Planning Proposal for a Proposed Mixed Use Development

156-168 Queen Street, 3 & 11 Cordeaux Street and 1 Carberry Lane, Campbelltown

TRAFFIC AND PARKING ASSESSMENT REPORT

11 February 2020

Ref 18436



TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	PLANNING PROPOSAL	5
3.	TRAFFIC ASSESSMENT	9
4.	PARKING ASSESSMENT	34
5.	CONCLUSION	41

APPENDIX A TRAFFIC SURVEY DATA

LIST OF ILLUSTRATIONS

- Figure 1Location
- Figure 2Site
- Figure 3Road Hierarchy
- Figure 4Existing Traffic Controls
- Figure 5Existing Public Transport services
- Figure 6Existing Traffic Flows Assignment
- Figure 7Existing Parking Restrictions

1. INTRODUCTION

This report has been prepared to accompany a Planning Proposal for a mixed-use development to be located at 156-168 Queen Street, 3 & 11 Cordeaux Street and 1 Carberry Lane, Campbelltown (Figures 1 and 2).

In late-May 2018, a draft planning proposal for the subject site was lodged with the *Campbelltown Local Planning Panel* to increase the permissible height controls from 32m to 45m for 156-168 Queen Street and from 32m to 85m for 3 Cordeaux Street and 1 Carberry Lane. Council subsequently requested the inclusion of the adjacent site at No.11 Cordeaux Street, Campbelltown into the Planning Proposal.

This planning proposal envisages the construction of three residential apartment buildings across the southern portion of the site, with a commercial/retail component proposed on the ground floor and podium levels of the new residential buildings.

A new hotel development is proposed along the northern portion of the site, with the existing *Campbelltown RSL Club* to be relocated to the ground floor and podium levels within the new hotel building, fronting Queen Street. It is envisaged that the new *RSL* will have a reduced trading floor area of approximately 1,747m².

The Planning Proposal has been prepared in accordance with the *Environmental Planning* and Assessment Act 1979 (*EP&A Act*) and the Department of Planning and Environment's – A Guide to Preparing Planning Proposals' (August 2016).

Off-street parking will be provided in a new basement car parking area located beneath the new buildings and will ultimately be designed to comply with Council and *SEPP 65* requirements as well as the relevant Australian Standards. Vehicular access to the site is to be provided via a new entry/exit driveway located at the northern end of the Anzac Lane site frontage.

The site is situated approximately 450m walking distance south of Campbelltown Railway Station & Bus Interchange and forms part of the commercial core of the Campbelltown CBD.

The purpose of this report is to assess the traffic and parking implications of the planning 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 Planning Proposal, and assigns that traffic generation to the road network serving the site
- assesses the traffic implications of the Planning Proposal in terms of road network capacity
- reviews the parking requirements of the Planning Proposal under Council's *DCP* & *SEPP 65*.





2. PLANNING PROPOSAL

Site

The subject site is located on the northern side of Carberry Lane, between Cordeaux Street and Anzac Lane and extends through to Queen Street. The site has street frontages of approximately 71m in length to Carberry Lane, approximately 82m in length to both Cordeaux Street and Anzac Lane and approximately 39m in length to Queen Street. The site occupies an area of approximately 7,965m².

The site is currently zoned B3 – *Commercial Core* and is situated approximately 450m walking distance south of Campbelltown Railway Station & Bus Interchange. A recent aerial image of the site and its surroundings is reproduced below.



No. 156-168 Queen Street are currently occupied by *City Arcade*, which comprises a number of retail and commercial office premises, including a pharmacy and a newsagent. The existing development occupies an estimated cumulative floor area of 1,200m². No off-street parking or loading facilities is provided for the existing development.

No. 3 Cordeaux Street is currently occupied by *Macarthur Infant Child and Adolescent Mental Health Services* which is a specialist mental health service for children and adolescents. No off-street parking is provided for the existing building. No. 11 Cordeaux Street is currently occupied by a two-storey commercial building. No offstreet parking is provided for the existing building.

No. 1 Carberry Lane is currently occupied by *Campbelltown RSL Club* comprising licenced premises, restaurants / bistro, TAB and gaming facilities, function centres, as well as several rooms which may be leased out to various community groups. The RSL club has a trading floor area of approximately 5,064m². Car parking for the existing RSL club is provided in the public car parking area which is located directly opposite the site Carberry Lane under an agreement with the Council. The public car parking area is operated by the Council, with parking ticket validation for club patrons being provided at the club.

The RSL Club also provides a courtesy bus service for patrons, with up to 4 courtesy buses being operated during peak trading periods so that patrons do not have a drive a car.

Existing Planning Controls

The primary instrument that governs the mass and scale of the development on the site are contained within the *Campbelltown Local Environment Plan 2015 (CLEP2015)*.

The subject site is zoned B3 – *Commercial Core* and is not subject to any FSR control. The scale of any development on the site is currently constrained by a building height of 32m.

It is therefore envisaged that a mixed-use development comprising 232 apartments, 78 hotel rooms, $2,635m^2$ of retail/commercial and $1,885m^2$ of RSL floor space (total $4,520m^2$) is achievable under the *existing* planning controls of the site.

Planning Proposal

The planning proposal is seeking an amendment to the *Campbelltown Local Environmental Plan (CLEP) 2015* to increase the permissible height controls from 32m to 45m for 156-168 Queen Street and from 32m to 85m for 3 & 11 Cordeaux Street and 1 Carberry Lane.

The proposed changes to the planning controls have the potential to achieve an increase in the residential apartment yields, with a total of 438 apartments located across the 3 new residential apartment buildings in the southern portion of the site, as follows:

TOTAL APARTMENTS:	438
3 bedroom apartments:	78
2 bedroom apartments:	304
1 bedroom apartments:	56

A commercial/retail component is also proposed on the ground floor and podium levels of the new residential tower buildings.

It is envisaged the existing two-storey building located on the corner of Cordeaux Street and Carberry Lane (No. 11 Cordeaux St) will be redeveloped as a four-storey commercial building. The cumulative floor area of the proposed commercial/retail component is approximately 2,213m².

Off-street parking will be provided in a new basement car parking area and will ultimately be designed to comply with Council and *SEPP 65* requirements, as well as the relevant Australian Standards. Vehicular access to the site is to be provided via a new entry/exit driveway located at the northern end of the Anzac Lane site frontage.

The northern portion of the site, fronting Queen Street, will comprise a new hotel and club development. The existing *Campbelltown RSL Club* will be relocated from No.1 Carberry Lane to the ground and podium levels of the new building, with the floor area of the new Club premises to be *reduced* by 65%, from 5,064m² to approximately 1,747m².

The RSL Club will continue to operate its courtesy bus service at the new premises, with up to 4 courtesy buses to be provided during peak trading periods to enable patrons to visit the Club *without* driving a car.

A total of 152 hotel rooms (~4,118m²) are proposed in the new building which includes a communal area located above the podium level. It is expected that up to 16 hotel staff will be present on site at any given time.

The proposed hotel will cater for the needs of business travellers, tourists and other visitors to the *Campbelltown CBD* who require short-term accommodation. It is noted in this regard that the site is located within *easy walking distance* of nearby essential shops and services including the new RSL Club, pubs, banks, supermarkets, gymnasiums, restaurants and specialty stores.

The site is also located within an easy 450 metres walking distance to the Campbelltown Railway Station, which services both the T8 Airport & South Line and also the intra-urban Southern Highlands Line (SHL).

Off-street parking for the hotel/club component is proposed in a new two-level basement car parking area. Vehicular access to the site is to be provided via a new entry/exit driveway located at the northern end of the Anzac Lane site frontage.

Loading/servicing for the proposed hotel development is expected to comprise:

- light commercial vehicles such as white vans, utilities and small 6.4m long SRV trucks for most food and drink deliveries, and
- approximately 4 truck movements per week (up to 8.8m long MRV trucks) for garbage collection, linen services and keg deliveries.

Loading/servicing for the RSL Club is expected to be undertaken by a variety of commercial vehicles up to and including 11m long rigid trucks. A dedicated loading area is to be located on the ground floor level in the north-eastern corner of the site, at the rear of the RSL component. Vehicular access to the loading facilities is to be provided via the abovementioned site access driveway located at the northern end of the Anzac Lane site frontage.

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.

Oxley Street / Moore Street are classified by the RMS as a *State Road* which provides the key north-south road link through the Campbelltown area. It typically carries three traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. Kerbside parking is generally not permitted on either side of the road.

Hurley Street / Broughton Street / Queen Street (east of Broughton Street) are classified by the RMS as a *Regional Road* which provides a *collector route* throughout the Campbelltown area. It typically carries one to two traffic lanes in each direction in the vicinity of the site.

Queen Street (west of Broughton Street) and Cordeaux Street are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on either side of the roads in the vicinity of the site frontage.

Carberry Lane and Anzac Lane are local, unclassified service lanes which are primarily used to provide rear vehicular and pedestrian access to properties fronting Cordeaux Street, Queen Street and Lithgow Street. Kerbside parking is generally prohibited along both sides of the laneways. Notwithstanding, a number of Loading Zones are provided along the northern side of Anzac Lane, just west of the site, for deliveries to local shops and businesses.

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 60 km/h SPEED LIMIT which applies to Oxley Street / Moore Street and Cordeaux Street





- a 50 km/h SPEED LIMIT which applies to Cordeaux Street (north of Carberry Lane intersection), Carberry Lane and all other local roads in the area
- a 10 km/h SPEED LIMIT which applies to Queen Street in the vicinity of Campbelltown CBD
- a 40 km/h SCHOOL ZONE in Cordeaux Street, and also Carberry Lane, along the site frontages, in the vicinity of the *St Peter's Anglican Primary School*
- TRAFFIC SIGNALS in Oxley Street/Moore Street where it intersects with Cordeaux Street, Dumaresq Street and also Broughton Street
- TRAFFIC SIGNALS in Queen Street where it intersects with Railway Street, Dumaresq Street and also Broughton Street
- a ROUNDABOUT in Cordeaux Street where it intersects with Carberry Lane
- PEDESTRIAN CROSSINGS along Cordeaux Street in the vicinity of Queen Street and Lindsay Street
- PEDESTRIAN CROSSINGS in Carberry Lane and Anzac Lane in the vicinity of the Carberry Lane/Anzac Lane intersection
- NO RIGHT TURN southbound restriction along Anzac Lane onto Carberry Lane
- a ONE-WAY westbound restriction in Queen Street, in between Cordeaux Street and Dumaresq Street
- a ONE-WAY eastbound/southbound restriction in Anzac Lane Street.
- a STOP SIGN in Anzac Lane where it intersects Carberry Lane
- STOP SIGNS in Lithgow Street where it intersects with Oxley Street/Moore Street.

