

Frank Vickery Village

101 Port Hacking Road, Sylvania

TRAFFIC AND PARKING ASSESSMENT REPORT

18 December 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

1. INTRODUCTION	1
2. PROPOSED DEVELOPMENT	4
3. TRAFFIC ASSESSMENT	9
4. PARKING ASSESSMENT	19

APPENDIX A	TRAFFIC SURVEY DATA
APPENDIX B	SIDRA MOVEMENT SUMMARIES

LIST OF ILLUSTRATIONS

Figure 1	Location
Figure 2	Site
Figure 3	Road Hierarchy
Figure 4	Existing Traffic Controls

1. INTRODUCTION

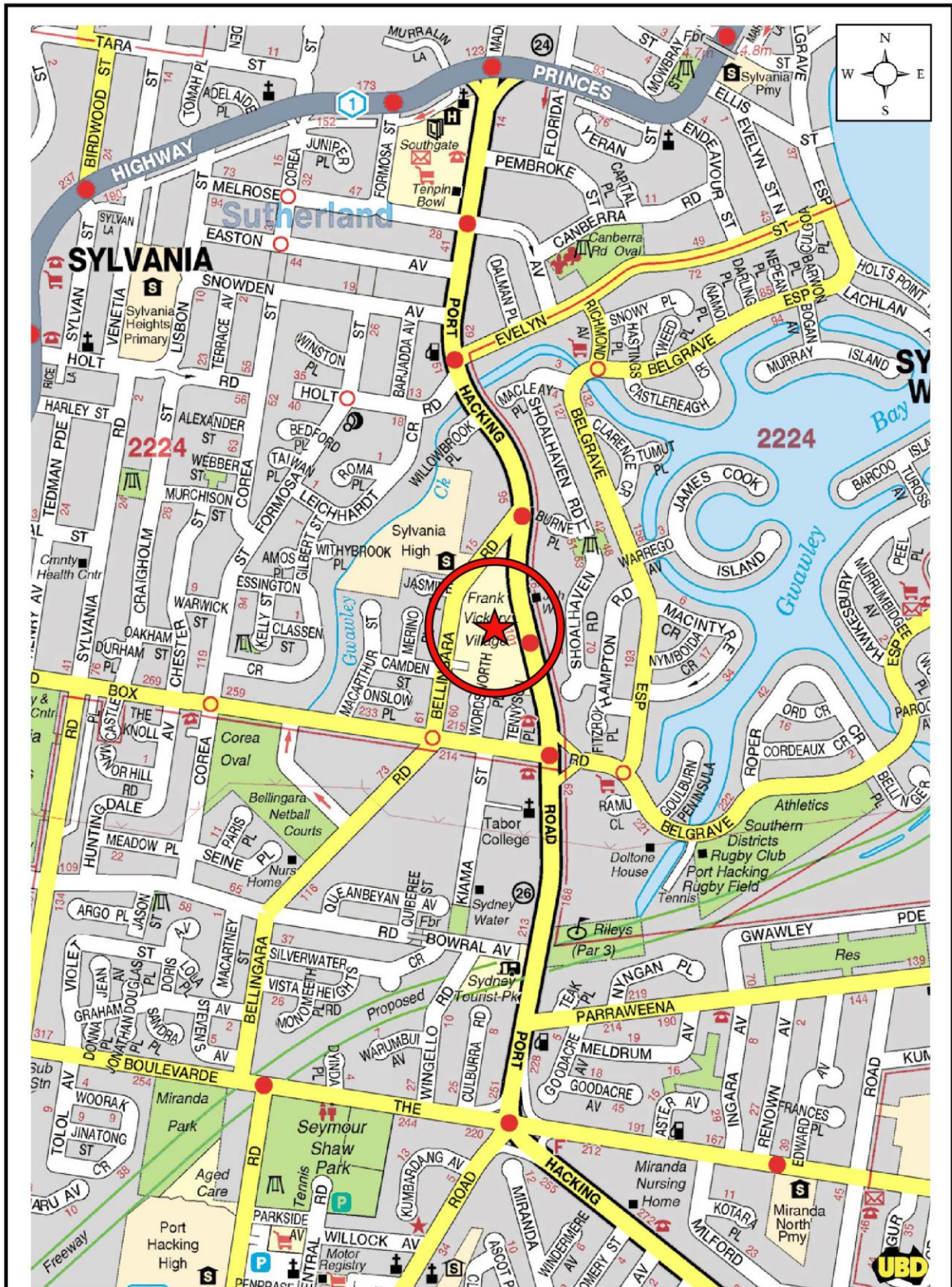
This report has been prepared on behalf of *Wesley Mission* to accompany a planning proposal to Sutherland Shire Council for the master plan and redevelopment of Frank Vickery Village located at 101 Port Hacking Road, Sylvania (Figures 1 and 2).

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.

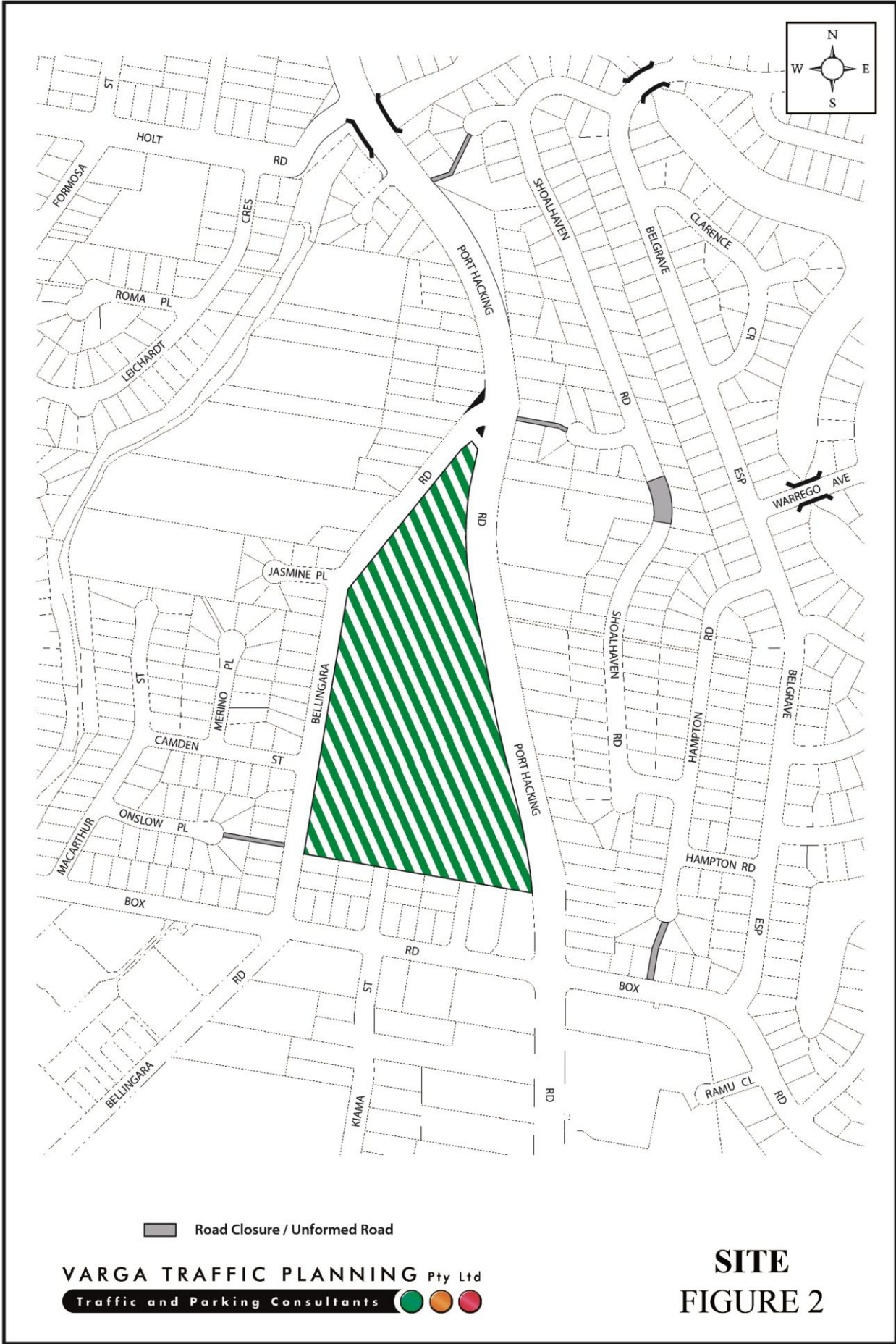
The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- 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



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
------------	-----

It is envisaged that off-street car parking will be provided in accordance with Council/SEPP requirements and to minimise any staff parking overspill into surrounding streets. The parking will be located primarily in basement car parking areas, with additional car parking proposed in angled and parallel parking bays at ground level, and will be detailed as part of the DA process.

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



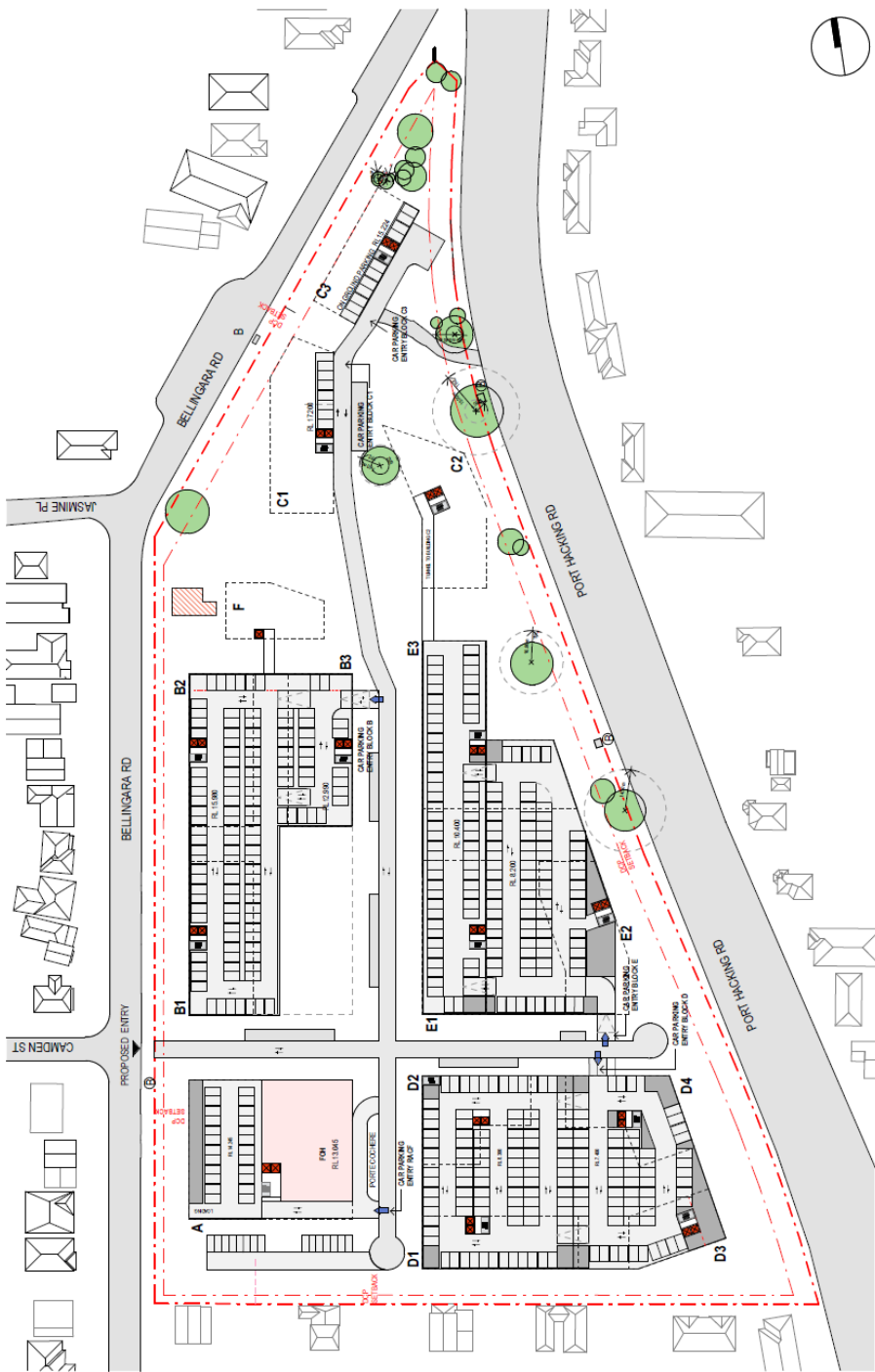
INDICATIVE PARKING STRATEGY

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 substantial 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 development lot areas A to B and D to E.



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.

