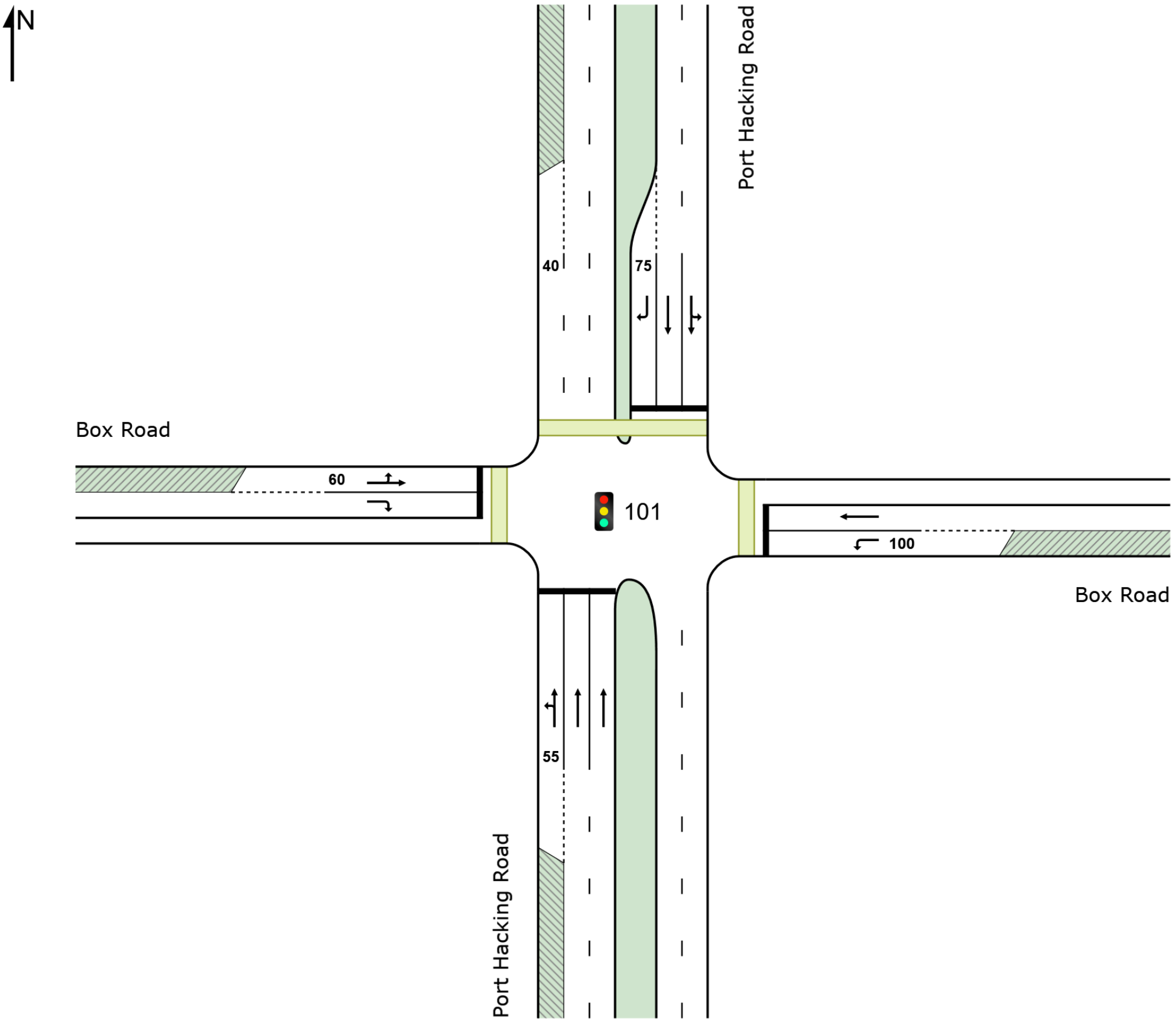
SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

SITE LAYOUT

Site: 101 [Existing Weekday AM Peak Hour (Site Folder: General)]