Existing Public Transport Services

The existing public transport services available to the site are illustrated on Figure 5.

The subject site is conveniently located within 450 metres walking distance to the Campbelltown railway Station, which services both the T8 Airport & South Line and also the intra-urban Southern Highlands Line (SHL).

The T8 Airport & South Line operates between Macarthur, Campbelltown, Turrella, Wolli Creek, International/Domestic Airports and the Sydney CBD, passing by major rail network interchanges at Glenfield and Sydenham. These services typically operate every 5-10 minutes during commuter peak periods and every 15 minutes at other times, commuter wait times are therefore expected to be minimal throughout the day.

In addition to the train services, a significant number of bus services currently operate at the Campbelltown Railway Station bus terminal, with a number of those bus services also traversing along Cordeaux Street, directly along the site frontage.

Accordingly, it is clear that the site is readily accessible by public transport services, and is therefore ideally located to reduce reliance on private car usage and to encourage increased usage of public transport services.

Existing Traffic Conditions

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

The detailed traffic surveys were undertaken at the 8 intersections located around the perimeter of the site (including the 2 additional intersections in Queen Street nominated by the Council) as follows:

- Cordeaux Street/Moore-Oxley Street
- Lithgow Street/Moore-Oxley Street
- Cordeaux Street/Queen Street
- Railway Street/Queen Street

- Cordeaux Street/Carberry Lane
- Lithgow Street/Carberry Lane
- Anzac Lane/Carberry Lane, and
- Broughton Street/Queen Street



The results of those traffic surveys are reproduced in full in Appendix A and are summarised on Figure 6, revealing that:

- two-way traffic flows in Moore-Oxley Streets are typically in the order of 2000 vph during the AM peak period, increasing to 2500 vph during the PM peak period
- two-way traffic flows in Cordeaux Street in the vicinity of the site are typically in the order of 300 vph during peak periods
- two-way traffic flows in Queen Street in the vicinity of the Broughton Street intersection are typically in the order of 1000 vph during the peak periods
- two-way traffic flows in Queen Street in the vicinity of the Railway Street intersection are typically in the order of 450-550 vph during peak periods
- one-way westbound traffic flows in Queen Street past the site frontage are typically in the order of 300 vph during peak periods
- one-way southbound traffic flows in Railway Street are typically in the order of 200 vph during peak periods
- two-way traffic flows in Lithgow Street are typically in the order of 50 70 vph during peak periods
- two-way traffic flows in Carberry Lane are typically in the order of 50 vph during the AM peak period, increasing to 170 vph during the PM peak period
- two-way traffic flows in Anzac Lane are typically in the order of 10-30 vph during peak periods.

Projected Traffic Generation

The existing *Campbelltown RSL Club* is to be reinstated in the new building along the northern portion of the site, with a reduction in floor area from $5,064m^2$ to $1,747m^2$.

VARGA TRAFFIC PLANNING PTY LTD



As such, the traffic generated by the existing RSL Club is *already included* in the abovementioned traffic surveys and accordingly, it is reasonable to conclude there will not be any appreciable increase in the traffic generation potential of the site as a consequence of the *RSL* Club component of the development.

An indication of the traffic generation potential of the planning proposal is provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the recently published RMS *Technical Direction (TDT 2013/04a)* document.

The *TDT 2013/04a* document specifies that it replaces those sections of the RMS *Guidelines* indicated, and that it must be followed when RMS is undertaken trip generation and/or parking demand assessments.

The RMS *Guidelines* and the updated *TDT 2013/04a* are based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the development proposal:

High Density Residential Flat Dwellings

AM: 0.19 peak hour vehicle trips per unitPM: 0.15 peak hour vehicle trips per unit

Office Blocks

AM: 1.6 peak hour vehicle trips per 100m² GFA
PM: 1.2 peak hour vehicle trips per 100m² GFA

The RMS *Guidelines* do not nominate a traffic generation rate for small, local shops, referring only to major regional shopping centres incorporating supermarkets and department stores. It also does not nominate a traffic generation for hotels, referring only to "motels".

For the purpose of this assessment therefore, the abovementioned traffic generation rate for *office blocks* has been adopted in respect of the retail component, and the traffic generation rate of 0.4 evening peak hour vehicle trips per room nominated in the RMS Guidelines for "motels" has been adopted in respect of the hotel component of the planning proposal.

It is readily acknowledged however, that "motels" primarily cater for the needs of car travellers who usually only require overnight accommodation before continuing their journey. Motels are usually located near highways, remote from public transport.

By contrast, "hotels" cater for the needs of business travellers and visitors who may require accommodation for several days or several weeks, and are usually located in CBDs with good access to public transport.

For the purposes this assessment however, the relatively high traffic generation rate of 0.4 *evening peak hour vehicle trips per room* nominated in the RMS *Guidelines* for "motels" has been adopted in respect of the hotel component of the development proposal.

It should also be noted that the RMS *Guidelines* does not provide a traffic generation rate for motels during the *morning* peak period, only the *evening* peak period. For the purposes of a rigorous assessment it has been assumed that the *morning* peak hour traffic generation rate is 50% of the *evening* traffic generation rate.

Application of the above traffic generation rates to the various components of the planning proposal yields a traffic generation potential of approximately 119 vph during the *morning* commuter peak period and approximately 153 vph during the *afternoon* commuter peak period as set out below:

Planning Proposal Projected Peak Hour Traffic Generation Potential

	AM	PM
Residential (438 apartments):	83.2 vph	65.7 vph
Commercial / Retail / RSL Club* (2,213m ²):	35.4 vph	26.5 vph
Hotel (152 rooms):	0.0 vph	61.2 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	118.6 vph	153.4 vph

* No change, already included in existing peak hour traffic survey data

That projected future traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by a development permitted under the current *CLEP 2015* planning controls in order to determine the *nett*

. . .

increase in the traffic generation potential of the site as a consequence of the planning proposal.

Application of the abovementioned traffic generation rates to the development potential of the site under the current *CLEP 2015* planning controls yields a peak hour traffic generation potential of approximately 86 vph during the AM commuter peak period and a traffic generation potential of approximately 98 vph during the PM commuter peak period, as set out below:

Peak Hour Traffic Generation Potential Projected Existing Planning Controls

	AM	PM
Residential (232 apartments):	44.1 vph	34.8 vph
Commercial / Retail / RSL Club* (2,635m ²):	42.2 vph	31.6 vph
Hotel (78 rooms):	0.0 vph	31.2 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	86.3 vph	97.6 vph
	7 .	

* No change, already included in existing peak hour traffic survey data

Thus the planning proposal could result in a *nett increase* in the traffic generation potential of the site of some 32 vph to 56 vph during commuter peak periods when compared with a development that would be permitted under the existing planning controls, as set out below:

Projected Nett Increase in the Traffic Generation Potential of the Site as a Consequence of the Planning Proposal

	AM	PM
Planning Proposal Traffic Generation Potential:	118.6 vph	153.4 vph
Less Existing Planning Controls Traffic Generation Potential:	-86.3 vph	-97.6 vph
NETT INCREASE IN TRAFFIC GENERATION POTENTIAL:	32.3 vph	55.8 vph

However, for the purposes of this assessment it has been assumed that *all* of the projected future traffic flows of 119 vph and 153 vph during the AM and PM commuter peak periods respectively will be new or *additional* to the existing traffic flows currently using the adjacent road network.

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.

Following discussions with Council it was agreed that the traffic modelling should take into account an *uplift* in density in the surrounding area. For the purposes of this assessment therefore, the traffic modelling therefore includes a 10% increase in existing traffic flows at all of the intersections modelled, in addition to the traffic volumes expected to be generated by the subject planning proposal.

The traffic modelling also includes the two additional intersections in Queen Street as requested by Council.

The results of the SIDRA capacity analysis of the 8 surrounding intersections are summarised on Table 3.1 - 3.8 below, revealing that:

Cordeaux Street/Moore Street Intersection

- the Cordeaux Street and Moore Street intersection currently operates at *Level of Service "A"* during the *morning* peak period and at a *Level of Service "B"* during the *afternoon* peak period under the existing traffic demands with total average vehicle delays in the order of approximately 14.3 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would operate at *Level of Service "B"* during the AM and PM commuter peak periods, with increases in average vehicle delays of approximately 1.0 second/vehicle
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also operate at *Level of Service "B"* during the AM

and PM commuter peak periods, with increases in average vehicle delays of approximately 1.6 seconds/vehicle.

Cordeaux Street/Queen Street Intersection

- the Cordeaux Street and Queen Street intersection currently operates at *Level of Service "A"* under the existing traffic demands with total average vehicle delays in the order of approximately 2.8 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service "A"* during the AM and PM commuter peak periods, with increases in the order of *less than* 1 second/vehicle.
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service "A"* during the AM and PM commuter peak periods, with increases in total average vehicle delays of *less than* 1 second/vehicle.

Cordeaux Street/Carberry Lane Intersection

- the Cordeaux Street and Carberry Lane intersection currently operates at *Level of Service "A"* under the existing traffic demands with total average vehicle delays in the order of approximately 4.4 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service "A"* during the AM and PM commuter peak periods, with increases in average vehicle delays of *less than* 1 second/vehicle.
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service "A"* during the AM and PM commuter peak periods, with increases in average vehicle delays of *less than* 1 second/vehicle.

Anzac Lane/Carberry Lane Intersection

- the Anzac Lane and Carberry Lane intersection currently operates at *Level of Service* "A" under the existing traffic demands with total average vehicle delays in the order of approximately 2.2 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service "A"* during the AM and PM commuter peak periods, with increases in the order of *less than* 1 second/vehicle.
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service "A"* during the AM and PM commuter peak periods, with increases in total average vehicle delays of *less than* 1 second/vehicle.

Lithgow Street/Carberry Lane Intersection

- the Lithgow Street and Carberry Lane intersection currently operates at *Level of* Service "A" under the existing traffic demands with total average vehicle delays in the order of approximately 4 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service "A"* during the AM and PM commuter peak periods, with decreases in average vehicle delays of *less than* 1 second/vehicle
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service "A"* during the AM and PM commuter peak periods, with decreases in average vehicle delays of *less than* 1 second/vehicle.

Lithgow Street/Moore Street Intersection

- the Cordeaux Street and Carberry Lane intersection currently operates at *Level of Service "A"* under the existing traffic demands with total average vehicle delays in the order of approximately 0.4 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service "A"* during the AM and PM commuter peak periods, with increases in average vehicle delays of *less than* 1 second/vehicle
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service "A"* during the AM and PM commuter peak periods, with increases in average vehicle delays of *less than* 1 second/vehicle.