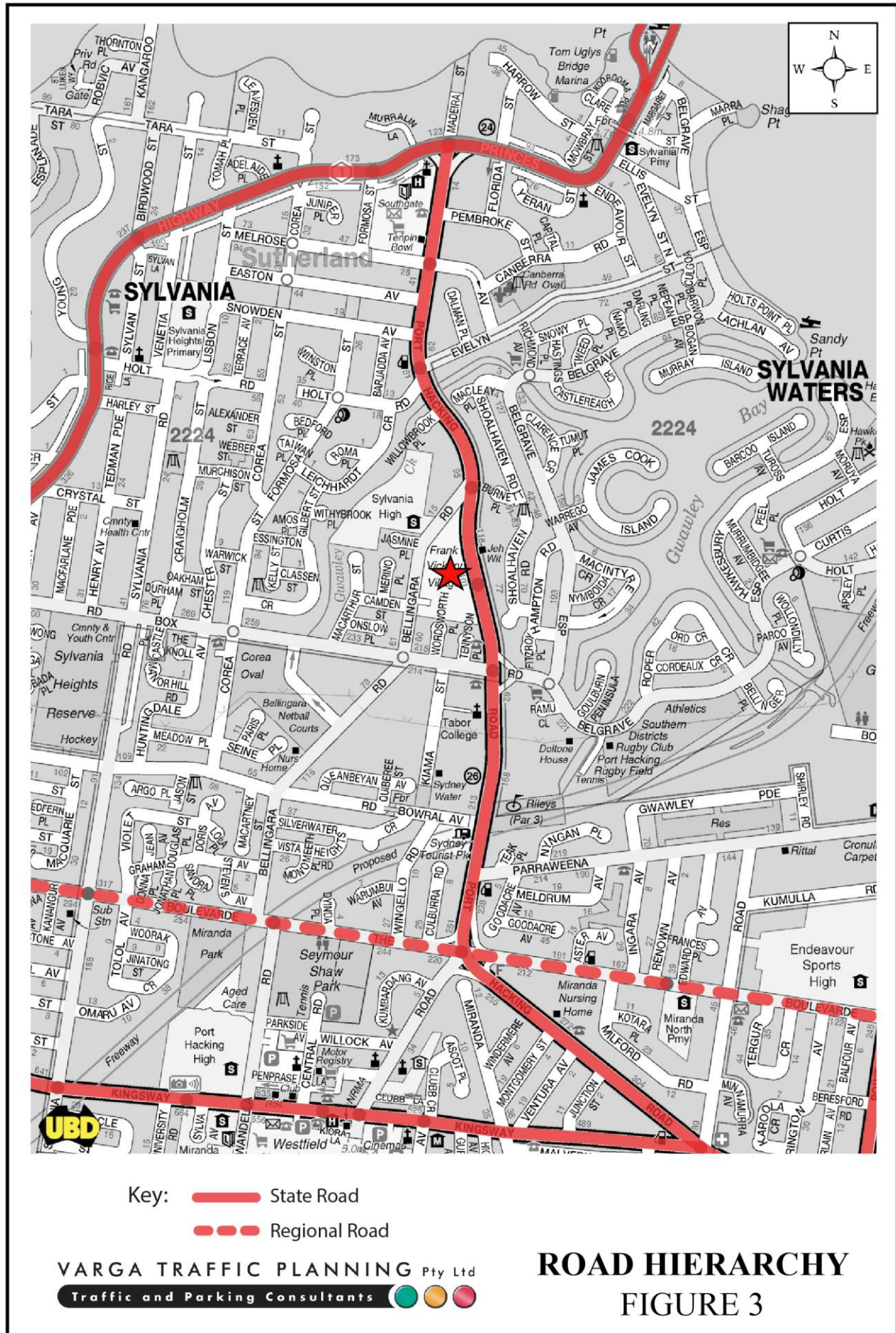
Bellingara Road is a local, unclassified road that functions as a collector route in the local area, connecting Port Hacking Road and The Boulevarde. It typically carries one traffic lane in each direction. Kerbside parking is generally available on both sides of the road.

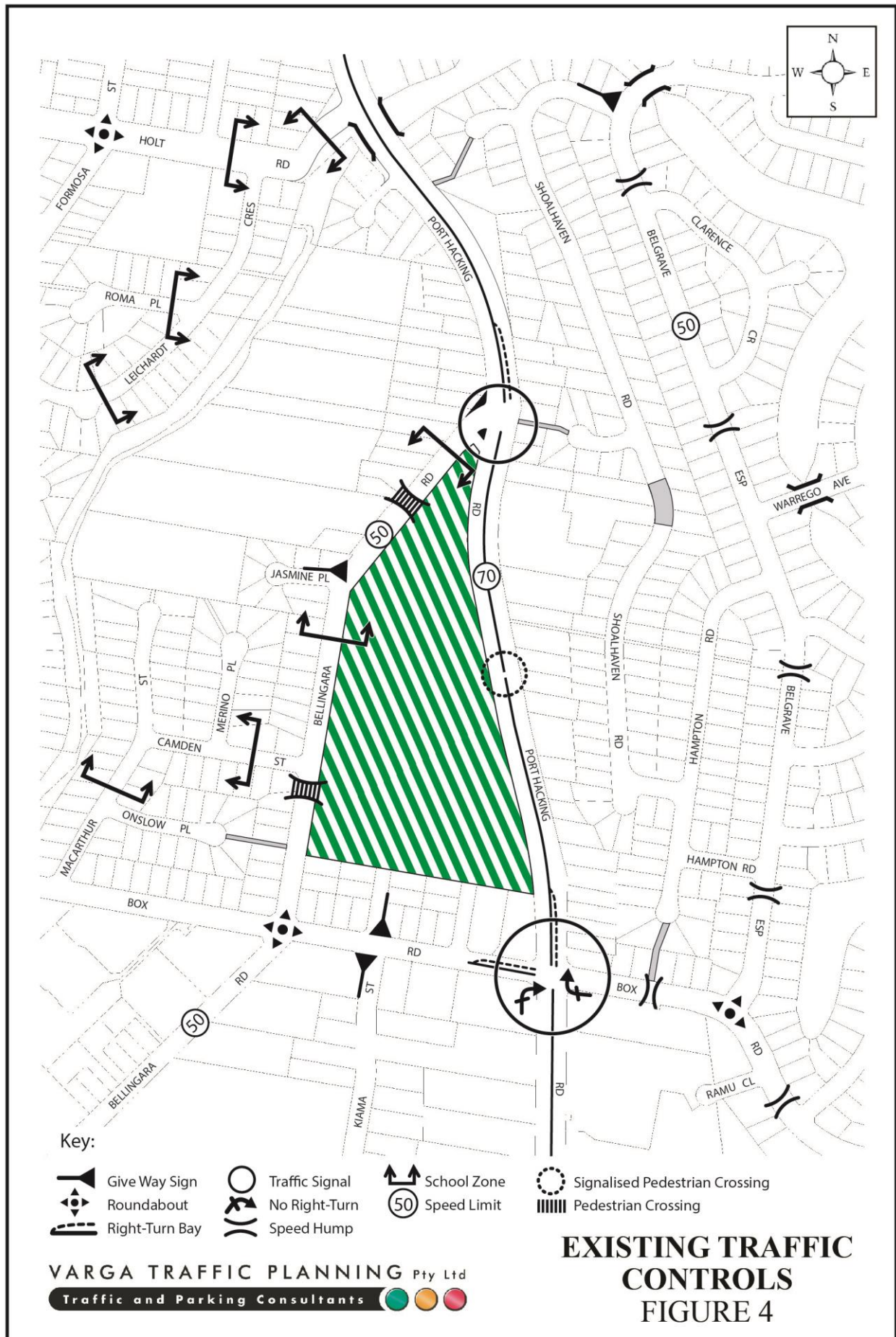
Chapman Drive, Rutledge Crescent, Vickery Drive, Bowring Place, Stephen Crescent and Hawkins Crescent are local, unclassified roads providing vehicular and pedestrian access to buildings and facilities within the site. Indented parking bays are provided along these roads at selected locations.

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





- 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

	<i>IN</i>	<i>OUT</i>	<i>COMBINED</i>
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

	<i>IN</i>	<i>OUT</i>	<i>COMBINED</i>
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:

Port Hacking Road and Bellingara 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 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 *nett increase* in 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 *nett increase* in 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 *nett increase* in 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 *nett increase* in 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	<u>Existing</u>			<u>Projected</u>		
		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 signals¹ 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 a minimum 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

It is envisaged that off-street car parking will be provided in accordance with Council/SEPP requirements and to minimise any staff parking overspill into surrounding streets. The parking will be located primarily in basement car parking areas, with additional car parking proposed in angled and parallel parking bays at ground level, and will be detailed as part of the DA process.

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

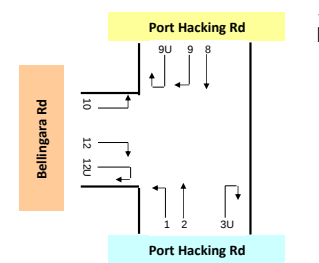
In summary, the proposed parking and loading facilities will ultimately satisfy the relevant requirements specified in both *SEPP* as well as the Australian Standards, and it is therefore concluded that the proposed development will not have any unacceptable parking or loading implications.

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

	Class 1	Class 2
Classifications	Lights	Heavies

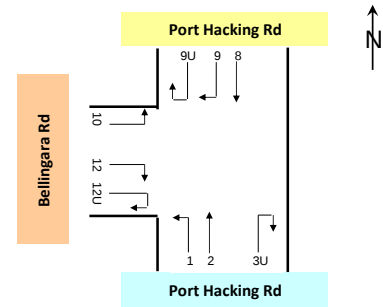


Approach	Port Hacking Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15	0	0	0	226	6	232	0	0	0
10:15 to 10:30	0	0	0	239	4	243	0	0	0
10:30 to 10:45	3	0	3	235	4	239	0	0	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

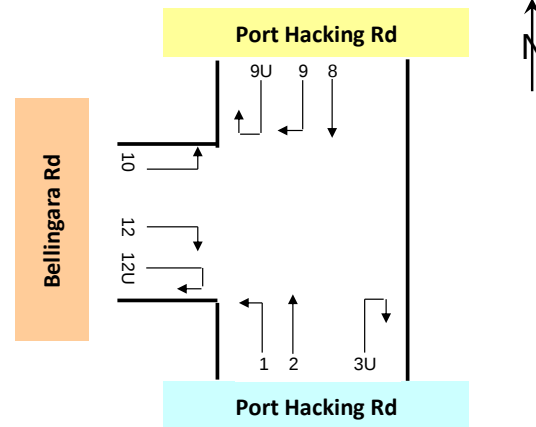


Approach	Port Hacking Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	3	0	3	972	19	991	0	0	0
10:15 to 11:15	5	0	5	1,010	22	1,032	0	0	0
10:30 to 11:30	7	0	7	1,080	23	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



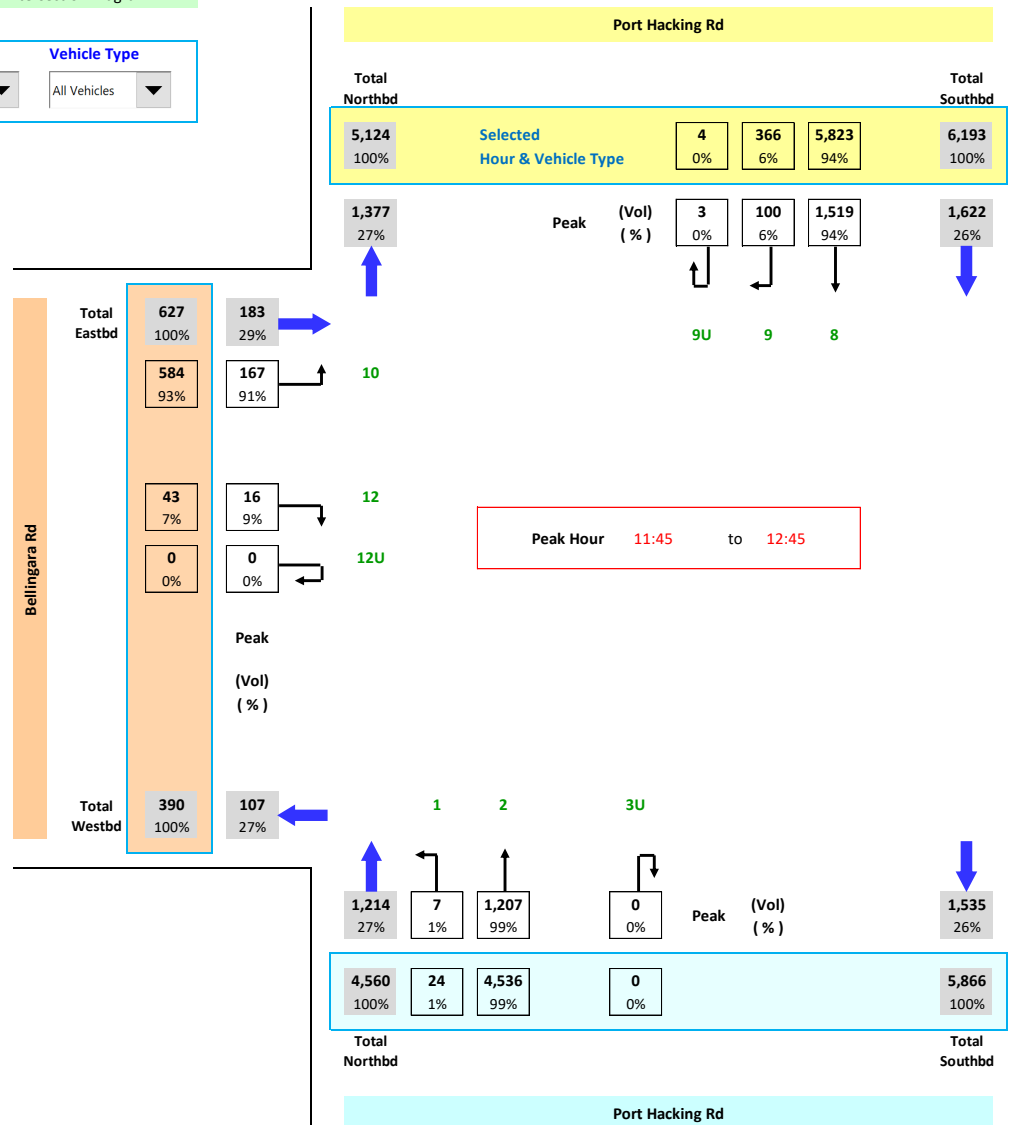
Approach	Port Hacking Rd			Port Hacking Rd			Bellingara Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:45 to 12:45	1,190	24	1,214	1,595	27	1,622	179	4	183	

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

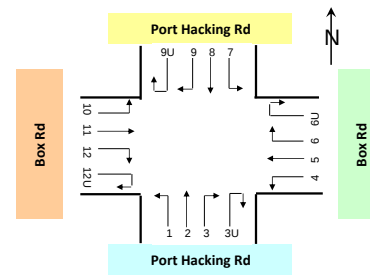
Hour Starting Vehicle Type
Totals ▼ All Vehicles ▼



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

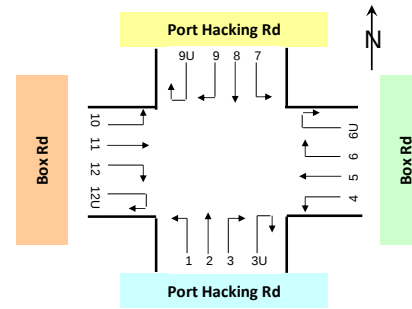


Approach	Port Hacking Rd												Box Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	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

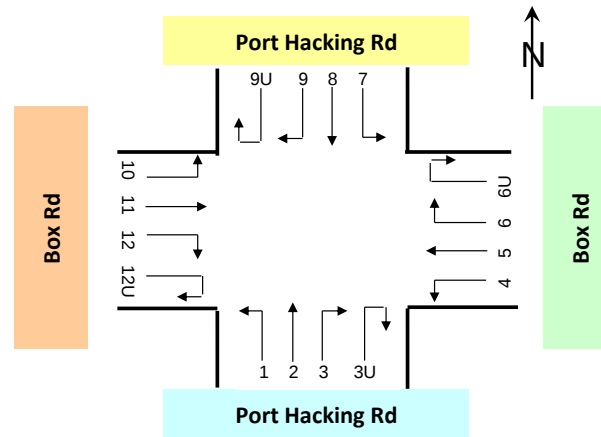


Approach	Port Hacking Rd												Box Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	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