Port Hacking Road & Box Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

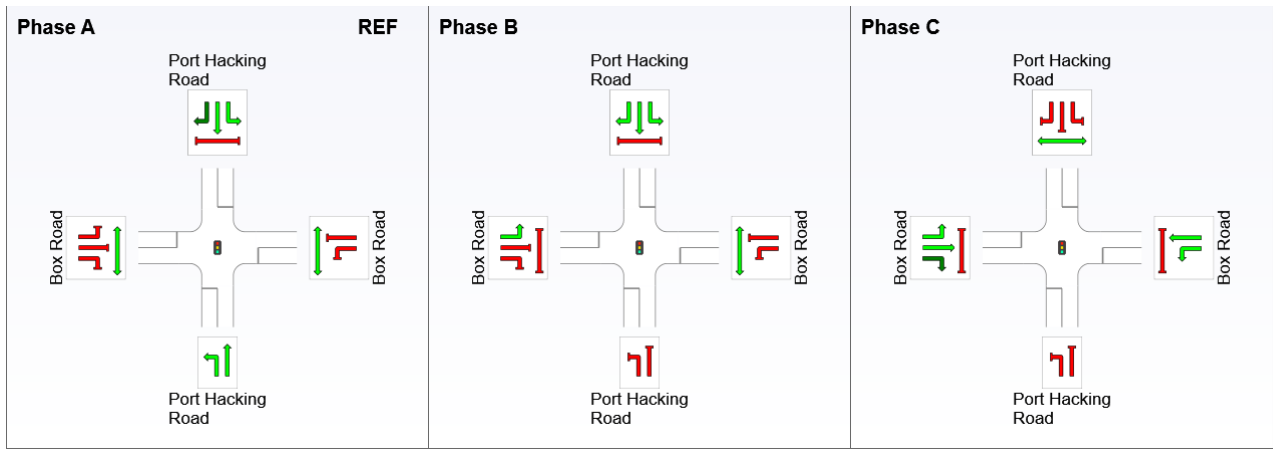
INPUT PHASE SEQUENCE

All Movement Classes

Site: 101 [Existing Weekday AM Peak Hour (Site Folder: General)]

Port Hacking Road & Box Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated

Phase Sequence: TCS
Reference Phase: Phase A
Input Phase Sequence: A, B, C



REF: Reference Phase
VAR: Variable Phase

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Existing Weekday AM Peak Hour (Site Folder: General)]

Port Hacking Road & Box Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Port Hacking Road														
1	L2	194	7	194	3.6	0.338	29.7	LOS C	6.5	47.0	0.61	0.75	0.61	39.3
2	T1	922	61	922	6.6	0.843	31.2	LOS C	26.2	193.8	0.87	0.81	0.93	43.8
Approach		1116	68	1116	6.1	0.843	30.9	LOS C	26.2	193.8	0.82	0.80	0.88	42.9
East: Box Road														
4	L2	147	2	147	1.4	0.165	23.0	LOS B	4.7	33.6	0.59	0.71	0.59	41.2
5	T1	321	9	321	2.8	0.347	20.4	LOS B	11.5	82.4	0.66	0.57	0.66	39.2
Approach		468	11	468	2.4	0.347	21.2	LOS B	11.5	82.4	0.64	0.62	0.64	39.8
North: Port Hacking Road														
7	L2	166	5	166	3.0	0.924	33.9	LOS C	42.5	310.0	0.90	0.93	1.03	39.6
8	T1	1300	71	1300	5.5	*0.924	27.5	LOS B	42.5	310.0	0.86	0.89	0.99	45.5
9	R2	57	2	57	3.5	0.258	47.6	LOS D	2.8	19.9	0.83	0.75	0.83	33.1
Approach		1523	78	1523	5.1	0.924	28.9	LOS C	42.5	310.0	0.86	0.89	0.99	44.1
West: Box Road														
10	L2	63	3	63	4.8	0.919	57.1	LOS E	32.6	231.3	0.76	0.94	1.09	30.8
11	T1	468	5	468	1.1	*0.919	51.6	LOS D	32.6	231.3	0.76	0.94	1.09	29.3
12	R2	281	10	281	3.6	0.801	48.8	LOS D	16.8	121.2	0.95	0.94	1.11	31.7
Approach		812	18	812	2.2	0.919	51.1	LOS D	32.6	231.3	0.83	0.94	1.10	30.2
All Vehicles		3919	175	3919	4.5	0.924	33.2	LOS C	42.5	310.0	0.82	0.84	0.94	39.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Box Road												
P2	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
North: Port Hacking Road												
P3	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	226.4	223.8	0.99
West: Box Road												
P4	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
All Pedestrians		150	150	54.3	LOS E	0.2	0.2	0.95	0.95	220.3	215.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Existing Weekday PM Peak Hour (Site Folder: General)]