Broughton Street/Queen Street Intersection

- the Broughton Street and Queen Street intersection currently operates at *Level of* Service "B" under the existing traffic demands with total average vehicle delays in the order of approximately 20.0 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service "B"* during the AM and PM commuter peak periods, with decreases in average vehicle delays of *less than* 1 second/vehicle
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service "B"* during the AM and PM commuter peak periods, with decreases in average vehicle delays of *less than* 1 second/vehicle.

Railway Street/Queen Street Intersection

- the Railway Street and Queen Street intersection currently operates at *Level of Service* "B" under the existing traffic demands with total average vehicle delays in the order of approximately 25.7 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service "B"* during the AM and PM commuter peak periods, with increases in average vehicle delays of *less than* 1 second/vehicle.
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service "B"* during the AM and PM commuter peak periods, with increases in average vehicle delays of *less than* 1 second/vehicle.

In summary, the capacity analysis demonstrates that the planning proposal will not have any unacceptable traffic implications in terms of road network capacity, and that no road improvements or intersection upgrades will be required as a consequence of the planning proposal.

				OF SIDRA A DRE STREE			[
Key Indicators		Existing Traffic Demand		Planning	Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		ning l Traffic ls + 10% ımes
	AM	РМ	AM	PM	AM	РМ	AM	PM	
Level of Service		А	В	В	В	В	В	В	В
Degree of Saturation		0.414	0.375	0.439	0.385	0.441	0.404	0.520	0.451
Average Vehicle Delay (sec	es/veh)								
Cordeaux Street (south)	L T R	46.8 46.7 49.9	39.7 38.0 42.5	45.8 46.9 50.1	38.1 35.5 40.0	45.8 46.9 50.1	36.5 33.9 38.4	48.1 49.6 52.8	38.2 35.8 40.3
Moore Street (east)	L T R	12.5 7.0 17.5	16.7 11.1 19.1	12.9 7.3 18.3	17.7 12.2 21.1	12.9 7.3 18.3	18.8 13.3 22.4	12.2 6.7 18.8	18.2 12.6 22.4
Cordeaux Street (north)	L T R	44.6 44.5 50.2	40.4 40.0 45.0	44.1 43.2 51.4	39.0 38.9 43.5	44.4 43.3 52.8	37.4 36.9 42.1	46.5 44.9 55.6	39.2 39.1 44.5
Oxley Street (west)	L T R	12.7 7.2 14.5	15.8 10.2 24.1	13.1 7.6 15.3	16.7 11.2 26.0	13.1 7.6 15.3	17.7 12.2 27.5	12.5 6.9 14.7	17.0 11.4 28.8
TOTAL AVERAGE VEHI DELAY	ICLE	13.8	14.8	14.7	15.9	15.1	16.7	15.0	16.4
		COR_	MOOX	COR_MOO_	Permissible	COR_	MOOP	CAR_MC	OOP (10%)

Key Indicators			Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		Planning Proposal Traffic Demands + 10% Volumes	
		AM	AM	AM	PM	AM	РМ	AM	PM	
Level of Service		A	A	А	А	А	А	А	А	
Degree of Saturation		0.103	0.095	0.125	0.109	0.135	0.126	0.151	0.141	
Average Vehicle Delay (se	cs/veh)									
Cordeaux Street (south)	L R	3.9 4.2	5.2 5.3	3.9 4.2	5.2 5.3	3.9 4.2	5.2 5.3	4.0 4.3	5.2 5.4	
Queen Street (east)	L T	3.4 0.0	3.4 0.0	3.4 0.0	3.4 0.0	3.4 0.0	3.4 0.0	3.4 0.0	3.4 0.0	
TOTAL AVERAGE VEHICLE DELAY		2.7	2.9	2.8	3.1	2.8	3.1	2.9	3.2	

TABLE 3.3 - RESULTS OF SIDRA ANALYSIS OF CORDEAUX STREET & CARBERRY LANE											
Key Indicators		Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		Planning Proposal Traffi Demands + 10% Volumes			
	AM	PM	AM	PM	AM	PM	AM	PM			
Level of Service		А	А	А	А	А	А	А	А		
Degree of Saturation		0.254	0.137	0.273	0.173	0.276	0.183	0.306	0.204		
Average Vehicle Delay (secs/veh)											
Cordeaux Street (south)	L T	3.4 2.9	4.3 3.9	3.5 3.0	4.5 4.1	3.6 3.0	4.6 4.2	3.6 3.1	4.6 4.3		
Cordeaux Street (north)	T R	3.9 6.6	4.3 7.1	4.1 6.8	4.5 7.2	4.3 6.9	4.6 7.3	4.3 7.0	4.6 7.4		
Carberry Lane (west)	L R	4.3 6.5	4.9 7.4	4.3 6.6	4.9 7.4	4.4 6.6	4.9 7.4	4.5 6.8	5.0 7.5		
TOTAL AVERAGE VEHICLE DELAY		3.7	5.0	4.1	5.3	4.3	5.5	4.3	5.5		
		COR_	CARX	COR_CAR_	Permissible	COR_	CARP	COR_CA	RP (10%)		

Г

TABLE 3.4 - RESULTS OF SIDRA ANALYSIS OF ANZAC LANE & CARBERRY LANE										
Key Indicators			Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		nning ll Traffic ls + 10% umes	
		AM	PM	AM	PM	AM	PM	AM	PM	
Level of Service		А	А	А	A	А	А	А	А	
Degree of Saturation		0.099	0.088	0.115	0.096	0.117	0.101	0.129	0.114	
Average Vehicle Delay (secs	s/veh)									
Council Car Park (south)	L R	6.1 6.8	5.7 6.4	6.2 7.4	5.8 6.9	6.2 7.6	5.9 7.2	6.2 7.8	6.0 7.3	
Carberry Lane (east)	T U	0.0 6.0	0.0 6.0	0.0 6.0	0.0 6.1	0.0 6.0	0.0 6.1	0.0 6.0	0.0 6.1	
Anzac Lane (north)	L	7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6	
Carberry Lane (west)	Т	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL AVERAGE VEHICLE DELAY		0.7	3.6	1.9	3.8	2.3	3.7	2.4	3.7	
		ANZ_0	CARX	ANZ_CAR_	Permissible	ANZ_C	CARP	ANZ_CA	RP (10%)	

TABLE 3.5 - RESULTS OF SIDRA ANALYSIS OF LITHGOW STREET & CARBERRY LANE											
Key Indicators			Existing Traffic Demand		Existing Planning Controls Traffic Demand		nning Il Traffic aands	Planning Proposal Traffic Demands + 10% Volumes			
		AM	PM	AM	PM	AM	PM	AM	РМ		
Level of Service		А	A	А	A	А	А	А	А		
Degree of Saturation		0.079	0.053	0.112	0.078	0.117	0.109	0.130	0.122		
Average Vehicle Delay (sec	s/veh)										
Lithgow Street (south)	L T R	4.3 0.0 4.3	4.3 0.0 4.4	4.3 0.0 4.3	4.3 0.0 4.4	4.3 0.0 4.3	4.3 0.0 4.4	4.3 0.0 4.3	4.3 0.0 4.4		
Carberry Lane (east)	L T R	4.6 3.4 5.0	4.6 3.3 4.9	4.6 3.5 5.2	4.6 3.4 5.1	4.6 3.5 5.2	4.6 3.5 5.2	4.6 3.6 5.3	4.6 3.6 5.3		
Lithgow Street (north)	L T R	4.6 0.0 4.6	4.6 0.0 4.6	4.6 0.1 4.6	4.7 0.1 4.7	4.6 0.1 4.7	4.7 0.1 4.7	4.6 0.1 4.7	4.7 0.1 4.8		
Council Car Park (west)	L T R	5.6 4.4 6.1	5.6 4.3 5.8	5.6 4.5 6.2	5.7 4.4 5.9	5.6 4.5 6.2	5.7 4.5 6.0	5.6 4.5 6.3	5.7 4.5 6.1		
TOTAL AVERAGE VEHI DELAY	CLE	4.0	3.9	3.8	3.6	3.8	3.6	3.9	3.7		
		LIT_C	CARX	LIT_CAR_	Permissible	LIT_	CARP	LIT_CA	RP (10%)		

Г

Ι				OF SIDRA DRE STREF			Т		
Key Indicators		Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		Planning Proposal Traffic Demands + 10% Volumes	
	-		PM	AM	РМ	AM	РМ	AM	РМ
Level of Service		А	А	А	А	А	А	А	А
Degree of Saturation		0.191	0.177	0.195	0.183	0.195	0.186	0.215	0.205
Average Vehicle Delay (secs	/veh)								
Lithgow Street (north)	L	5.2	5.4	5.2	5.3	5.2	5.2	5.3	5.4
Oxley Street (west)	L T	5.5 0.0	5.5 0.0	5.5 0.0	5.5 0.0	5.5 0.0	5.5 0.0	5.5 0.0	5.5 0.0
TOTAL AVERAGE VEHIC DELAY	CLE	0.4	0.4	0.5	0.5	0.5	0.6	0.5	0.6
		LIT_M	IOOX	LIT_MOO_I	Permissible	LIT_	MOOP	LIT_MO	OP (10%)

TABLE 3.7 - RESULTS OF SIDRA ANALYSIS OFRAILWAY STREET & QUEEN STREET										
Key Indicators		Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		Planning Proposal Traffic Demands + 10% Volumes		
		AM	PM	AM	PM	AM	РМ	AM	PM	
Level of Service		В	В	В	В	В	В	В	В	
Degree of Saturation		0.232	0.191	0.238	0.198	0.239	0.202	0.268	0.224	
Average Vehicle Delay (see	cs/veh)									
Queen Street (east)	T R	14.7 20.0	13.8 18.5	14.0 18.7	13.2 18.0	14.0 19.9	13.5 18.3	14.3 20.6	13.0 17.8	
Railway Street (north)	L R	33.0 32.4	33.4 33.1	33.9 33.4	34.3 34.2	33.9 33.4	33.4 33.5	34.1 33.6	33.6 33.7	
Queen Street (west)	L T	13.0 9.6	12.5 9.1	12.6 9.3	12.1 8.8	12.6 9.3	12.5 9.2	12.6 9.4	12.6 9.3	
TOTAL AVERAGE VEHICLE DELAY		20.4	19.5	19.7	19.2	20.0	19.3	20.2	19.1	
		RAI_Q	QUEX	RAI_QUE_	Permissible	RAI_Q	QUEP	RAI_QU	EP (10%)	