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

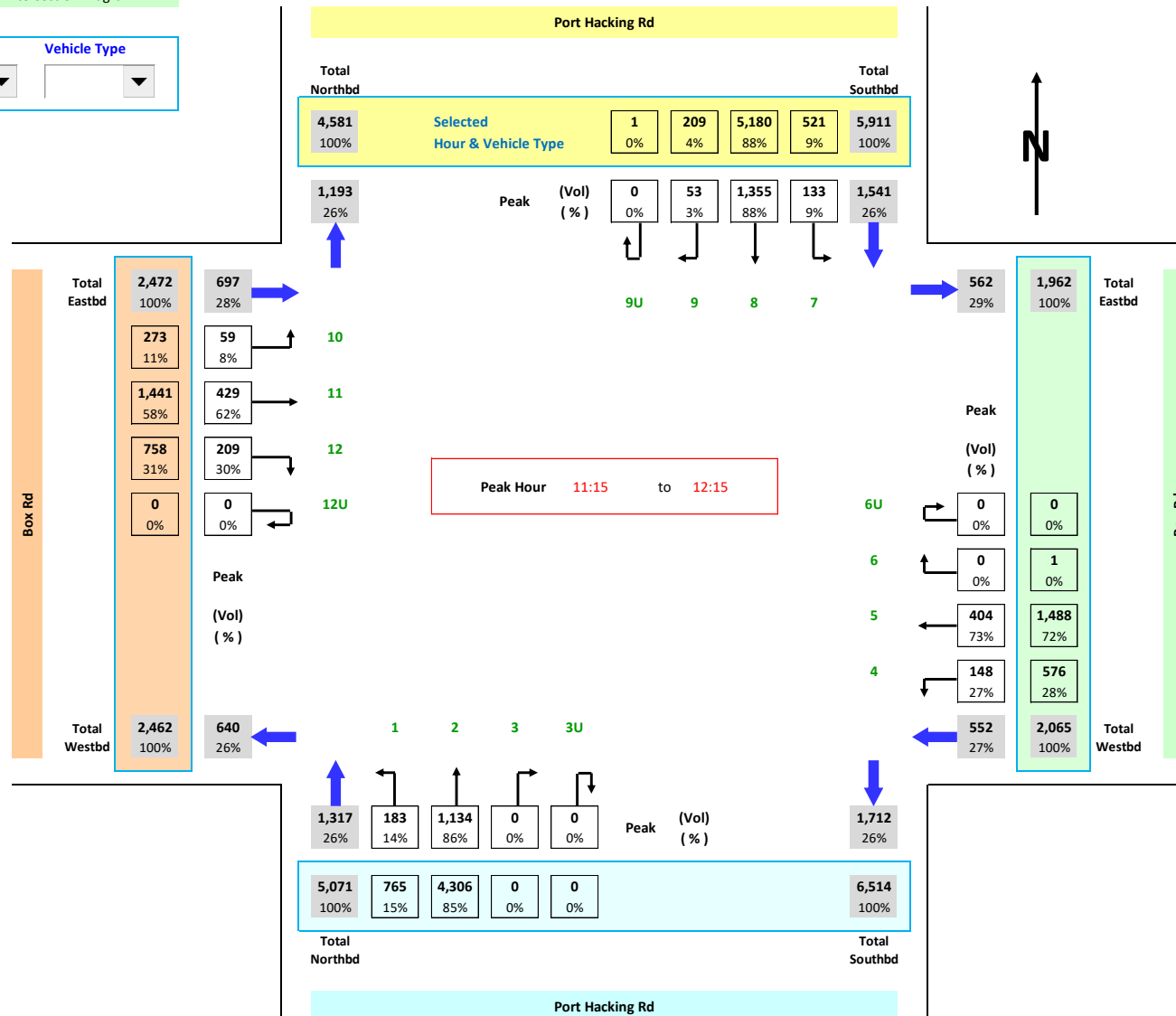
Approach	Port Hacking Rd			Box Rd			Port Hacking Rd			Box Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	1,135	19	1,154	494	4	498	1,431	29	1,460	550	10	560	3,672
10:15 to 11:15	1,174	21	1,195	471	6	477	1,497	28	1,525	575	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

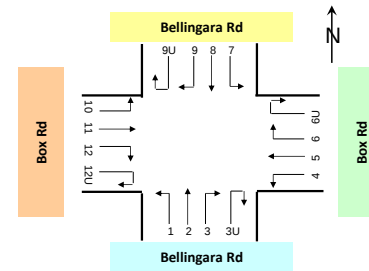


Hour Starting Vehicle Type



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



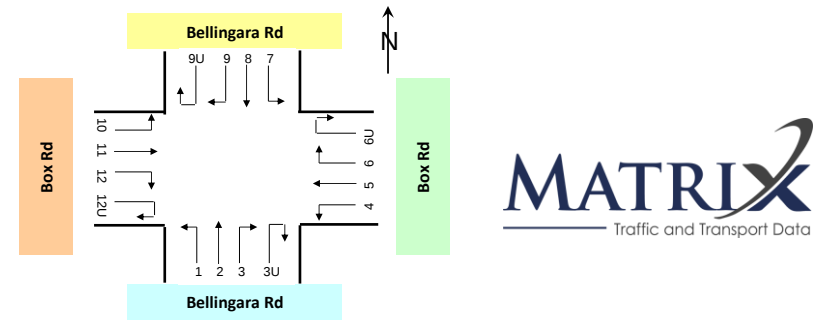
Classifications	Class 1	Class 2
	Lights	Heavies

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

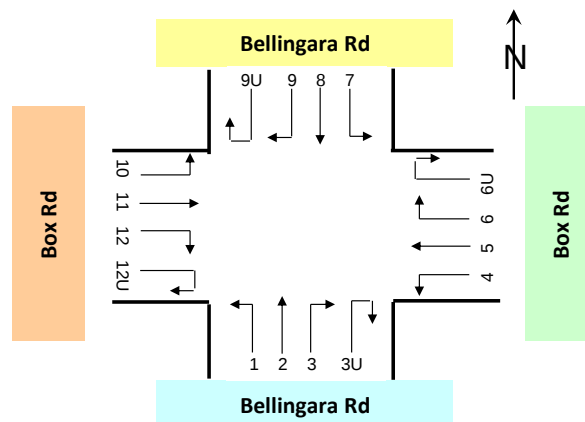


Approach	Bellingara Rd												Box Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	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	1	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



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

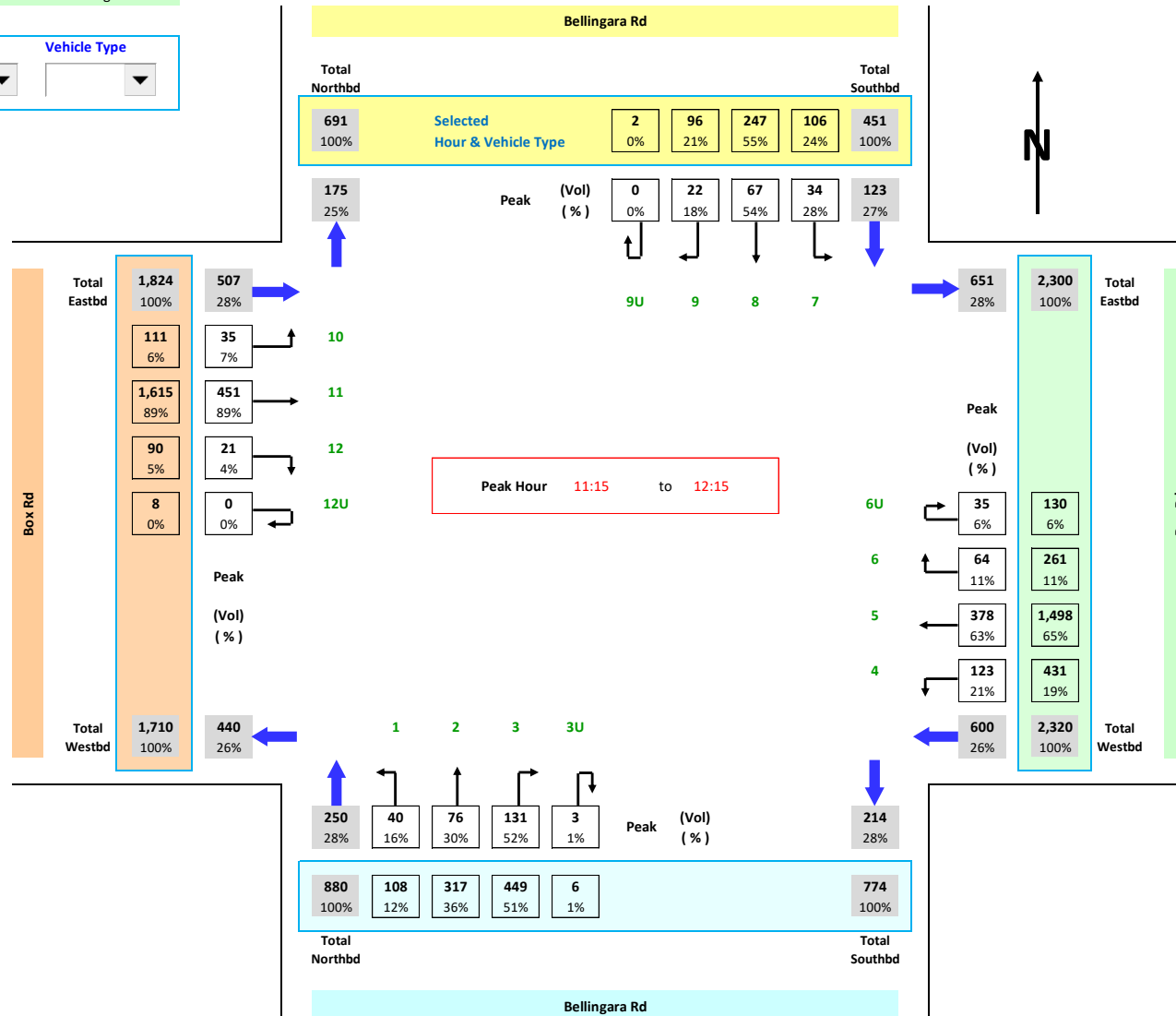
Approach	Bellingara Rd			Box Rd			Bellingara Rd			Box Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	177	5	182	546	5	551	89	0	89	430	4	434	1,256
10:15 to 11:15	188	4	192	550	7	557	94	0	94	449	4	453	1,296
10:30 to 11:30	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

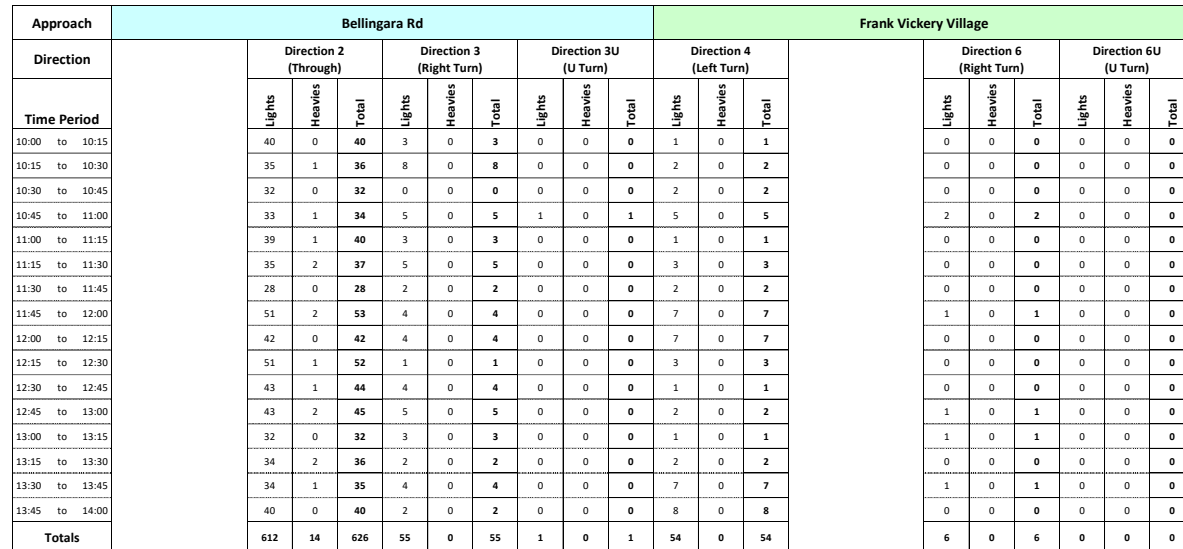
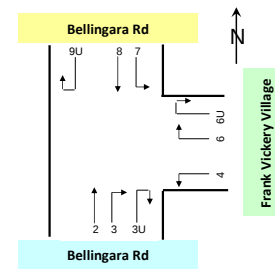
Day/Date : Sat, 17th Oct 2020
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



Hour Starting Vehicle Type



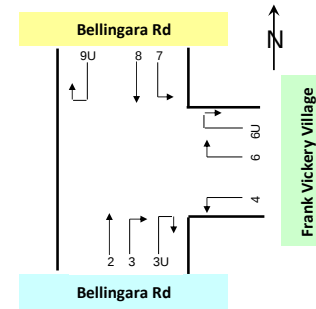
	Class 1	Class 2
Classifications	Lights	Heavies