Port Hacking Road & Box Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 121 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Port Hacking Road														
1	L2	205	7	205	3.4	0.334	27.4	LOS B	6.5	46.5	0.57	0.74	0.57	40.3
2	T1	1028	42	1028	4.1	0.871	30.9	LOS C	30.5	220.6	0.86	0.82	0.95	44.0
Approach		1233	49	1233	4.0	0.871	30.3	LOS C	30.5	220.6	0.81	0.81	0.89	43.3
East: Box Road														
4	L2	155	1	155	0.6	0.175	23.5	LOS B	5.1	36.0	0.60	0.71	0.60	41.0
5	T1	510	3	510	0.6	0.548	23.6	LOS B	21.0	147.6	0.76	0.68	0.76	37.9
Approach		665	4	665	0.6	0.548	23.6	LOS B	21.0	147.6	0.72	0.68	0.72	38.5
North: Port Hacking Road														
7	L2	115	5	115	4.3	0.892	28.3	LOS B	37.2	267.1	0.84	0.83	0.91	42.4
8	T1	1336	39	1336	2.9	* 0.892	21.8	LOS B	37.2	267.1	0.80	0.79	0.88	49.0
9	R2	57	4	57	7.0	0.314	51.2	LOS D	2.9	21.8	0.87	0.75	0.87	32.1
Approach		1508	48	1508	3.2	0.892	23.4	LOS B	37.2	267.1	0.80	0.79	0.88	47.5
West: Box Road														
10	L2	63	2	63	3.2	0.770	29.8	LOS C	19.1	134.3	0.73	0.68	0.76	40.1
11	T1	399	1	399	0.3	0.770	24.3	LOS B	19.1	134.3	0.73	0.68	0.76	37.4
12	R2	212	5	212	2.4	* 0.909	81.0	LOS F	16.8	119.8	1.00	1.13	1.55	24.9
Approach		674	8	674	1.2	0.909	42.7	LOS D	19.1	134.3	0.81	0.82	1.01	32.5
All Vehicles		4080	109	4080	2.7	0.909	28.7	LOS C	37.2	267.1	0.79	0.79	0.88	41.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Box Road												
P2	Full	50	50	54.8	LOS E	0.2	0.2	0.95	0.95	217.8	211.9	0.97
North: Port Hacking Road												
P3	Full	50	50	54.8	LOS E	0.2	0.2	0.95	0.95	226.9	223.8	0.99
West: Box Road												
P4	Full	50	50	54.8	LOS E	0.2	0.2	0.95	0.95	217.8	211.9	0.97
All Pedestrians		150	150	54.8	LOS E	0.2	0.2	0.95	0.95	220.8	215.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Existing Weekend Peak Hour (Site Folder: General)]

Port Hacking Road & Box Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Port Hacking Road														
1	L2	183	3	183	1.6	0.266	23.0	LOS B	4.8	33.9	0.48	0.72	0.48	42.4
2	T1	1134	20	1134	1.8	* 0.843	24.4	LOS B	29.5	209.9	0.80	0.75	0.85	47.7
Approach		1317	23	1317	1.7	0.843	24.2	LOS B	29.5	209.9	0.75	0.74	0.80	46.9
East: Box Road														
4	L2	148	3	148	2.0	0.183	26.1	LOS B	5.2	36.9	0.64	0.72	0.64	39.6
5	T1	406	5	406	1.2	0.475	25.2	LOS B	16.6	117.5	0.76	0.66	0.76	37.3
Approach		554	8	554	1.4	0.475	25.4	LOS B	16.6	117.5	0.73	0.68	0.73	37.9
North: Port Hacking Road														
7	L2	133	2	133	1.5	0.836	19.5	LOS B	28.2	200.0	0.67	0.66	0.69	47.1
8	T1	1355	23	1355	1.7	0.836	13.1	LOS A	28.2	200.0	0.63	0.61	0.66	55.5
9	R2	53	5	53	9.4	* 0.282	45.9	LOS D	2.5	19.1	0.81	0.75	0.81	33.6
Approach		1541	30	1541	1.9	0.836	14.7	LOS B	28.2	200.0	0.64	0.62	0.67	53.5
West: Box Road														
10	L2	59	1	59	1.7	0.858	43.1	LOS D	25.4	179.4	0.80	0.84	0.96	35.2
11	T1	429	4	429	0.9	* 0.858	37.4	LOS C	25.4	179.4	0.80	0.84	0.96	33.0
12	R2	209	2	209	1.0	0.795	55.4	LOS D	12.9	91.3	0.98	0.95	1.17	30.2
Approach		697	7	697	1.0	0.858	43.3	LOS D	25.4	179.4	0.85	0.87	1.02	32.3
All Vehicles		4109	68	4109	1.7	0.858	24.1	LOS B	29.5	209.9	0.73	0.71	0.78	44.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Box Road												
P2	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
North: Port Hacking Road												
P3	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	226.4	223.8	0.99
West: Box Road												
P4	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
All Pedestrians		150	150	54.3	LOS E	0.2	0.2	0.95	0.95	220.3	215.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Proposed Weekday AM Peak Hour (Site Folder: General)]