TABLE 3.8 - RESULTS OF SIDRA ANALYSIS OFBROUGHTON STREET & QUEEN STREET									
Key Indicators		Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		Planning Proposal Traffic Demands + 10% Volumes	
		AM	PM	AM	PM	AM	PM	AM	РМ
Level of Service		В	В	В	В	В	В	С	В
Degree of Saturation		0.731	0.728	0.740	0.735	0.742	0.740	0.826	36.5
Average Vehicle Delay (sec	s/veh)								
Broughton Street (south)	L T R	42.2 41.0 52.5	37.8 36.2 47.5	42.3 41.3 52.8	37.0 36.2 47.5	42.3 41.4 52.9	37.1 36.5 47.5	41.7 41.8 55.2	36.5 36.1 48.0
Queen Street (east)	L T R	18.3 19.4 25.1	20.6 22.7 27.5	18.3 19.4 25.1	20.6 22.8 27.6	18.3 19.5 25.1	20.6 22.9 27.7	19.0 24.2 30.7	21.4 29.1 34.1
Broughton Street (north)	L T R	7.4 43.2 48.8	7.4 40.8 46.4	7.4 43.7 49.3	7.4 42.2 47.8	7.4 43.7 49.3	7.4 42.7 48.2	7.7 45.7 51.3	7.7 44.7 50.3
Queen Street (west)	L T R	54.7 50.1 54.7	54.4 49.7 54.2	54.7 50.1 54.7	54.4 49.6 54.1	54.7 50.1 54.7	54.4 49.6 54.1	55.1 50.5 55.1	54.6 49.9 54.4
TOTAL AVERAGE VEHI DELAY	CLE	26.8	24.6	27.1	25.0	27.2	25.1	29.6	27.5
		BRO_	QUEX	BRO_QUE_	Permissible	BRO_	QUEP	BRO_QU	EP (10%)

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	At capacity and requires other control mode.
	delays. Roundabouts require 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		
А	less than 14	Good operation.	Good operation.		
В	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.		
С	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)

1

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.

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

4. PARKING ASSESSMENT

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 7 and comprise:

- generally ¹/₂ HOUR PARKING restrictions along the southern side of Queen Street, including along the site frontage
- generally NO STOPPING / NO PARKING restrictions along the northern side of Queen Street
- 1 HOUR PARKING restrictions along the eastern side of Cordeaux Street, in between Queen Street and Carberry Lane
- DISABLED PARKING restrictions located along the western side of Cordeaux Street, including along the northern end of the site frontage
- LOADING ZONE restrictions located at regular intervals along both sides of Queen Street, Cordeaux Street and also Anzac Lane, in the vicinity of the Campbelltown Commercial Core area
- generally NO STOPPING / NO PARKING restrictions elsewhere along both sides of Cordeaux Street
- a COUNCIL PUBLIC CAR PARK located at the rear of the site with access provided off Carberry Lane
- BUS ZONES located along both sides of Cordeaux Street, including along the southern end of the site frontage
- generally NO STOPPING / NO PARKING restrictions elsewhere along both sides of Carberry Lane and also Anzac Lane, including along the site frontages.


Off-Street Parking Provisions

The off-street parking rates for hotel premises and registered clubs (Campbelltown RSL) in *B3 Commercial Core* zones are specified in Council's *DCP – Part 6, Commercial Development* document in the following terms:

Hotel or Motel Accommodation

1.5 car parking spaces per 10m² GFA, *plus*1 car parking space per 2 employees

Registered Club

1.5 car parking spaces per 10m² GFA

Application of the above car parking requirement to the development proposal yields an offstreet parking requirement of 888 spaces as set out below:

TOTAL:	887.8 spaces
RSL Club (1,747m ²):	262.1 spaces
Hotel (16 employees):	8.0 spaces
Hotel (4,118m ² with 152 rooms):	617.7 spaces

It is clear however, that Council's DCP car parking rate for "hotel or motel accommodation" is unrealistic, noting that it *equates* to approximately *4 parking spaces per hotel room*.

By way of *comparison*, reference is therefore made to the *maximum* parking provisions permitted in the Parramatta LGA for hotels under its Parramatta Local Environmental Plan 2011 as follows:

```
Hotel accommodation: a maximum of 1 parking space to be provided for every 5 hotel rooms or suites, plus 1 parking space to be provided for every 3 employees
```

Reference is also made to the Roads and Maritime Service's publication *Guide to Traffic Generating Developments, Section 5 – Parking Requirements for Specific Land Uses* (October 2002). The RMS *Guidelines* are based on extensive surveys of a wide range of land uses and provides the following suggested parking rate for 3, 4 and 5 star hotels which more closely reflects the type of accommodation proposed:

1 space per 4 rooms for 3 and 4 star hotels 1 space per 5 rooms for 5 star hotels

In essence, the *comparison* parking rates indicate that the appropriate parking rate for the proposed hotel would be in the order of 1 space per 4 or 5 hotel rooms, in the range 30 to 38 spaces. Application of that higher parking requirement for 4-star hotels to the hotel component yields a cumulative off-street car parking requirement of 38 spaces.

It is also clear that the DCP parking rate for "registered club" is excessive, and would appear to be based on the results of surveys conducted by the then *Traffic Authority of NSW* in 1977 and 1978, prior to the advent of random breath testing in January 1982. There has been a substantial shift in community attitudes towards drink-driving in the subsequent 37 years, resulting in a substantial reduction in car driver rates for patrons attending licensed premises.

Accordingly, reference is made to surveys undertaken at the nearby Liverpool RSL Club which identified a peak parking demand of 1 space/70m² which occurred at 8pm on Saturday night. The Liverpool RSL Club is located in a similar socio-economic area with similar demographics and is located in a similar distance from the nearby bus rail interchange. That peak parking rate has therefore been adopted for the purposes of this assessment.

It is pertinent to note that the RSL Club will continue to provide a courtesy bus service for patrons, without up to 4 courtesy buses to be provided during the Club peak trading periods.

In summary, application of the *comparison* parking rates to the hotel and club components of the planning proposal yields an off-street car parking requirement of 63 spaces as set out in the table below:

Off-Street Parking RequirementsHotel & Club ComponentHotel (152 rooms):38 spacesRSL Club (1,747m²):25 spacesTOTAL PARKING REQUIRED:63 spaces

Parking for the hotel & RSL Club components will be provided in a dedicated car park with 86 spaces which is expected to result in a *surplus* parking provision which could be shared by the hotel and Club on a "needs" basis to accommodate any variations in parking demands which may arise from time to time.

In addition, car parking for the RSL Club will also be available in the public car parking area opposite the site, should the need ever arise.

The off-street parking requirements applicable to the development proposal are specified in Council's *Development Control Plan (2015) – Part 5.5 Residential Flat Buildings and Mixed-Use Development* document in the following terms:

Residential Apartments

residential space per dwelling, plus
 additional residential space for every 4 dwellings, and
 visitor space for every 10 dwellings

Commercial/Retail Premises

1 car parking space per 25m² leasable floor area at ground level
1 car parking space per 35m² leasable floor area at upper levels

However, the subject site is located "within 800 metres" of a railway station in the Sydney metropolitan area (i.e. 450m from Campbelltown Railway Station), and therefore the residential component of the development is also subject to the parking requirements specified in the *State Environmental Planning Policy No* 65 – *Design Quality of Residential Flat Development (Amendment No 3), 2015* in the following terms:

30 Standards that cannot be used to refuse development consent or modification of development consent

- (1) If an application for the modification of a development consent or a development application for the carrying out of development to which this Policy applies satisfies the following design criteria, the consent authority must not refuse the application because of those matters:
 - a) if the car parking for the building will be equal to, or greater than, the recommended minimum amount of car parking specified in Part 3J of the Apartment Design Guide.

Reference is therefore made to the *Apartment Design Guide 2015, Section 3J – Bicycle and Car Parking* document which nominates the following car parking requirements:

Objective 3J-1

Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas

For development in the following locations:

- on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or
- on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre

the minimum car parking requirements for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.

The car parking needs for a development must be provided off street.

Comparison therefore needs to be drawn between the off-street car parking requirements for residential flat buildings outlined in the Council's *DCP 2015* and also the RMS *Guidelines* to determine the *lesser* requirement. The relevant car parking rates outlined in the RMS *Guidelines* are reproduced below:

RMS Guidelines – High Density Residential Flat Buildings

0.4 spaces per 1 bedroom unit

- 0.7 spaces per 2 bedroom unit
- 1.2 spaces per 3 bedroom unit
- 1 space per 7 units for visitor parking

Whilst the cumulative number of parking spaces to be provided as part of the planning proposal is not yet known, it is clear that the above parking requirements can be satisfied with the provision of a number of basement parking levels, based on the concept architectural plans which have been prepared for the purposes of the Planning Proposal.

The geometric design layout of the future 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 AS2890.1:2004* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6*.

Off-Street Bicycle Parking Provisions

The off-street bicycle parking requirements applicable to the development proposal are specified in *Campbelltown (Sustainable City) DCP 2015* in the following terms:

Residential Accommodation 1 space per 5 dwellings

Whilst the number of bicycle parking spaces to be provided as part of the planning proposal is not yet known, it is clear that the above parking requirements can be satisfied within the provision of basement parking area on the subject site.

Loading/Servicing Provisions

The proposed new development is expected to be serviced by a variety of light commercial vehicles and rigid trucks up to and including 11m long heavy rigid trucks.

The service area will be designed to accommodate a number of service vehicles such as garbage trucks and removalist trucks. The loading dock and manoeuvring area will ultimately be designed to accommodate the swept turning path requirements of these trucks, allowing them to enter and exit the site in a forward direction at all times.

5. CONCLUSION

Based on the analysis and discussions presented within this report, the following conclusions are made:

- the planning proposal seeks approval to increase the allowable height controls for the site, resulting in the potential for approximately 438 apartments, 152 hotel rooms, 2,213m² of retail/commercial and 1,747m² of RSL Club floor space
- the SIDRA capacity analysis of the 8 nearby intersections located around the perimeter of the site indicate that:
 - the projected additional traffic flows as a consequence of the planning proposal will not have any adverse effects on the operational performance of the intersection, and
 - no road improvements or intersection upgrades would be required as a consequence of the planning proposal
- the future car parking, motorcycle, bicycle and loading facilities are capable of being provided in accordance with Council, *SEPP 65* and the relevant Australian Standards requirements, with detailed analysis to be undertaken at DA stage
- the future vehicular access arrangements will be designed in accordance with Council and RMS requirements.

It is therefore reasonable to conclude that the planning proposal will not have any unacceptable implications in terms of road network capacity or off-street parking/loading requirements.