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



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

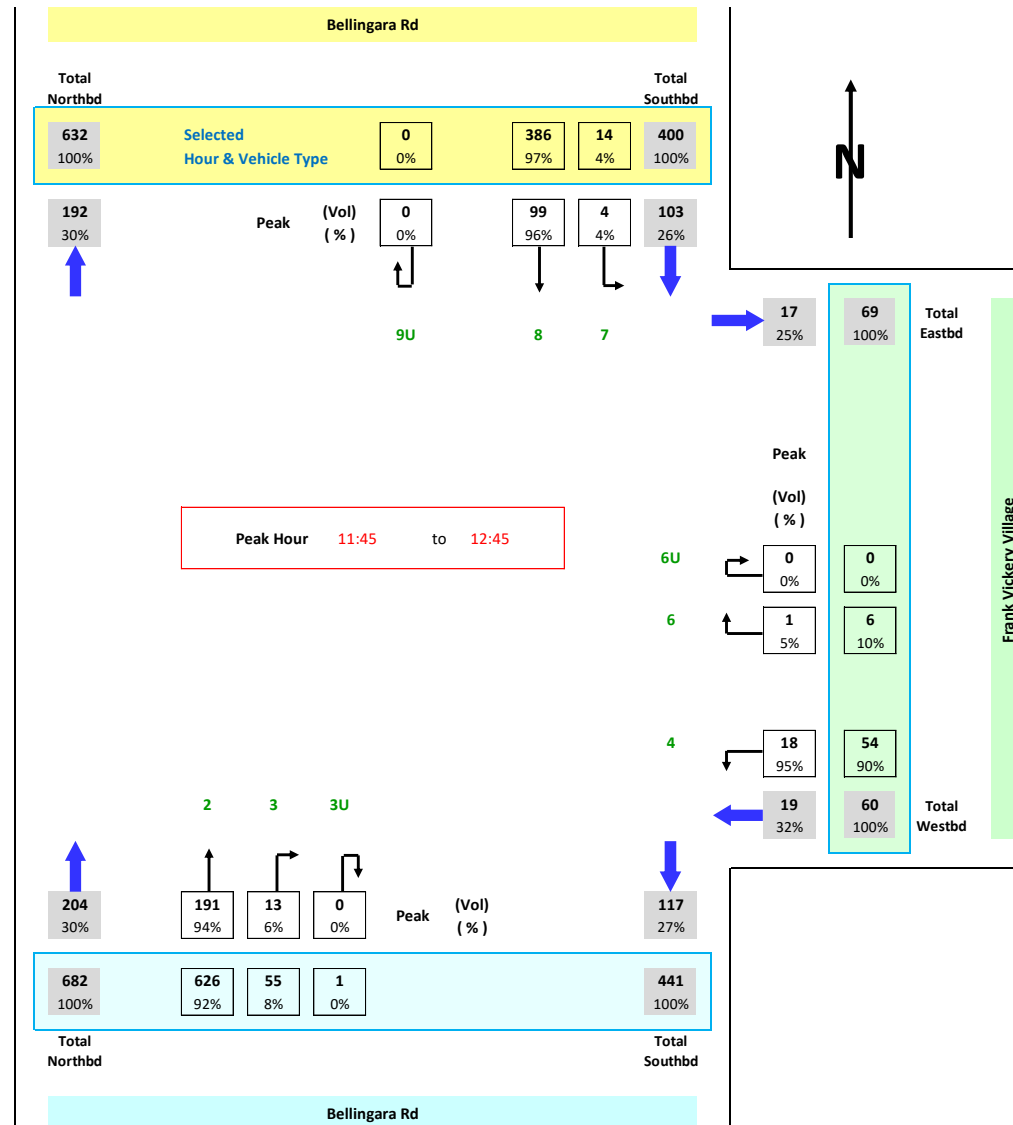
Approach	Bellingara Rd									83	254
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9U (U Turn)			104	274
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	105	273
10:00 to 11:00	4	0	4	78	0	78	0	0	0	113	299
10:15 to 11:15	3	0	3	80	0	80	0	0	0	106	301
10:30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

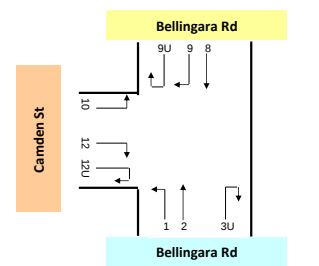


Hour Starting Vehicle Type



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

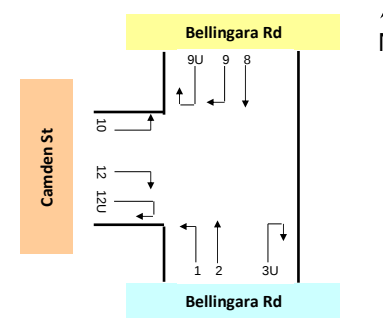


Approach	Bellingara Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
Time Period									
10:00 to 10:15	1	0	1	39	0	39	0	0	0
10:15 to 10:30	1	0	1	34	1	35	0	0	0
10:30 to 10:45	2	0	2	30	0	30	0	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)		
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
Time Period																		
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

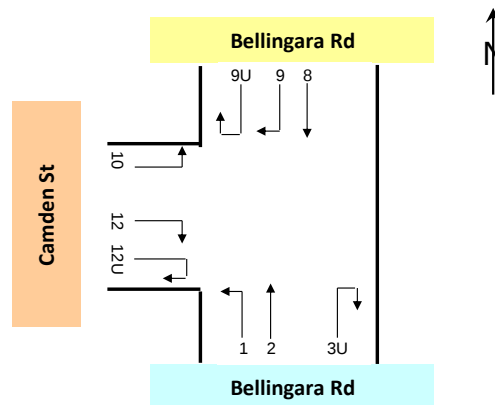


Approach	Bellingara Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	4	0	4	137	2	139	0	0	0
10:15 to 11:15	4	0	4	135	3	138	0	0	0
10:30 to 11:30	5	0	5	135	3	138	0	1	1
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



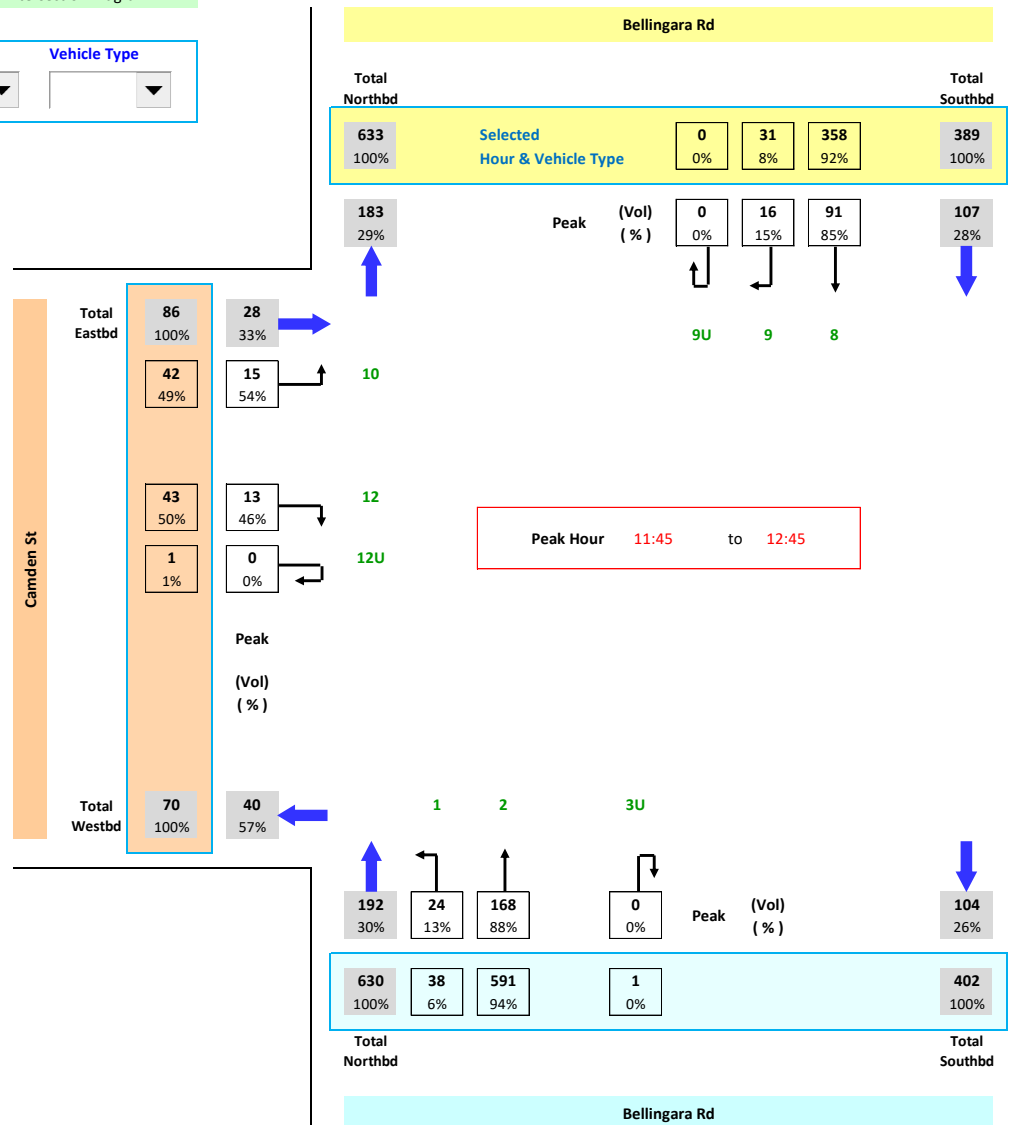
Approach	Bellingara Rd				Bellingara Rd			Camden St			Grand Total
	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
11:45 to 12:45	187	5	192		106	1	107	27	1	28	327

Approach	Bellingara Rd				Bellingara Rd			Camden St			Grand Total
	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	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

Hour Starting Vehicle Type



Sylvania IC - Traffic Flows



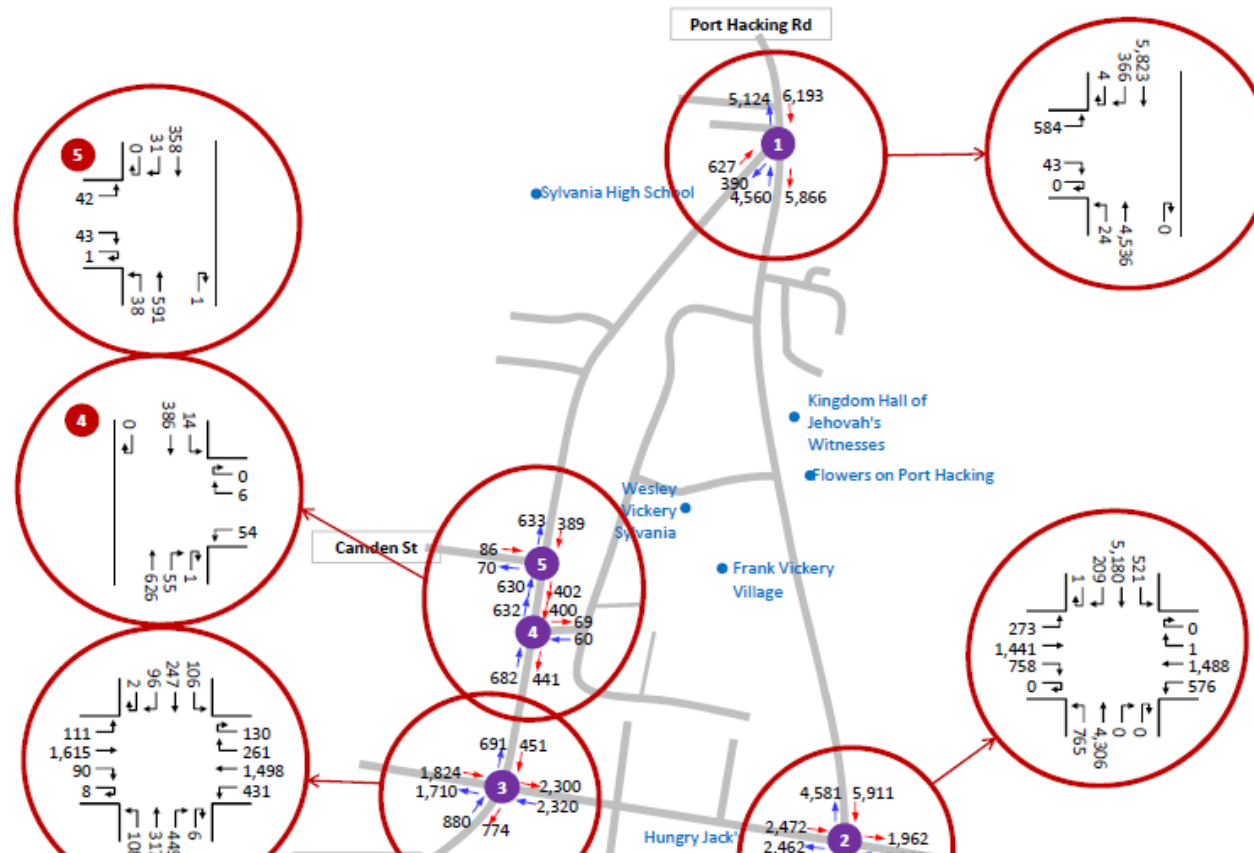
Search By Time and Classification

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

Volume Forecasting

% * 0 = original survey data
 (e.g. input 20 for volume increase 20% or -20 for volume decrease 20%)

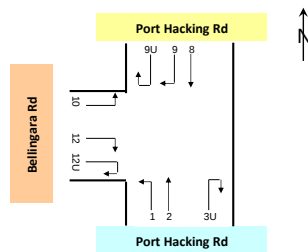
1 Site No.



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

Class 1	Class 2
Lights	Heavies

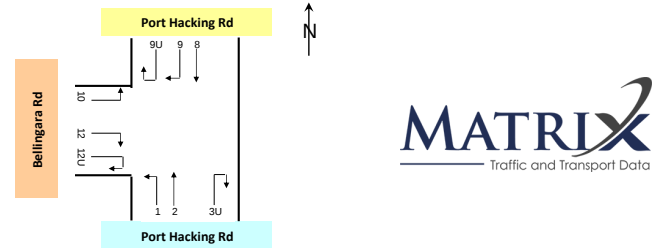


Approach	Port Hacking Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 6:45	0	0	0	180	7	187	0	0	0
6:45 to 7:00	0	0	0	218	11	229	0	0	0
7:00 to 7:15	0	0	0	212	14	226	0	0	0
7:15 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

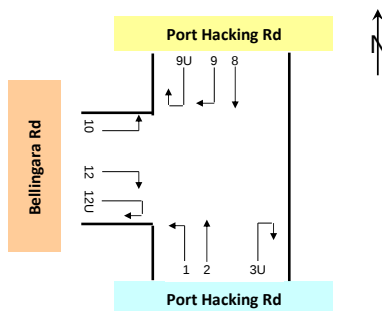


Approach	Port Hacking Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 7:30	0	0	0	808	49	857	0	0	0
6:45 to 7:45	0	0	0	871	59	930	0	0	0
7:00 to 8:00	3	0	3	851	60	911	0	0	0
7:15 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