Port Hacking Road & Box Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Port Hacking Road														
1	L2	205	7	205	3.4	0.348	28.9	LOS C	6.8	48.7	0.60	0.75	0.60	39.7
2	T1	922	61	922	6.6	0.822	29.0	LOS C	25.1	185.5	0.84	0.77	0.89	45.0
Approach		1127	68	1127	6.0	0.822	29.0	LOS C	25.1	185.5	0.80	0.77	0.84	43.9
East: Box Road														
4	L2	147	2	147	1.4	0.163	22.4	LOS B	4.7	33.1	0.59	0.70	0.59	41.4
5	T1	321	9	321	2.8	0.341	19.7	LOS B	11.3	81.0	0.65	0.57	0.65	39.4
Approach		468	11	468	2.4	0.341	20.6	LOS B	11.3	81.0	0.63	0.61	0.63	40.0
North: Port Hacking Road														
7	L2	166	5	166	3.0	0.942	39.3	LOS C	46.4	338.6	0.95	0.99	1.12	37.4
8	T1	1300	71	1300	5.5	*0.942	33.0	LOS C	46.4	338.6	0.90	0.96	1.08	42.6
9	R2	57	2	57	3.5	0.291	47.8	LOS D	2.8	20.1	0.84	0.75	0.84	33.0
Approach		1523	78	1523	5.1	0.942	34.2	LOS C	46.4	338.6	0.90	0.95	1.08	41.5
West: Box Road														
10	L2	63	3	63	4.8	0.917	56.0	LOS D	32.2	228.0	0.75	0.92	1.07	31.1
11	T1	468	5	468	1.1	*0.917	50.6	LOS D	32.2	228.0	0.75	0.92	1.07	29.5
12	R2	294	10	294	3.4	0.905	70.6	LOS F	21.8	156.8	0.96	1.08	1.40	26.7
Approach		825	18	825	2.2	0.917	58.1	LOS E	32.2	228.0	0.82	0.98	1.19	28.6
All Vehicles		3943	175	3943	4.4	0.942	36.1	LOS C	46.4	338.6	0.82	0.87	0.98	38.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Box Road												
P2	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
North: Port Hacking Road												
P3	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	226.4	223.8	0.99
West: Box Road												
P4	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
All Pedestrians		150	150	54.3	LOS E	0.2	0.2	0.95	0.95	220.3	215.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Proposed Weekday PM Peak Hour (Site Folder: General)]