APPENDIX A

TRAFFIC SURVEY DATA

	R.C	.A.R	. D/	ΑΤΑ										Client		: Varg	a Traff	ic Plan	ning								
	Relia	ble, O	rigina	al & A	uthen	tic Re	sults							Job No/Na	me	: 6929	CAMF	PBELLT	ΓΟŴΝ	Interse	ection (Counts					
D	Ph.88	196847	, Mob.	0418-2	239019									Day/Dat	е	: Wed	nesday	y 24th	Octobe	er 2018							
<u>Lights</u>		NORTH			WEST			SOUTH			EAST			Lights		NORTH	1		WEST			SOUTH	I		EAST		
	1	Moore S	-	Co	ordeaux		1	Noore S		Co	rdeaux					Moore S		Co	rdeaux		1	Moore S		Co	ordeaux		
Time Per	L	<u>T</u>	<u>R</u>	L	<u>T</u>	<u>R</u>	L	Ţ	<u>R</u>	L	<u>T</u>	<u>R</u>	тот	Peak Time	L	<u>T</u>	<u>R</u>	L	<u>T</u>	<u>R</u>	L	<u>T</u>	<u>R</u>	L	<u>T</u>	<u>R</u>	тот
0630 - 0645	1	61	7	0	3	4	9	211	9	3	6	8	322	0630 - 0730	7	242	40	4	9	24	40	919	41	8	15	19	1368
0645 - 0700	2	60	9	3	1	4	10	234	11	1	4	3	342	0645 - 0745	7	277	52	6	9	25	45	936	45	9	13	19	1443
0700 - 0715	2	46	9	0	3	7	7	240	10	2	3	3	332	0700 - 0800	6	385	73	7	10	28	49	942	48	14	19	20	1601
0715 - 0730	2	75	15	1	2	9	14	234	11	2	2	5	372	0715 - 0815	9	513	98	8	10	38	65	937	56	15	29	25	1803
0730 - 0745	1	96	19	2	3	5	14	228	13	4	4	8	397	0730 - 0830	12	612	120	10	15	41	70	914	64	37	43	35	1973
0745 - 0800	1	168	30	4	2	7	14	240	14	6	10	4	500	0745 - 0845	15	728	146	13	15	44	89	930	64	54	61	42	2201
0800 - 0815	5	174	34	1	3	17	23	235	18	3	13	8	534	0800 - 0900	28	770	169	15	18	45	101	893	81	78	63	55	2316
0815 - 0830	5	174	37	3	7	12	19	211	19	24	16	15	542	0815 - 0915	28	765	171	23	20	38	102	853	78	90	63	56	2287
0830 - 0845	4	212	45	5	3	8	33	244	13	21	22	15	625	0830 - 0930	25	746	159	27	18	34	102	847	76	70	55	43	2202
0845 - 0900	14	210	53	6	5	8	26	203	31	30	12	17	615											_			
0900 - 0915	5	169	36	9	5	10	24	195	15	15	13	9	505	PEAK HOUR	15	728	146	13	15	44	89	930	64	54	61	42	2201
0915 - 0930	2	155	25	7	5	8	19	205	17	4	8	2	457														
Period End	44	1600	319	41	42	99	212	2680	181	115	113	97	5543														
Heavies		NORTH			WEST			SOUTH			EAST		1	Heavies		NORTH	4		WEST			SOUTH			EAST		
11001100		Moore S		Co	ordeaux	St		Noore S		Co	rdeaux	St		nouvide		Moore S		Co	rdeaux	St		Moore S		Co	ordeaux	St	_
Time Per	L	Т	R	L	Т	R	L	Т	- R	L	Т	R	тот	Peak Per	L	Т	R	L	Т	R	L	Т	R	L	T	R	тот
0630 - 0645	0	2	0	0	0	0	0	3	0	0	1	0	6	0630 - 0730	0	9	0	1	2	0	0	10	0	0	4	0	26
0645 - 0700	0	4	0	1	0	0	0	0	0	0	0	0	5	0645 - 0745	0	12	0	1	2	0	0	10	0	0	3	0	28
0700 - 0715	0	2	0	0	1	0	0	2	0	0	1	0	6	0700 - 0800	0	13	0	0	2	0	0	16	1	0	4	0	36
0715 - 0730	0	1	0	0	1	0	0	5	0	0	2	0	9	0715 - 0815	0	13	0	0	3	0	0	18	1	0	3	0	38
0730 - 0745	0	5	0	0	0	0	0	3	0	0	0	0	8	0730 - 0830	0	18	0	0	5	0	0	14	1	0	4	0	42
0745 - 0800	0	5	0	0	0	0	0	6	1	0	1	0	13	0745 - 0845	0	18	0	0	5	0	0	14	1	0	4	0	42
0800 - 0815	0	2	0	0	2	0	0	4	0	0	0	0	8	0800 - 0900	0	13	0	0	5	3	0	9	0	8	5	0	43
0815 - 0830	0	6	0	0	3	0	0	1	0	0	3	0	13	0815 - 0915	0	12	0	0	3	3	0	6	1	9	5	0	39
0830 - 0845	0	5	0	0	0	0	0	3	0	0	0	0	8	0830 - 0930	0	7	0	0	0	3	0	7	2	11	2	0	32
0845 - 0900	0	0	0	0	0	3	0	1	0	8	2	0	14														
0900 - 0915	0	1	0	0	0	0	0	1	1	1	0	0	4	PEAK HOUR	0	18	0	0	5	0	0	14	1	0	4	0	42
0915 - 0930	0	1	0	0	0	0	0	2	1	2	0	0	6														
Period End	0	34	0	1	7	3	0	31	3	11	10	0	100														
<u> </u>		NODTU			WEOT						E 4 0 T			<u> </u>		NODT			MEOT			001171			= 1 0 7		
<u>Combined</u>		NORTH		0	WEST		. .	SOUTH		0.0	EAST	C4		<u>Combined</u>		NORTH		6	WEST ordeaux			SOUTH			EAST	. 64	
Time Der		Moore S	R		ordeaux	R	· · ·	Noore S	R		rdeaux	<u>R</u>	тот	Peak Per	-	Moore S	R			R	· · '	Moore S	R		ordeaux	R	тот
Time Per 0630 - 0645	1	63	7	0	3	<u> </u>	<u> </u>	<u> </u>	<u> </u>	3	7	8	328	0630 - 0730	<u>L</u> 7	251	40	<u> </u>	11	<u>×</u> 24	<u> </u>	929	<u> </u>	8	19		1394
0630 - 0645	2	64	9	4	1	4	9 10	214	9 11	3 1	4	<u> </u>	347	0645 - 0745	7	289	40 52	5	11	24	40	929	41	9	19	19 19	1394
0645 - 0700	2	48	9	4	4	4	7	234	10	2	4	3	338	0700 - 0800	6	398	73	7	12	25	45		45 49	9 14	23	20	1637
0700 - 0715	2	40	9 15	1	3	9	14	239	10	2	4	5	381	0700 - 0800	9	526	98	8	12	38	49 65	958 955	49 57	14	32	20	1841
0730 - 0745	1	101	19	2	3	5	14	239	13	4	4	<u> </u>	405	0730 - 0830	9 12	630	120	0 10	20	41	70	955	65	37	47	35	2015
0745 - 0800	1	173	30	4	2	7	14	246	15		4 11	4	513	0745 - 0845	15	746		13	20	44	89	944	65	54	65	42	2243
0745 - 0800		175	30	4	5	17		240		6	13	8	542	0800 - 0900	28	746	146			44		944	81	54 86	68	42 55	2359
0800 - 0815	5 5	176	34	3	5 10	17	23 19	239	<u>18</u> 19	3 24	13	15	555	0800 - 0900	28	783	169 171	15 23	23 23	48	101 102	859	79	99	68	55 56	2359
0830 - 0845	5 4	217	45	5	3	8	33	212	13	24	22	15	633	0830 - 0930	20 25	753	159	23	18	37	102	854	79	81	57	43	2320
		217	45 53	5 6	5	0 11	26	247	31	38	14	15	629	0030 - 0930	20	100	139	21	10	- 57	102	034	10	01	57	40	2234
08/5 - 0000	1/			. 0	0	1 1 1	_ ∠ 0	204	51	50	14	17	023									1					
0845 - 0900	14				5		2/	106	16	16	12	۵	500		15	746	1/6	12	20	44	80	9/1	65	54	65	42	2243
0845 - 0900 0900 - 0915 0915 - 0930	14 5 2	170 156	36 25	9 7	5 5	10 8	24 19	196 207	16 18	16 6	13 8	9 2	509 463	PEAK HOUR	15	746	146	13	20	44	89	944	65	54	65	42	2243

	R.O.	A.R I	DA	TA	•																					
- 2 D AL	Reliabl	e, Origi	inal	& Aı	uther	ntic Re	sults											/	loore S	St						
DN		96847, I																								-
	111.001	50017,1			0 20	0010																				
Client		√arga Tra	affic	Plan													I T									-
Job No/Na		5929 CAI				Inters	ection	Counts									999									
Day/Dat		Nedneso						obunto						ΔΜΕ	PEAK		985	0	18	0	18	3				
Day/Dat		/vcuncsc	ady z				,							0745			14	146	728	15	889	-				
														0740	0040			146	746	15	907					
																		140	140	10	1					
																					V	_				
																			•				Corde	auv St		
													5	72	77	-					·		6			
													0	13		-	<u>]</u>					♠	42			
													0	10	10				100	7			72	72	0	
Peds		RTH			WEST	r		SOUTH		EA	ST		5	15	20		•		$(2, \mathbf{U}, \mathbf{f})$)——		-	65	61	4	
1 000		ore St			rdeau		+	Moore S		Cordea			5	13	20			- '	DA	/		_	00	01		
Time Per		ASSIFIED			LASS			CLASSIF		UNCLAS		тот	0	44	44							-	54	54	0	
0630 - 0645	<u></u>	3			0	<u></u>		0		<u></u> (3			4		·					*	▲		-	4
0645 - 0700		3			0			0				3		rdeaux			i •		1		•					· ·
0700 - 0715		7			0			0		0		7		uouu												
0715 - 0730		2			0		-	1		0		3						89	944	65						
0730 - 0745		5			0			1		0		6					1098		930	64	18					
0745 - 0800		4			0			0		C		4					1083		14	1	826	_				-
0800 - 0815		6			0			0				6					15			•	844				N	-
0815 - 0830		6			0			0		ç		15										_			A	-
0830 - 0845		15			0			0		3		18									V	_				-
0845 - 0900		12			0			0		0		12						1	loore S	St		-			V ·	-
0900 - 0915		8			0			0		1)	18	TOTAL	-												
0915 - 0930		15			1			0		2		18	VOLUME						loore S	St						
Period End		86			1			2		2	4	113	FOR COU	INT												
													PERIO	כ						34						
Peds	NC	RTH			WEST	г		SOUTH		EA	ST							2850		1963						
	Мо	ore St		Co	rdeau	x St		Moore S	t	Corde	ux St							2818		1997						
Peak Per	UNCL	SSIFIED		UNC	LASS	IFIED	UN	CLASSIF	IED	UNCLAS	SIFIED	тот						32								
0630 - 0730		15			0			1		0		16														
0645 - 0745		17			0			2		C		19								۲						
0700 - 0800		18			0			2		C		20			11	182	193	\rightarrow			1(267	277	\rightarrow		
0715 - 0815		17			0			2		C		19														
0730 - 0830		21			0			1		ç		31				aux St							aux St			
0745 - 0845		31			0			0		1		43		-	654	644	10			◀	346	325	21			
0800 - 0900		39			0			0		1		51														
0815 - 0915		41			0			0		2		63														
0830 - 0930		50			1			0		1	5	66						3107		48						
																		3073		1814						
PEAK HR		31			0			0		1	2	43						34		1862		C	Copyrig	ght ROA	R DATA	4
																				▼						
	1		2	1			3												loore S							