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

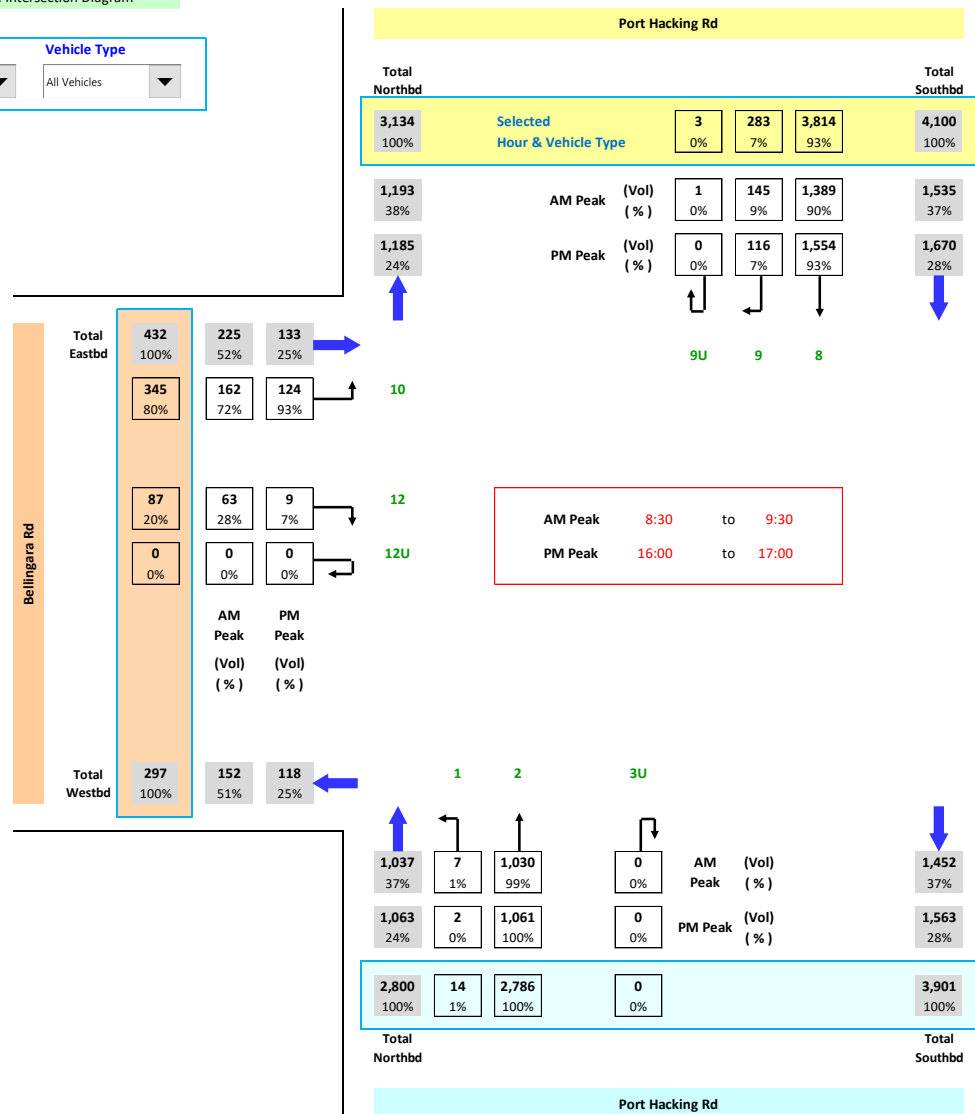
Approach		Port Hacking Rd			Bellingara Rd			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	
6:30	to 7:30	808	49	857	1,038	119	1,157	2,088
6:45	to 7:45	871	59	930	1,057	107	1,164	2,171
7:00	to 8:00	854	60	914	1,069	97	1,166	2,171
7:15	to 8:15	873	59	932	1,192	93	1,285	2,308
7:30	to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

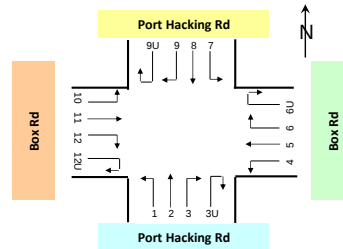


Hour Starting Vehicle Type
AM Totals All Vehicles



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



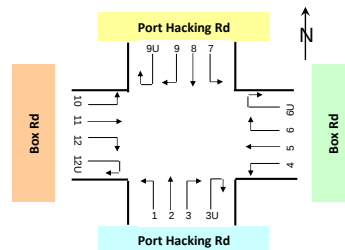
	Class 1	Class 2
Classifications	Lights	Heavies

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

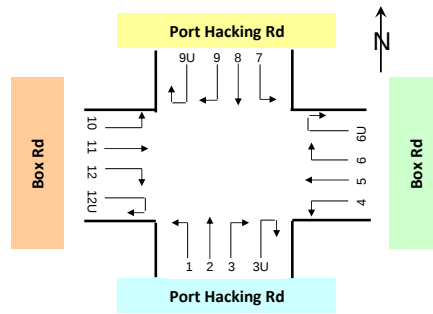


Approach	Port Hacking Rd												Box Rd											
	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	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 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

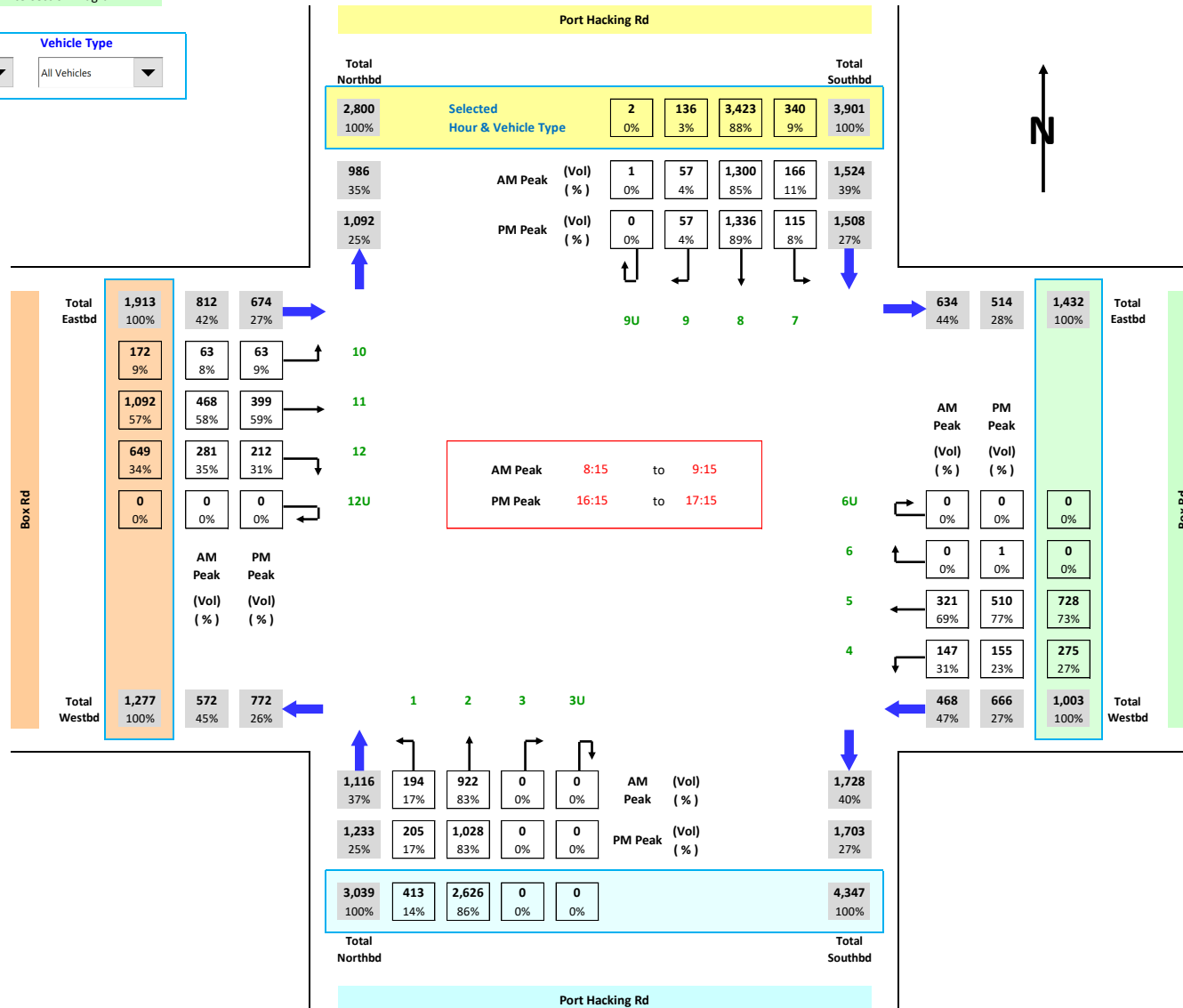
Day/Date : Thu, 15th Oct 2020
Weather : Fine
Description : Classified Intersection Count
 : Peak Hour Summary



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

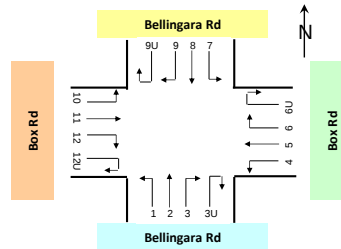
Approach		Port Hacking Rd			Box Rd			Port Hacking Rd			Box Rd			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
6:30 to 7:30		870	47	917	188	3	191	1,000	116	1,116	419	27	446	2,670
6:45 to 7:45		922	55	977	204	7	211	1,010	106	1,116	458	30	488	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

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



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



Classifications	Class 1	Class 2
	Lights	Heavies

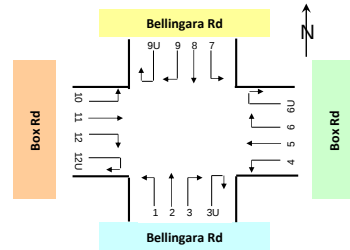
Approach	Bellingara Rd												Box Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
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

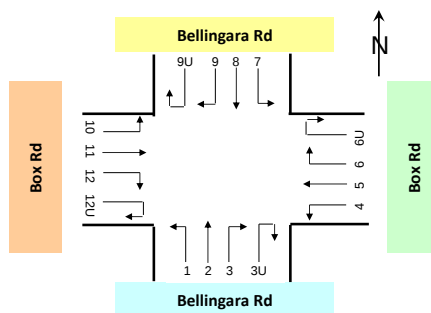


Approach	Bellingara Rd												Box Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	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



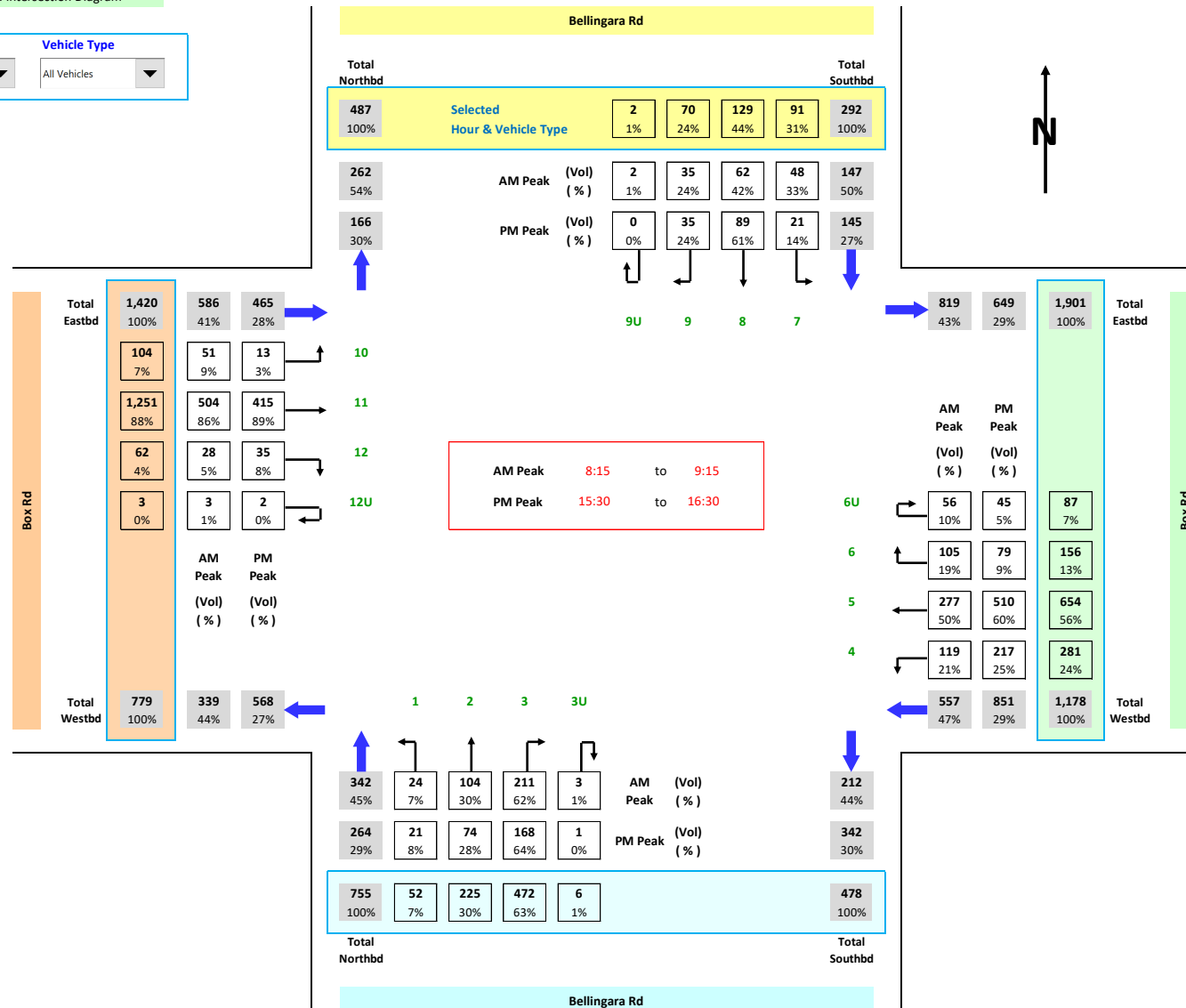
Approach	Bellingara Rd			Box Rd			Bellingara Rd			Box Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM 8:15 to 9:15	338	4	342	538	19	557	142	5	147	575	11	586	1,632
PM 15:30 to 16:30	260	4	264	818	33	851	142	3	145	459	6	465	1,725

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

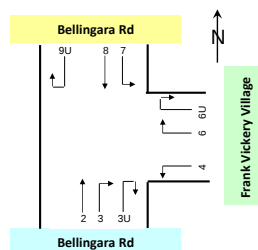
Job No. : N5970
Client : Varga Traffic Planning
Suburb : Sylvania
Location : 3. Box Rd / Bellingara Rd

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

Hour Starting Vehicle Type
AM Totals 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



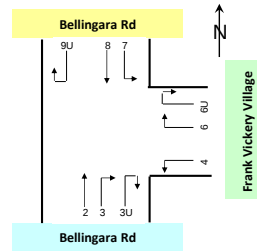
Classifications	Class 1	Class 2
	Lights	Heavies