Port Hacking Road & Box Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 122 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Port Hacking Road														
1	L2	216	7	216	3.2	0.362	29.0	LOS C	7.2	52.0	0.60	0.75	0.60	39.6
2	T1	1028	42	1028	4.1	0.909	36.8	LOS C	34.0	246.7	0.90	0.90	1.05	41.0
Approach		1244	49	1244	3.9	0.909	35.5	LOS C	34.0	246.7	0.85	0.87	0.97	40.8
East: Box Road														
4	L2	155	1	155	0.6	0.170	22.7	LOS B	5.0	35.4	0.59	0.71	0.59	41.4
5	T1	510	3	510	0.6	0.534	22.7	LOS B	20.6	145.2	0.74	0.66	0.74	38.2
Approach		665	4	665	0.6	0.534	22.7	LOS B	20.6	145.2	0.71	0.67	0.71	38.9
North: Port Hacking Road														
7	L2	115	5	115	4.3	0.917	33.4	LOS C	41.7	299.6	0.90	0.91	1.01	40.0
8	T1	1336	39	1336	2.9	*0.917	26.9	LOS B	41.7	299.6	0.86	0.87	0.97	45.9
9	R2	57	4	57	7.0	0.331	55.3	LOS D	3.1	23.0	0.90	0.75	0.90	30.9
Approach		1508	48	1508	3.2	0.917	28.5	LOS B	41.7	299.6	0.86	0.87	0.97	44.6
West: Box Road														
10	L2	63	2	63	3.2	0.759	28.2	LOS B	18.5	129.9	0.71	0.66	0.73	40.8
11	T1	399	1	399	0.3	0.759	22.7	LOS B	18.5	129.9	0.71	0.66	0.73	38.0
12	R2	227	5	227	2.2	*0.930	90.1	LOS F	19.3	137.8	1.00	1.17	1.63	23.4
Approach		689	8	689	1.2	0.930	45.4	LOS D	19.3	137.8	0.81	0.83	1.03	31.7
All Vehicles		4106	109	4106	2.7	0.930	32.5	LOS C	41.7	299.6	0.82	0.83	0.94	39.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Box Road												
P2	Full	50	50	55.3	LOS E	0.2	0.2	0.95	0.95	218.3	211.9	0.97
North: Port Hacking Road												
P3	Full	50	50	55.3	LOS E	0.2	0.2	0.95	0.95	227.4	223.8	0.98
West: Box Road												
P4	Full	50	50	55.3	LOS E	0.2	0.2	0.95	0.95	218.3	211.9	0.97
All Pedestrians		150	150	55.3	LOS E	0.2	0.2	0.95	0.95	221.3	215.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [Proposed Weekend Peak Hour (Site Folder: General)]

Port Hacking Road & Box Road Intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 121 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Port Hacking Road														
1	L2	195	3	195	1.5	0.285	23.6	LOS B	5.3	37.2	0.49	0.72	0.49	42.1
2	T1	1134	20	1134	1.8	* 0.855	25.7	LOS B	30.9	219.4	0.81	0.77	0.87	46.9
Approach		1329	23	1329	1.7	0.855	25.4	LOS B	30.9	219.4	0.76	0.76	0.82	46.1
East: Box Road														
4	L2	148	3	148	2.0	0.181	26.0	LOS B	5.2	36.9	0.64	0.72	0.64	39.7
5	T1	406	5	406	1.2	0.470	25.0	LOS B	16.6	117.4	0.75	0.66	0.75	37.3
Approach		554	8	554	1.4	0.470	25.2	LOS B	16.6	117.4	0.72	0.67	0.72	37.9
North: Port Hacking Road														
7	L2	133	2	133	1.5	0.843	20.4	LOS B	29.5	209.3	0.69	0.68	0.71	46.6
8	T1	1355	23	1355	1.7	0.843	13.9	LOS A	29.5	209.3	0.65	0.63	0.68	54.8
9	R2	53	5	53	9.4	* 0.288	47.7	LOS D	2.6	19.7	0.83	0.75	0.83	33.1
Approach		1541	30	1541	1.9	0.843	15.7	LOS B	29.5	209.3	0.66	0.64	0.69	52.8
West: Box Road														
10	L2	59	1	59	1.7	0.872	45.6	LOS D	26.4	186.1	0.79	0.85	0.98	34.4
11	T1	429	4	429	0.9	* 0.872	40.0	LOS C	26.4	186.1	0.79	0.85	0.98	32.2
12	R2	222	2	222	0.9	0.831	59.9	LOS E	14.6	102.9	0.99	0.99	1.25	29.1
Approach		710	7	710	1.0	0.872	46.7	LOS D	26.4	186.1	0.85	0.90	1.07	31.4
All Vehicles		4134	68	4134	1.6	0.872	25.4	LOS B	30.9	219.4	0.74	0.73	0.80	43.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Box Road												
P2	Full	50	50	54.8	LOS E	0.2	0.2	0.95	0.95	217.8	211.9	0.97
North: Port Hacking Road												
P3	Full	50	50	54.8	LOS E	0.2	0.2	0.95	0.95	226.9	223.8	0.99
West: Box Road												
P4	Full	50	50	54.8	LOS E	0.2	0.2	0.95	0.95	217.8	211.9	0.97
All Pedestrians		150	150	54.8	LOS E	0.2	0.2	0.95	0.95	220.8	215.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com