	R.C).A.F	R. D	ΑΤ	Α									Client		: Varg	a Traf	fic Plar	nnina								
- (4 °C 3)) -		able, (entic l	Resul	ts						Job No/Na	me	: 6929				Inters	ection	Counts	S				
D N -		319684					loou							Day/Date		: Wed											
Lights		NORTH WES						SOUTH			EAST			Lights	-	NORTH		Í	WEST		1	SOUTH			EAST		
<u></u>	Moore St Cordeau				-			loore S		Co	rdeaux	St		<u></u>	1	Moore S		Co	rdeaux	St	/	Noore S		Co	rdeaux	St	
Time Per	L	Т	R	L	Т	R	L	Т	R	L	Т	R	тот	Peak Time	L	Т	R	L	Т	R	L	Т	R	L	Т	R	тот
1530 - 1545	6	330	25	13	16	28	10	211	23	33	16	10	721	1530 - 1630	11	1204	68	46	39	78	74	845	70	58	40	23	2556
1545 - 1600	2	300	12	5	7	16	25	200	18	10	10	3	608	1545 - 1645	5	1124	66	46	37	65	82	851	60	36	34	16	2422
1600 - 1615	1	349	13	16	7	16	19	200	10	9	9	2	677	1600 - 1700	6	1136	78	54	44	69	69	888	59	33	33	21	2490
1615 - 1630	2	225	18	12	9	18	20	208	10	6	5	8	550	1615 - 1715	7	1169	82	59	54	81	67	890	65	41	28	27	2490
1630 - 1645	0	250	23	12	14	15	18	208	13	11	10	3	587	1630 - 1730	6	1315	76	57	55	82	68	890	62	41	34	26	2715
1630 - 1645	3	312	23	13		20	12	217	17	7	9	8		1645 - 1745	17		65		55	93		933	70	36	33	28	2852
	-				14						-	-	676			1395		63			65						
1700 - 1715	2	382	17	21	17	28	17	228	16	17	4	8	757	1700 - 1800	19	1363	61	59	52	92	69	908	74	35	38	25	2795
1715 - 1730	1	371	12	10	10	19	21	212	16	5	11	7	695	1715 - 1815	19	1335	60	47	46	89	76	868	74	25	38	22	2699
1730 - 1745	11	330	12	19	13	26	15	256	21	7	9	5	724	1730 - 1830	19	1262	65	43	50	86	69	826	78	24	37	16	2575
1745 - 1800	5	280	20	9	12	19	16	212	21	6	14	5	619														
1800 - 1815	2	354	16	9	11	25	24	188	16	7	4	5	661	PEAK HOUR	17	1395	65	63	54	93	65	933	70	36	33	28	2852
1815 - 1830	1	298	17	6	14	16	14	170	20	4	10	1	571														
Period End	36	3781	209	146	144	246	211	2565	210	122	111	65	7846														
Heavies		NORTH			WEST			SOUTH			EAST			Heavies		NORTH			WEST			SOUTH			EAST		
neavies		Noore S		6	rdeaux			Joore S		6	rdeaux	St.		<u>neavies</u>		Noore S		6	ordeaux	St		Noore S		6	rdeaux	St.	
Time Per		T	R			R			R	- 00	T		тот	Peak Per	<u> </u>	T	R		T	R	· · ·	T	R		T	R	тот
								1		<u> </u>		<u>R</u>	20					<u> </u>	-						<u> </u>		
1530 - 1545	0	3	0	1	0	7	0	1	0	1	4	3	-	1530 - 1630	0	7	0	1	0	7	0	8	6	2	7	3	41
1545 - 1600	0	2	0	0	0	0	0	0	0	0	2	0	4	1545 - 1645	0	6	0	0	0	0	0	9	7	2	3	0	27
1600 - 1615	0	2	0	0	0	0	0	3	4	0	0	0	9	1600 - 1700	0	4	0	0	0	0	0	9	8	2	2	0	25
1615 - 1630	0	0	0	0	0	0	0	4	2	1	1	0	8	1615 - 1715	0	4	0	0	0	0	0	6	5	3	3	0	21
1630 - 1645	0	2	0	0	0	0	0	2	1	1	0	0	6	1630 - 1730	0	5	0	0	0	0	0	3	4	2	2	0	16
1645 - 1700	0	0	0	0	0	0	0	0	1	0	1	0	2	1645 - 1745	0	3	0	1	0	0	0	1	5	1	3	0	14
1700 - 1715	0	2	0	0	0	0	0	0	1	1	1	0	5	1700 - 1800	0	3	0	2	0	0	1	1	4	1	2	0	14
1715 - 1730	0	1	0	0	0	0	0	1	1	0	0	0	3	1715 - 1815	0	3	0	2	0	0	1	2	5	0	1	0	14
1730 - 1745	0	0	0	1	0	0	0	0	2	0	1	0	4	1730 - 1830	0	2	0	3	0	0	1	1	4	0	2	0	13
1745 - 1800	0	0	0	1	0	0	1	0	0	0	0	0	2														
1800 - 1815	0	2	0	0	0	0	0	1	2	0	0	0	5	PEAK HOUR	0	3	0	1	0	0	0	1	5	1	3	0	14
1815 - 1830	0	0	0	1	0	0	0	0	0	0	1	0	2														
Period End	0	14	0	4	0	7	1	12	14	4	11	3	70														
0		NODT			WEOT						FAOT			0		NODT			WEOT						FAOT		
<u>Combined</u>		NORTH		0	WEST		1	SOUTH		0.	EAST	C 4		<u>Combined</u>		NORTH		0	WEST ordeaux	. 64	.	SOUTH		0	EAST	<u></u>	
Time Den	. '	Noore S			ordeaux		. /	loore S			rdeaux		TOT	Deals Dea		Noore S	-		1		. '	Moore S			rdeaux		тот
Time Per		<u>T</u>	<u>R</u>		<u>T</u>	<u>R</u>		<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	TOT	Peak Per	<u>L</u>	1011	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>		<u>T</u>	<u>R</u>		<u>T</u>	<u>R</u>	TOT
1530 - 1545	6	333	25	14	16	35	10	212	23	34	20	13	741	1530 - 1630	11	1211	68	47	39	85	74	853	76	60	47	26	2597
1545 - 1600	2	302	12	5	7	16	25	200	18	10	12	3	612	1545 - 1645	5	1130	66	46	37	65	82	860	67	38	37	16	2449
1600 - 1615	1	351	13	16	7	16	19	229	14	9	9	2	686	1600 - 1700	6	1140		54	44	69	69	897	67	35	35	21	2515
1615 - 1630	2	225	18	12	9	18	20	212	21	7	6	8	558	1615 - 1715	7	1173	82	59	54	81	67	896	70	44	31	27	2591
1630 - 1645	0	252	23	13	14	15	18	219	14	12	10	3	593	1630 - 1730	6	1320	76	57	55	82	68	897	66	42	36	26	2731
1645 - 1700	3	312	24	13	14	20	12	237	18	7	10	8	678	1645 - 1745	17	1398		64	54	93	65	934	75	37	36	28	2866
1700 - 1715	2	384	17	21	17	28	17	228	17	18	5	8	762	1700 - 1800	19	1366		61	52	92	70	909	78	36	40	25	2809
1715 - 1730	1	372	12	10	10	19	21	213	17	5	11	7	698	1715 - 1815	19	1338		49	46	89	77	870	79	25	39	22	2713
4700 4745	11	330	12	20	13	26	15	256	23	7	10	5	728	1730 - 1830	19	1264	65	46	50	86	70	827	82	24	39	16	2588
1730 - 1745		280	20	10	12	19	17	212	21	6	14	5	621														
1745 - 1800	5				11	25	24	189	18	7	4	5	666	PEAK HOUR	17	1398	65	64	54	93	65	934	75	37	36	28	2866
	5 2	356	16	9	11	25	24	109	10	'	4	5	000	FEAK HOUK				-	-			001	10	•.			
1745 - 1800		356 298	16 17	9 7	14	16	14	170	20	4	11	1	573	FEAK HOUK				-					10	0.			
1745 - 1800 1800 - 1815			17				14						-	FEAR HOUR									10				