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

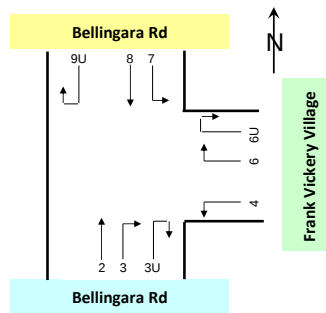


Approach	Bellingara Rd												Frank Vickery Village											
Direction																								
Time Period	Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 6 (Right Turn)			Direction 6U (U Turn)								
	Lights	Heavies	Total	Lights	Heavies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



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

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



Hour Starting

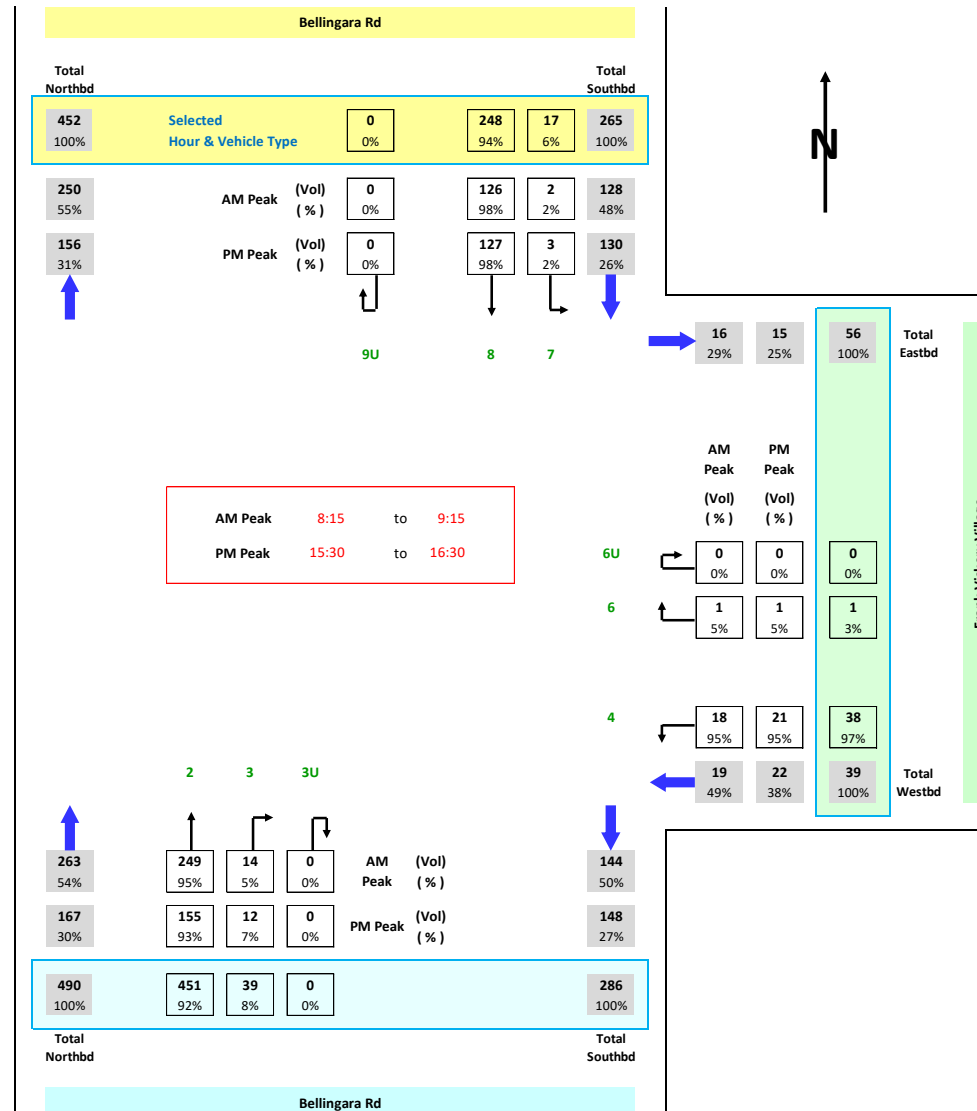
AM Totals

▼

Vehicle Type

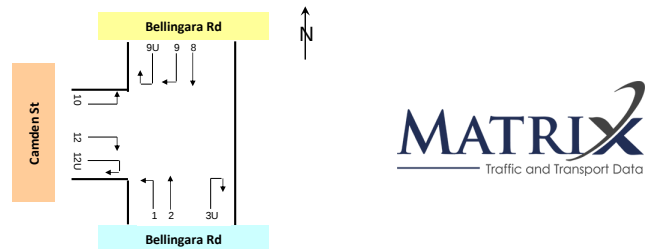
All Vehicles

▼



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

Classifications	Class 1	Class 2
	Lights	Heavies

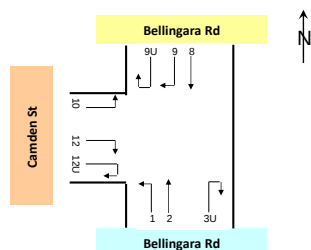


Approach	Bellingara Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 6:45	0	0	0	11	2	13	0	0	0
6:45 to 7:00	2	0	2	21	2	23	0	0	0
7:00 to 7:15	1	0	1	22	0	22	0	0	0
7:15 to 7:30	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

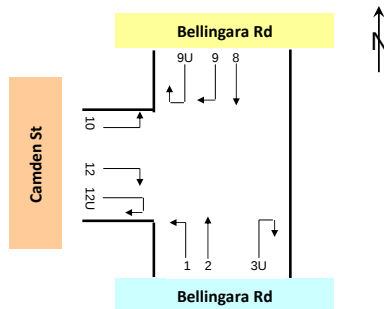


Approach	Bellingara Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
6:30 to 7:30	3	0	3	76	5	81	0	0	0
6:45 to 7:45	4	0	4	80	4	84	0	0	0
7:00 to 8:00	2	0	2	93	2	95	0	0	0
7:15 to 8:15	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	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	0	0	0			
6:45 to 7:45	55	5	60	2	0	2	0	0	0	5	0	5	0	0	0	3	0	3	0	0	0			
7:00 to 8:00	46	4	50	3	0	3	0	0	0	6	0	6	0	0	0	8	0	8	0	0	0			
7:15 to 8:15	52	3	55	4	0	4	0	0	0	7	0	7	0	0	0	10	0	10	0	0	0			
7:30 to 8:30	61	5	66	4	0	4	0	0	0	12	0	12	0	0	0	13	0	13	0	0	0			
7:45 to 8:45	87	5	92	6	0	6	0	0	0	30	0	30	0	0	0	11	0	11	0	0	0			
8:00 to 9:00	104	4	108	7	0	7	0	0	0	30	0	30	0	0	0	6	0	6	0	0	0			
8:15 to 9:15	119	4	123	8	0	8	0	0	0	28	0	28	0	0	0	5	0	5	0	0	0			
8:30 to 9:30	125	3	128	8	0	8	0	0	0	23	0	23	0	0	0	4	0	4	0	0	0			
AM Totals	238	11	249	14	0	14	0	0	0	39	0	39	0	0	0	17	0	17	0	0	0			
14:30 to 15:30	128	3	131	6	0	6	1	0	1	9	0	9	0	0	0	3	0	3	0	0	0			
14:45 to 15:45	112	1	113	6	0	6	0	0	0	6	1	7	0	0	0	4	0	4	0	0	0			
15:00 to 16:00	132	1	133	6	0	6	1	0	1	9	1	10	0	0	0	4	0	4	0	0	0			
15:15 to 16:15	125	1	126	7	0	7	1	0	1	8	1	9	0	0	0	5	0	5	0	0	0			
15:30 to 16:30	123	1	124	8	0	8	1	0	1	8	1	9	0	0	0	5	0	5	0	0	0			
15:45 to 16:45	117	2	119	7	0	7	1	0	1	8	0	8	0	0	0	4	0	4	0	0	0			
16:00 to 17:00	109	2	111	9	0	9	0	0	0	3	0	3	0	0	0	4	0	4	0	0	0			
16:15 to 17:15	131	2	133	11	0	11	0	0	0	5	0	5	0	0	0	4	0	4	0	0	0			
16:30 to 17:30	128	2	130	10	0	10	0	0	0	5	0	5	0	0	0	7	0	7	0	0	0			
16:45 to 17:45	131	1	132	11	0	11	0	0	0	7	0	7	0	0	0	6	0	6	0	0	0			
17:00 to 18:00	119	1	120	11	0	11	0	0	0	7	0	7	0	0	0	6	0	6	0	0	0			
17:15 to 18:15	104	1	105	10	0	10	0	0	0	5	0	5	0	0	0	8	1	9	0	0	0			
17:30 to 18:30	92	1	93	11	0	11	0	0	0	7	0	7	0	0	0	6	1	7	0	0	0			
PM Totals	471	7	478	35	0	35	2	0	2	29	1	30	0	0	0	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



	Bellingara Rd				Bellingara Rd			Camden St			Grand Total
	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

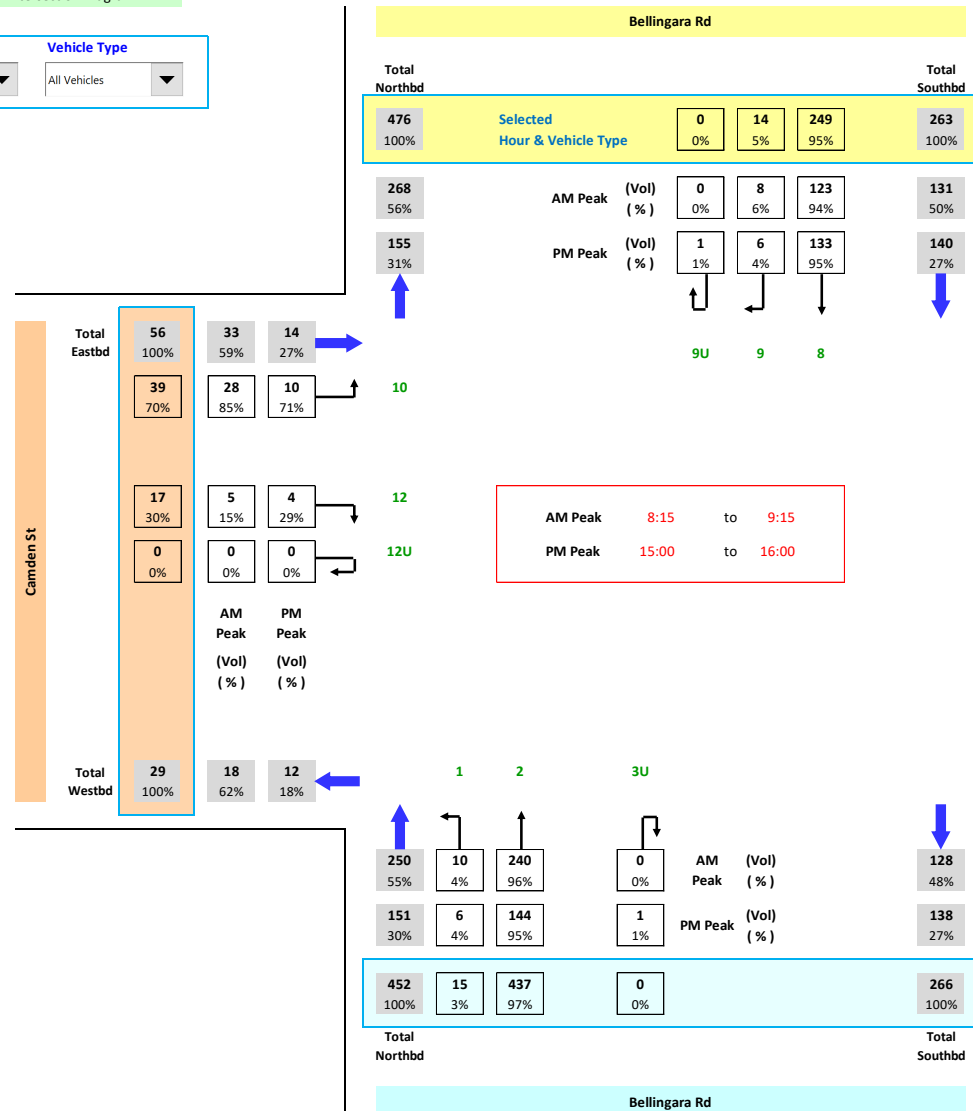
	Bellingara Rd				Bellingara Rd			Camden St			Grand Total
	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
6:30 to 7:30	79	5	84		54	3	57	4	0	4	145
6:45 to 7:45	84	4	88		57	5	62	8	0	8	158
7:00 to 8:00	95	2	97		49	4	53	14	0	14	164
7:15 to 8:15	109	5	114		56	3	59	17	0	17	190
7:30 to 8:30	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



Hour Starting AM Totals Vehicle Type All Vehicles



Sylvania IC - Traffic Flows



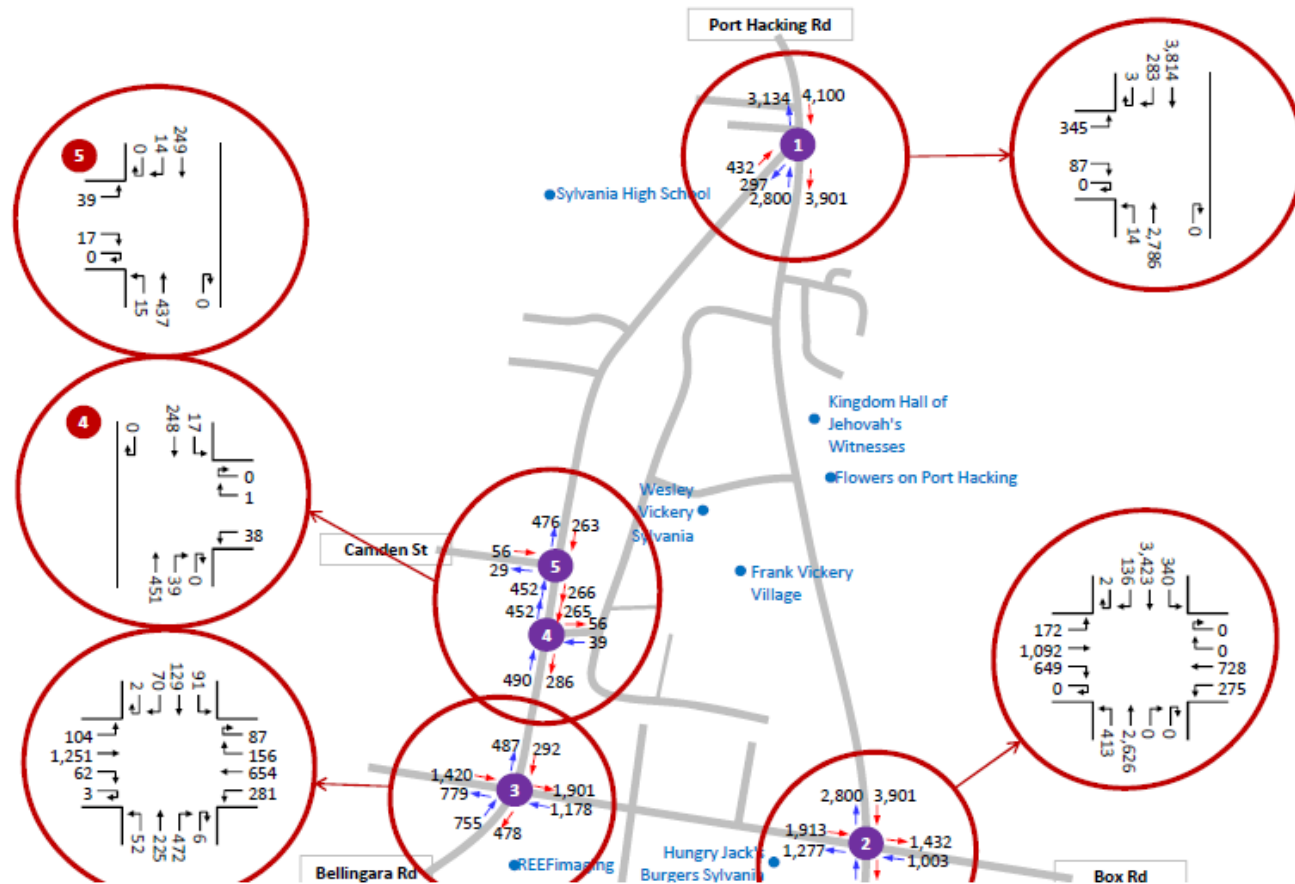
Search By Time and Classification

Day: Start Time: End Time: Classification:

Volume Forecasting

% * 0 = original survey data
(e.g. input 20 for volume increase 20% or -20 for volume decrease 20%)

1 Site No.



APPENDIX B

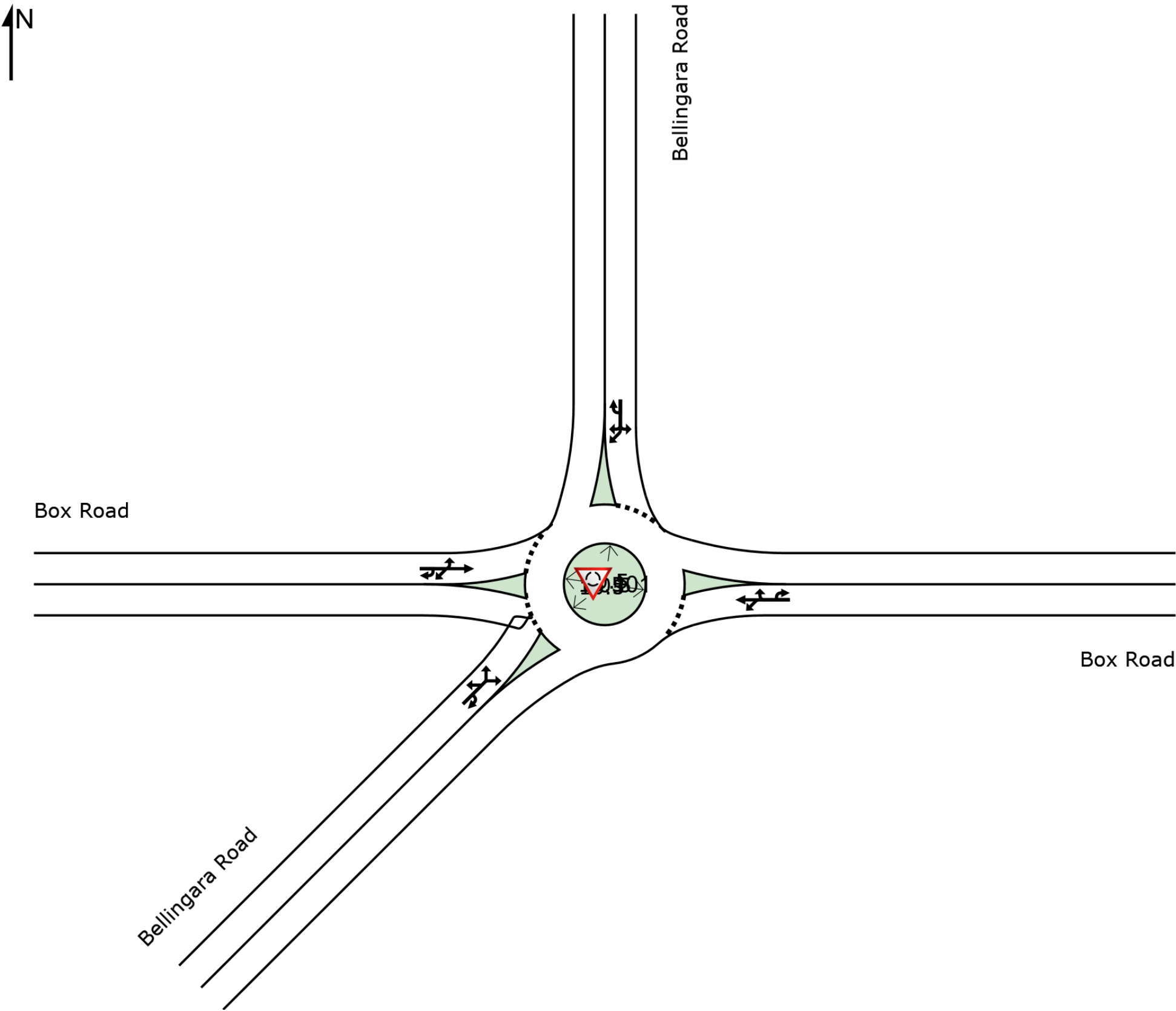
SIDRA MOVEMENT SUMMARIES

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.



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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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

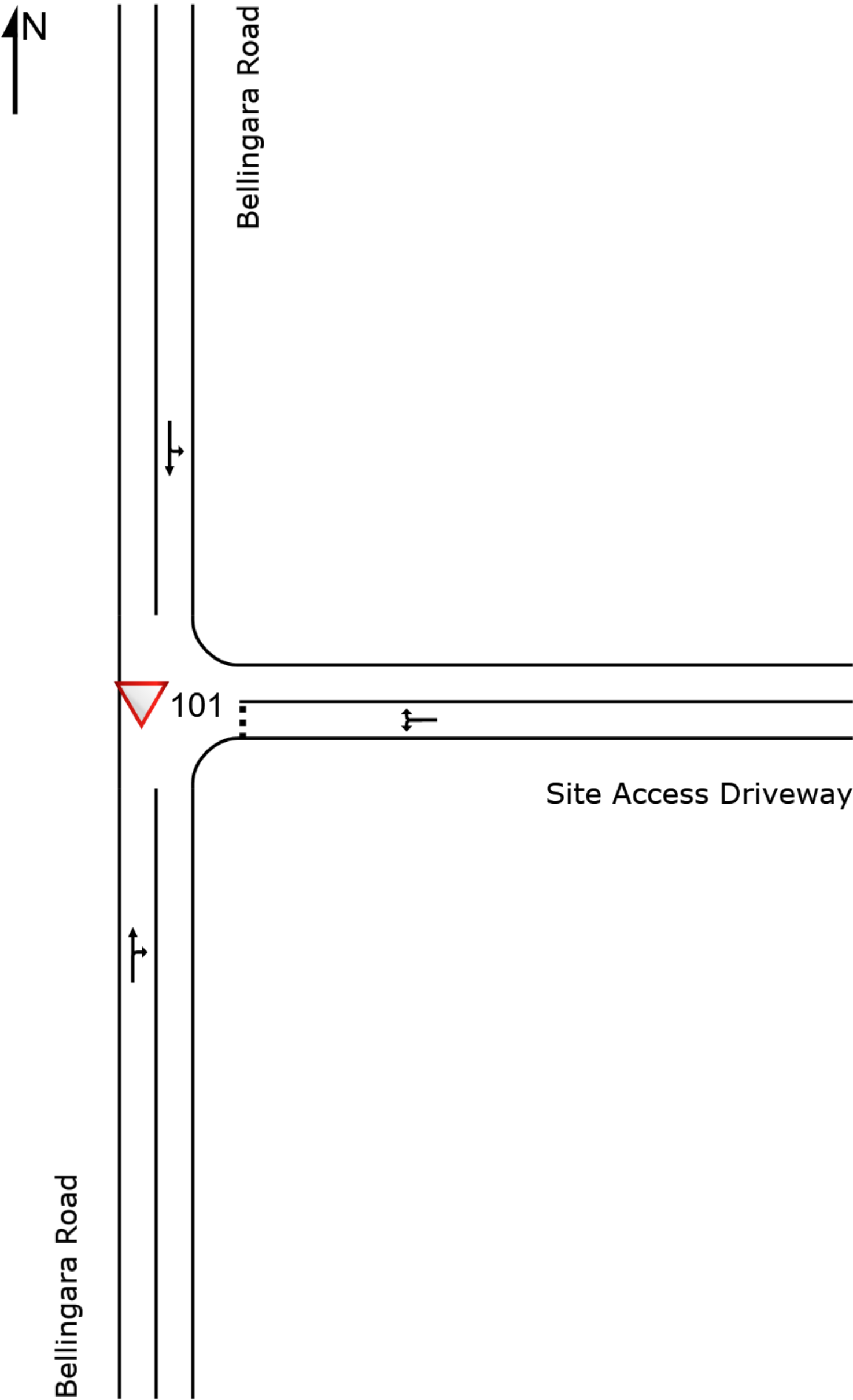
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity 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.

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 HV] veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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.

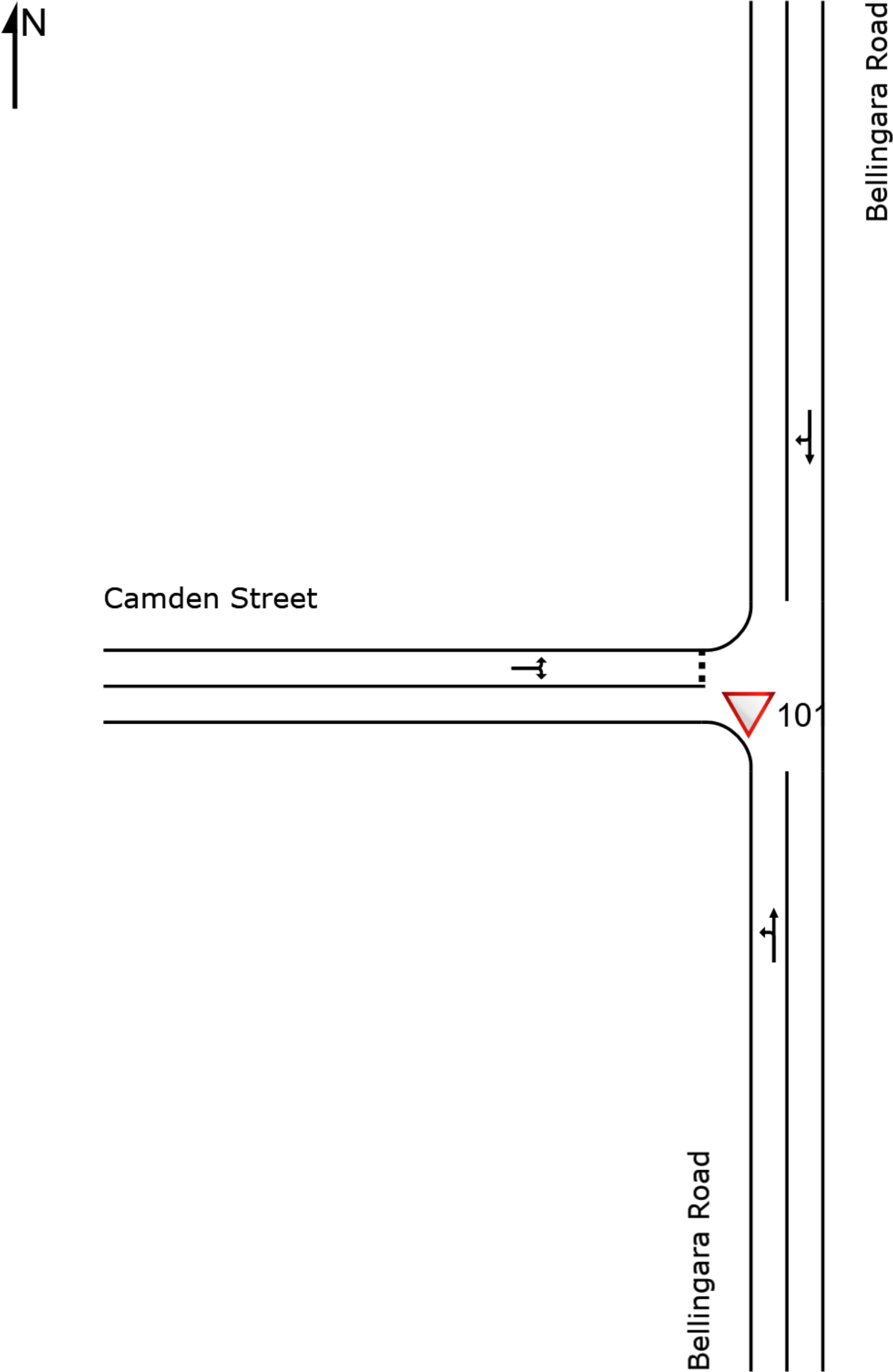
SITE LAYOUT

▽ 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. Dist] veh 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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