	R.O.A.R D	ATA																	
	Reliable Origin	nal & Authentic I	Results								Λ	loore S	St						
D N -													51						
<u> </u>	P11.00190047, N	1ob.0418-239019													1				
Client	: Varga Trat	ffia Dla																	
Job No/Na		IPBELLTOWN Inter	acation Counto							1000									
							D14 5			1026	0	0	0						
Day/Dat	ie : weanesaa	ay 24th October 20	18				<u>PM P</u> 1645 ·			1024	0 65	3 1395	0 17	4 4 7	3				
							1045 ·	1745		2				1477	-				
											65	1398	17	1480	j				
														V					
											┎	•				Carda			
							240	044	-		•			1		Corde			_
						1	210		_						♠	5			
						1	63	64					/			- 28	28	0	
Dede	NODTU	WEAT	601 TH	E A OT			54	54	k		((A. 17.5)	4		4			0	
Peds	NORTH Moore St	WEST Cordeaux St	SOUTH Moore St	EAST Cordeaux St		0	54	54				D.N	7			36	33	3	-
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIEI		0	93	93								37	36	1	
530 - 1545	9	0	0	1	10	-	163								♦		101		4
1545 - 1600	11	0	0	2	13		deaux				←		-	•			101	97	4
	4	0	1	0	5	Cor	ueaux	31											
1600 - 1615	4	0	3	0	5					T	1	024	75						
1615 - 1630	5	0	0	4						1074	65	934	75	4					
1630 - 1645			-		9					1074		933	70	4					
1645 - 1700	5	1	1	0	7					1068	0	1	5	1524				Ν/	
1700 - 1715	11	3	0	0	14					6				1528				N	
1715 - 1730	2	0	0	0	2									•					-
1730 - 1745	3	2	0	0	5							1	∩ ₄	•				4	
1745 - 1800	1 5	0	1	0	2	TOTAL					N	loore S	57						
1800 - 1815 1815 - 1830	1	0	0	0	5	VOLUME						loore S	C4						
Period End	61	6	6	7	80	FOR COU					A		51						
Period End	01	0	0	1	00	PERIO					T		14						
Peds	NORTH	WEST	SOUTH	EAST		FERIOL	,				2795		4026						
reus	Moore St	Cordeaux St	Moore St	Cordeaux St							2795		4020						
Peak Per	UNCLASSIFIED		UNCLASSIFIED								19		4040						
1530 - 1630	28	0	4	3	35						19								
1545 - 1645	28	0	4	6	35								+						
1600 - 1700	18	1	5	4	28			11	526	547				14	l 390	404			
1615 - 1715	25	4	4	4	37				550	J+7				-1	- 530	704			
1615 - 1715 1630 - 1730	23	4	1	4	37			Cordo	aux St						Cordo	aux St		-	
1630 - 1730 1645 - 1745	23	6	1	0	28				531				◀	316	298				
1700 - 1800	17	5	1	0	20		-	5-5	551	14	•		•	510	230	10			
1715 - 1815	11	2	1	0	14														
1715 - 1815 1730 - 1830	10	2	1	0	14						3013		25						
1100 - 1000	10	۷			13						2986		4149						
PEAK HR	21	6	1	0	28						2980		4149			Convrie	nht RO	AR DAT	Δ
	21				20						21		41/4			Сорун	ynt IXO.		`
													▼						
												loore S							



A REAL	R.O	. A. R	DA	ΤΑ																			
	Relial	ble, Or	iginal	& Auth	entic	Result	s	PEDS	NO	RTH	EA	ST	SO	UTH		PEDS	NO	RTH	EA	ST	SO	JTH	
	Ph.88	19684	7, Mob	.0418-2	23901	9		Time Per	Que	en St	Corde	aux St	Quee	en St	тот	Peak Per	Que	en St	Corde	aux St	Quee	en St	тот
								0630 - 0645		2	:	3	:	3	8	0630 - 0730	-	7	1	7	ç	9	33
								0645 - 0700		2	4	4	:	2	8	0645 - 0745	1	1	2	20	1	2	43
Clien	t	: Varg	a Traff	c Plani	ning			0700 - 0715		1	:	5		1	7	0700 - 0800	1	5	2	29	2	2	66
Job No/N	lame	-		LLTOWN	-	ection Co	unts	0715 - 0730		2	:	5	;	3	10	0715 - 0815	1	8	4	0	3	4	92
Day/Da	ate	:Weo	Inesda	/ 24th (Octob	er 2018	3	0730 - 0745		6	(6	(6	18	0730 - 0830	1	8	4	9	4	1	108
,								0745 - 0800		6	1	3	1	2	31	0745 - 0845	1	7	6	64	7	5	156
								0800 - 0815		4	1	6	1	3	33	0800 - 0900	1	7	6	69	9	7	183
								0815 - 0830		2	1	4	1	0	26	0815 - 0915	1	9	6	8	9	9	186
								0830 - 0845		5	2	1	4	0	66	0830 - 0930	2	20	7	'9	1:	21	220
								0845 - 0900		6	1	8	3	34	58								
								0900 - 0915		6		5		5	36	PEAK HR	2	20	7	' 9	12	21	220
								0915 - 0930		3		5		32	60	-			· · ·	_		-	
								Per End		5		45	17		361								
<u>Lights</u>		RTH		ST		UTH		<u>Heavies</u>		RTH		ST		UTH		Combined		RTH		ST		JTH	
		en St		aux St		en St				en St		aux St		en St				en St		aux St	Quee		
Time Per	I	L	<u>R</u>	L	<u>R</u>	<u>T</u>	тот	Time Per	<u>T</u>		<u>R</u>	L	<u>R</u>	<u>T</u>	TOT	Time Per	Ţ	L	<u>R</u>	L	<u>R</u>	<u>T</u>	TOT
0630 - 0645	25	6	13	6	0	0	50	0630 - 0645	0	1	1	0	0	0	2	0630 - 0645	25	7	14	6	0	0	52
0645 - 0700	16	9	9	9	0	0	43	0645 - 0700	0	0	0	0	0	0	0	0645 - 0700	16	9	9	9	0	0	43
0700 - 0715	20	14	5	12	0	0	51	0700 - 0715	0	1	1	0	0	0	2	0700 - 0715	20	15	6	12	0	0	53
0715 - 0730	22	18	21	10	0	0	71	0715 - 0730	0	1	2	0	0	0	3	0715 - 0730	22	19	23	10	0	0	74
0730 - 0745	24	21	18	13	0	0	76	0730 - 0745	0	0	1	0	0	0	1	0730 - 0745	24	21	19	13	0	0	77
0745 - 0800	26	21	23	14	0	0	84	0745 - 0800	0	0	1	0	0	0	1	0745 - 0800	26	21	24	14	0	0	85
0800 - 0815	37	25	21	27	0	0	110	0800 - 0815	0	2	0	0	0	0	2	0800 - 0815	37	27	21	27	0	0	112
0815 - 0830	35	27	23	22	0	0	107	0815 - 0830	0	3	3	0	0	0	6	0815 - 0830	35	30	26	22	0	0	113
0830 - 0845	43	33	28	33	0	0	137	0830 - 0845	0	1	0	0	0	0	1	0830 - 0845	43	34	28	33	0	0	138
0845 - 0900	38	43	34	33	0	0	148	0845 - 0900	0	2	2	0	0	0	4	0845 - 0900	38	45	36	33	0	0	152
0900 - 0915	44	34	35	35	0	0	148	0900 - 0915	0	0	0	0	0	0	0	0900 - 0915	44	34	35	35	0	0	148
0915 - 0930	45	23	18	28	0	0	114	0915 - 0930	1	0	0	0	0	0	1	0915 - 0930	46	23	18	28	0	0	115
Per End	375	274	248	242	0	0	1139	Per End	1	11	11	0	0	0	23	Per End	376	285	259	242	0	0	1162
Lights	NO	RTH	E4	ST	so	UTH		Heavies	NO	RTH	FΔ	ST	SO	UTH		Combined	NO	RTH	FΔ	ST	SO	ЛТН	
		en St		aux St		en St				en St	Corde			en St				en St		aux St		en St	
Peak Per	Т	L	R	L	R	Т	тот	Peak Per	T	L	R	L	R	Т	тот	Peak Per	Т	L	R	L	R	Т	тот
0630 - 0730	83	47	48	37	0	0	215	0630 - 0730	0	3	4	0	0	0	7	0630 - 0730	83	50	52	37	0	0	222
0645 - 0745	82	62	53	44	0	0	241	0645 - 0745	0	2	4	0	0	0	6	0645 - 0745	82	64	57	44	0	0	247
0700 - 0800	92	74	67	49	0	0	282	0700 - 0800	0	2	5	0	0	0	7	0700 - 0800	92	76	72	49	0	0	289
0700 0000 0715 - 0815	109	85	83	64	0	0	341	0715 - 0815	0	3	4	0	0	0	7	0715 - 0815	109	88	87	64	0	0	348
0730 - 0830	122	94	85	76	0	0	377	0730 - 0830	0	5	5	0	0	0	10	0730 - 0830	122	99	90	76	0	0	387
0745 - 0845	141	106	95	96	0	0	438	0745 - 0845	0	6	4	0	0	0	10	0745 - 0845	141	112	99	96	0	0	448
0800 - 0900	153	128	106	115	0	0	502	0800 - 0900	0	8	5	0	0	0	13	0800 - 0900	153	136	111	115	0	0	515
)815 - 0915	160	137	120	123	0	0	540	0815 - 0915	0	6	5	0	0	0	11	0815 - 0915	160	143	125	123	0	0	551
0810 - 0910 0830 - 0930	170	133	115	123	0	0	547	0813 - 0913 0830 - 0930	1	3	2	0	0	0	6	0810 - 0910 0830 - 0930	171	136	117	123	0	0	553
						_			•														
PEAK HR	170	133	115	129	0	0	547	PEAK HR	1	3	2	0	0	0	6	PEAK HR	171	136	117	129	0	0	553

		.A.R.														Client	: Varga Tra				
	Relial	ble, Or	iginal a	& Auth	entic l	Result	ts								Job	No/Nam	e : 6929 CAN	IPBELL	TOWN Ir	ntersectio	n Counts
DA	:Wed	Inesday	/ 24th	Octobe	er 2018	3									Da	ay/Date	: Wedsnes	day 24tl	Octobe	r 2018	
										1		2		3							
										4		5		6				_			
			<u>AM P</u>													т	OTAL VOLUMES	5			
			0830 -	· 0930						7		8		9			FOR COUNT				
																	PERIOD				
											Ν										
											$\mathbf{\Lambda}$										
											V										
		Quee	en St										Quee	en St							
				4										12							
	117			303									259								
	115	1	3											649							
	2	170	133										248								
		171	136	*										661							
									100	-			11								
		•				3	133	•	136 ——	>				*			074	0.05			
		R		L		117	115	2								11	274	285			
			1 () *] —														Cordea	IV 64			
		C D	×			129	129	0						4			490	11			
		•	1-	→ ♦	,		246	244	2				0				490	11			
						-		deaux		-	_		U	1							
		0	0				00	acuux			-		0								
	0	0	0										Ŭ	617				_			
	0	0	0				6	Copyrigh	nt ROAR DATA				0								
	0	Ŭ	Ū	300				copyrigi		_			Ť	618							
	ľ			1										1							
				¥										↓							
				•										•• •							
		Quee	en St										Que	en St							