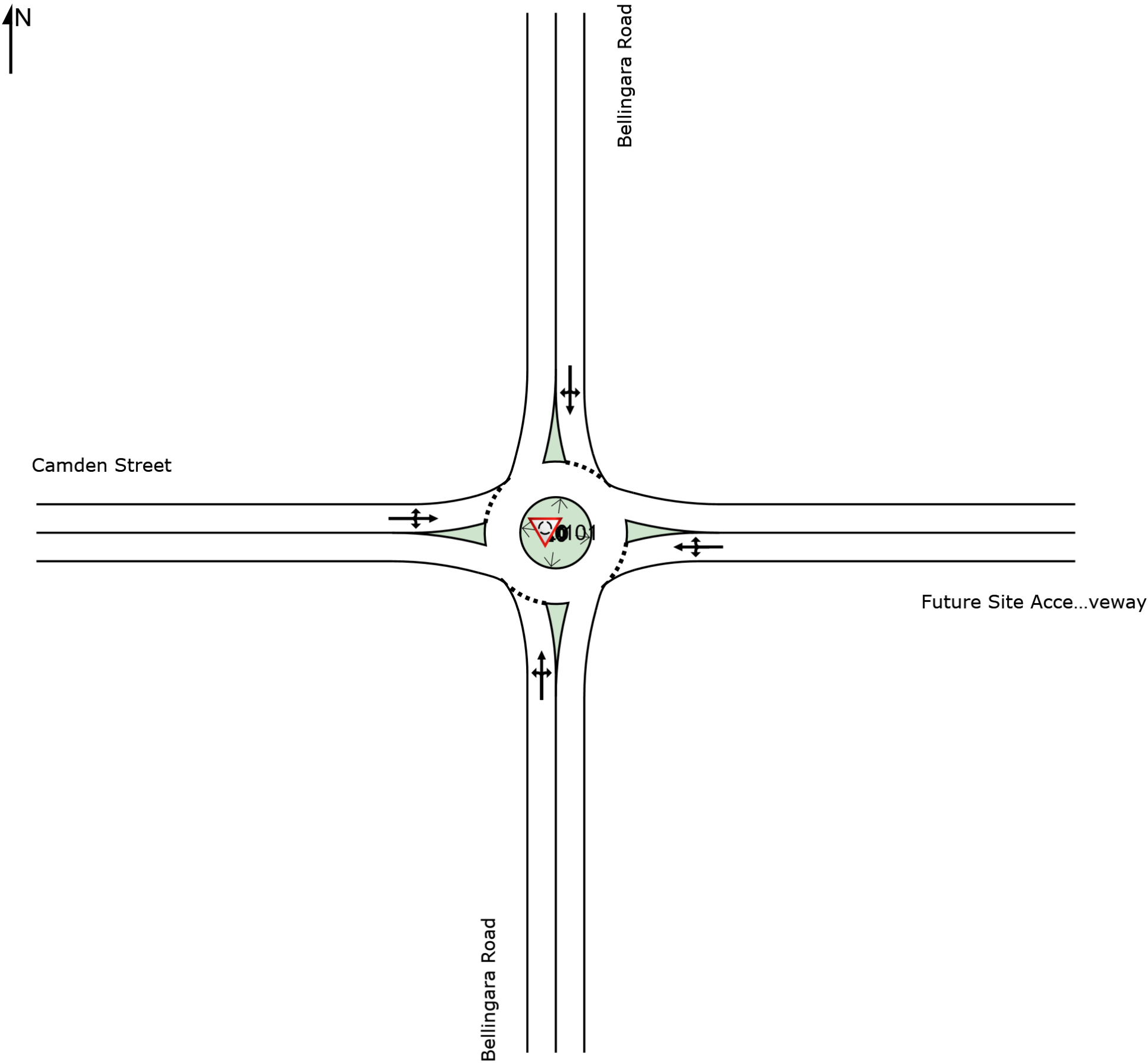
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS 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.

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.



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 HV] veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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 HV] veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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. Dist] veh 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

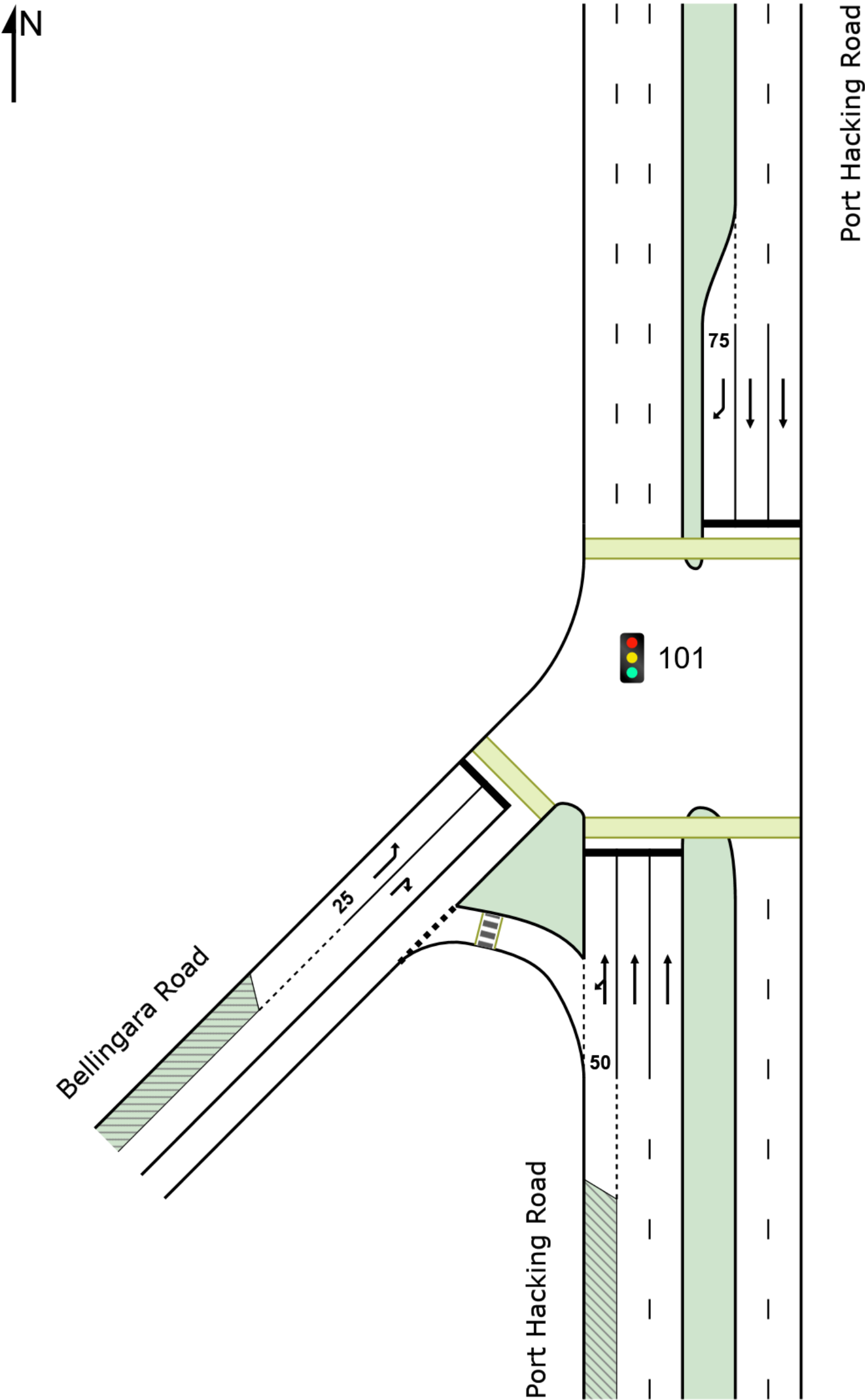
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity 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.



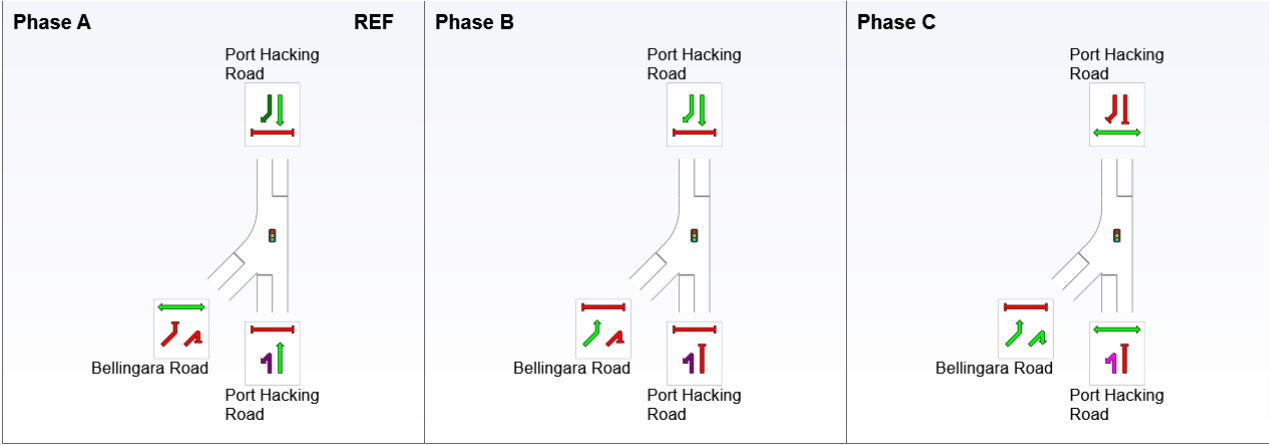
INPUT PHASE SEQUENCE

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

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

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 HV] veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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 Dist] ped 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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 Dist] ped 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.

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 HV] veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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 Dist] ped 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.

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 HV] veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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 Dist] ped 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.

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 HV] veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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 Dist] ped 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.

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 HV] veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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 Dist] ped 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

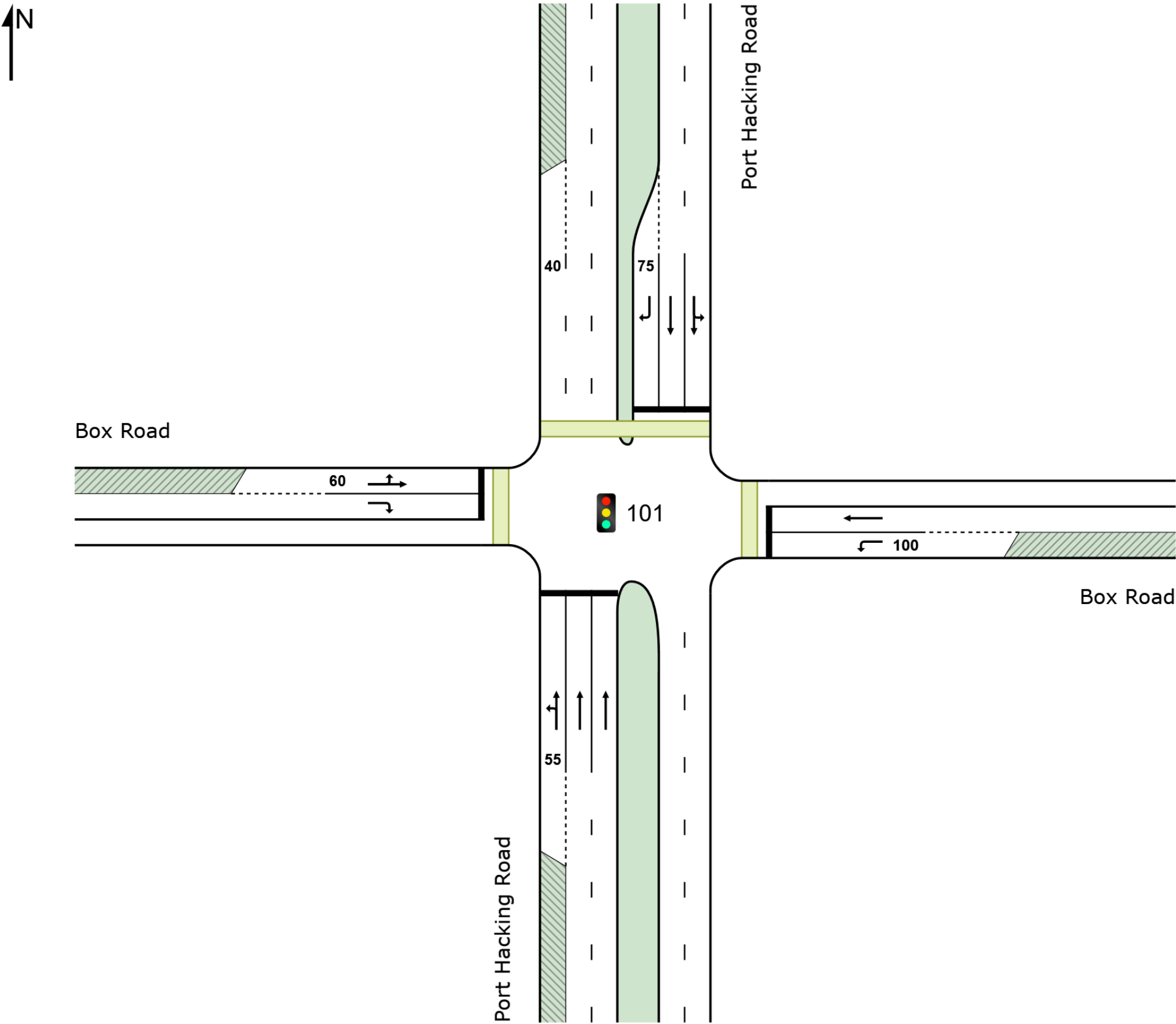
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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.



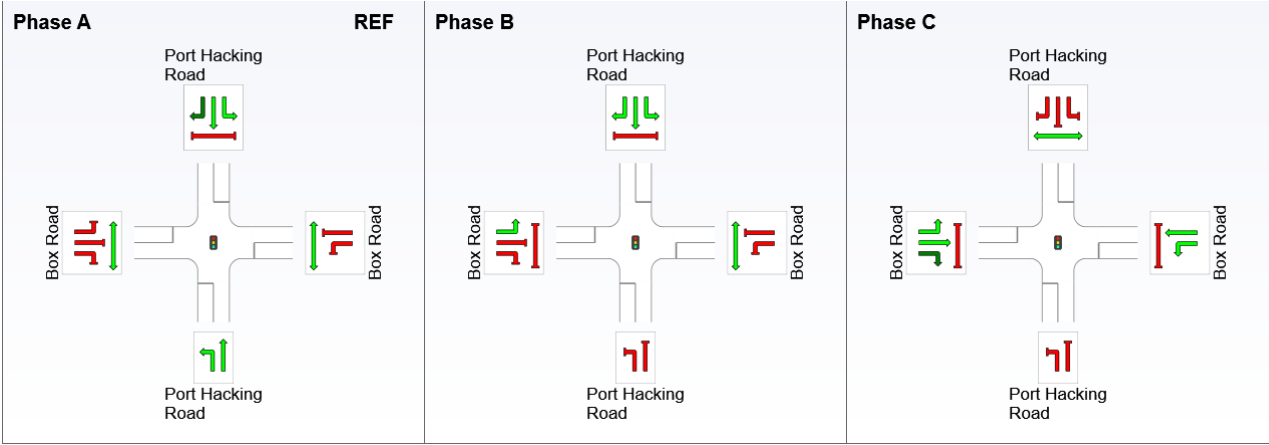
INPUT PHASE SEQUENCE

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

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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 Dist] ped 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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 Dist] ped 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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 Dist] ped 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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 Dist] ped 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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 Dist] ped 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.

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 HV] veh/h veh/h		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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 Dist] ped 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.