	R.O	.A.R	. DA	TA																			
	Relia	ble, Ol	riginal	& Aut	thentic	: Resi	ılts	PEDS	NO	RTH	EA	AST	SO	UTH		PEDS	NO	RTH	EA	ST	SOL	ΙΤΗ	
DA	Ph.88	19684	7, Mol	o.0418	-2390	19		Time Per	Que	en St	Corde	aux St	Que	en St	тот	Peak Per	Que	en St	Corde	aux St	Quee	n St	тот
								1530 - 1545		2	4	12	3	2	76	1530 - 1630		6	1	02	78	3	186
								1545 - 1600	;	3	2	29		8	50	1545 - 1645		7		93	58	3	158
Client		: Varg	a Traf	fic Plar	nning			1600 - 1615		1		16	1	4	31	1600 - 1700		4	7	'8	5	1	133
Job No/Na	ame	: 6929 (1615 - 1630		0		15		4	29	1615 - 1715		6		'5	48		129
Day/Da	te	:Wec	Inesda	y 24th	Octol	ber 20	18	1630 - 1645		3	3	33	1	2	48	1630 - 1730		6		'0	4	5	121
								1645 - 1700		0		14		1	25	1645 - 1745		3		3	39		85
								1700 - 1715		3		13		1	27	1700 - 1800		3		6	30		79
								1715 - 1730		0		10		1	21	1715 - 1815		4	-	2	23		69
								1730 - 1745		0		6		6	12	1730 - 1830	:	5	4	0	2	1	66
								1745 - 1800		0		17		2	19								100
								1800 - 1815		4		9		4	17	PEAK HR	(6	10	02	7	8	186
								1815 - 1830		1		8		9	18								
								Per End	1	7	2	12	14	44	373								
Lights	NO	RTH	EA	ST	so	UTH		Heavies	NO	RTH	EA	AST .	SO	UTH		Combined	NO	RTH	EA	ST	SOL	тн	1
	-	en St	Corde	-		en St				en St		aux St		en St			-	en St		aux St	Quee		1
Time Per	т	L	R	L	R	Т	тот	Time Per	т	L	R	L	R	Т	тот	Time Per	т	L	R	L	R	т	тот
1530 - 1545	66	44	28	30	0	0	168	1530 - 1545	0	6	2	0	0	0	8	1530 - 1545	66	50	30	30	0	0	176
1545 - 1600	57	21	25	32	0	0	135	1545 - 1600	0	0	3	0	0	0	3	1545 - 1600	57	21	28	32	0	0	138
1600 - 1615	51	28	24	27	0	0	130	1600 - 1615	0	0	1	0	0	0	1	1600 - 1615	51	28	25	27	0	0	131
1615 - 1630	48	26	24	25	0	0	123	1615 - 1630	0	0	0	0	0	0	0	1615 - 1630	48	26	24	25	0	0	123
1630 - 1645	60	37	33	28	0	0	158	1630 - 1645	0	0	0	0	0	0	0	1630 - 1645	60	37	33	28	0	0	158
1645 - 1700	46	22	18	27	0	0	113	1645 - 1700	0	0	1	0	0	0	1	1645 - 1700	46	22	19	27	0	0	114
1700 - 1715	50	27	29	20	0	0	126	1700 - 1715	0	1	1	0	0	0	2	1700 - 1715	50	28	30	20	0	0	128
1715 - 1730	50	23	33	33	0	0	139	1715 - 1730	0	0	0	0	0	0	0	1715 - 1730	50	23	33	33	0	0	139
1730 - 1745	35	41	24	18	0	0	118	1730 - 1745	0	1	1	0	0	0	2	1730 - 1745	35	42	25	18	0	0	120
1745 - 1800	51	34	25	28	0	0	138	1745 - 1800	0	1	0	0	0	0	1	1745 - 1800	51	35	25	28	0	0	139
1800 - 1815	54	35	24	24	0	0	137	1800 - 1815	0	0	1	0	0	0	1	1800 - 1815	54	35	25	24	0	0	138
1815 - 1830	37	31	12	20	0	0	100	1815 - 1830	0	0	1	0	0	0	1	1815 - 1830	37	31	13	20	0	0	101
Per End	605	369	299	312	0	0	1585	Per End	0	9	11	0	0	0	20	Per End	605	378	310	312	0	0	1605
Lights	NO	RTH	FΔ	ST	so	UTH		Heavies	NO	RTH	E4	AST	so	UTH		Combined	NO	RTH	FA	ST	SOL	тн	1
	-	en St		aux St		en St		nouriou		en St		aux St		en St		<u>oomsinea</u>	-	en St		aux St	Quee		1
Peak Per	т	L	R	L	R	Т	тот	Peak Per	Т	L	R	L	R	т	тот	Peak Per	т	L	R	L	R	Т	тот
1530 - 1630	222	119	101	114	0	0	556	1530 - 1630	0	6	6	0	0	0	12	1530 - 1630	222	125	107	114	0	0	568
1545 - 1645		112	106	112	0	0	546	1545 - 1645	0	0	4	0	0	0	4	1545 - 1645		112	110	112	0	0	550
1600 - 1700	205	113	99	107	0	0	524	1600 - 1700	0	0	2	0	0	0	2	1600 - 1700	205	113	101	107	0	0	526
1615 - 1715	204	112	104	100	0	0	520	1615 - 1715	0	1	2	0	0	0	3	1615 - 1715		113	106	100	0	0	523
1630 - 1730	206	109	113	108	0	0	536	1630 - 1730	0	1	2	0	0	0	3	1630 - 1730	206	110	115	108	0	0	539
1645 - 1745	181	113	104	98	0	0	496	1645 - 1745	0	2	3	0	0	0	5	1645 - 1745	181	115	107	98	0	0	501
1700 - 1800	186	125	111	99	0	0	521	1700 - 1800	0	3	2	0	0	0	5	1700 - 1800	186	128	113	99	0	0	526
1715 - 1815	190	133	106	103	0	0	532	1715 - 1815	0	2	2	0	0	0	4	1715 - 1815	190	135	108	103	0	0	536
1730 - 1830	177	141	85	90	0	0	493	1730 - 1830	0	2	3	0	0	0	5	1730 - 1830	177	143	88	90	0	0	498
PEAK HR	222	119	101	114	0	0	556	PEAK HR	0	6	6	0	0	0	12	PEAK HR	222	125	107	114	0	0	568

- (() \)	.A.R														ient	: Varga			-			
				ntic Res	ults										o/Name						ction Cou	nt
Ph.88	319684	7, Mol	b.0418-23	39019										Day	/Date	:Wedi	nesday	24th (Octobe	er 2018		_
								1		2		3										_
								4		5		6										_
		PM F	PEAK						_			0			тот	AL VOLU	MES					
			- 1630					7		8		9				OR COUN						
								-								PERIOD						
									Ν													
																						_
									ZA	>												_
									V													+
	Que	en St									Quee	en St										+
																						_
			6									9										
107 101	0	6	341 347								310	974										-
6	0 222	6 119									299	974										+
0	222	125									233	983										+
											11											
	•	_	► ▲		6 119		125					•										
				107	101	6									9	369		378 -				
	= (1)	<u>0</u>																	_			_
	N.	D A		— 114	111	0					_ ▲			-622		611	deaux	St 1				_
	•	I-	▶ ▼		-221	0 215	6				0		•	- 022		011	1					_
•						rdeaux					Ū	0										-
	0	0									0											+
0	0	0	0									917										
0	0	0			C	Copyrigh	t ROAR DATA				0											
0			336									917										
																						_
			* I									♥										+
																						+
	Que	en St									Quee	en St										+



		.A.R.																					
					hentic l		S	PEDS	WE	EST	SO	UTH	EAS	Т		PEDS	WE	EST	SO	UTH	EA	ST	
DA	Ph.88	19684	7, Mob	.0418-	239019	9		Time Per	Corde	aux St	Carb	erry L	Cordeau	ux St	тот	Peak Per	Corde	aux St	Carb	erry L	Corde	aux St	тот
								0630 - 0645		0		1	0		1	0630 - 0730		1		1	(-	2
								0645 - 0700		1		0	0		1	0645 - 0745				0	(-	1
Client		: Varga Traffic Planning e : 6929 CAMPBELLTOWN Intersection Counts			0700 - 0715		0		0	0		0	0700 - 0800		2		1	1	-	4			
Job No/Na		e : 6929 CAMPBELLTOWN Intersection Counts : Wednesday 24th October 2018		0715 - 0730		0		0	0		0	0715 - 0815		2		4	1	-	7				
Day/Da	te	: Wednesday 24th October 2018 073		0730 - 0745		0		0	0		0	0730 - 0830		3		7	1		11				
			0745 -		0745 - 0800		2		1	1		4	0745 - 0845		5		8	6		29			
								0800 - 0815		0		3	0		3	0800 - 0900		5		26	1		47
								0815 - 0830		1		3	0		4	0815 - 0915		6		27	1		50
								0830 - 0845		2		11	5		18	0830 - 0930	(6	3	32	2	0	58
								0845 - 0900		2		9	11		22								
								0900 - 0915		1		4	1		6	PEAK HR		6	2	7	1	7	50
								0915 - 0930		1		8	3		12								
								Per End	1	0	4	10	21		71								
Lights	w	EST	SO	υтн	EA	ST		Heavies	WE	EST	SO	UTH	EAS	т		Combined	WE	EST	SO	UTH	EA	ST	
	Corde	eaux St	Carbo	erry L	Corde	aux St			Corde	aux St	Carb	erry L	Cordeau	ux St			Corde	aux St	Carb	erry L	Corde	aux St	
Time Per	T	<u>R</u>	L	<u>R</u>	L	T	тот	Time Per	T	<u>R</u>	L	<u>R</u>	L	T	тот	Time Per	T	<u>R</u>	L	<u>R</u>	L	T	тот
0630 - 0645	6	1	4	0	3	19	33	0630 - 0645	0	0	0	0	0	1	1	0630 - 0645	6	1	4	0	3	20	34
0645 - 0700	7	2	1	2	5	18	35	0645 - 0700	1	0	0	0	0	0	1	0645 - 0700	8	2	1	2	5	18	36
0700 - 0715	12	2	6	0	6	13	39	0700 - 0715	1	0	0	0	0	1	2	0700 - 0715	13	2	6	0	6	14	41
0715 - 0730	12	2	5	1	6	25	51	0715 - 0730	1	0	1	0	0	2	4	0715 - 0730	13	2	6	1	6	27	55
0730 - 0745	14	4	6	1	14	19	58	0730 - 0745	0	0	0	0	0	0	0	0730 - 0745	14	4	6	1	14	19	58
0745 - 0800	8	8	14	4	18	35	87	0745 - 0800	0	0	0	0	0	1	1	0745 - 0800	8	8	14	4	18	36	88
0800 - 0815	15	5	4	3	26	41	94	0800 - 0815	2	0	0	0	0	0	2	0800 - 0815	17	5	4	3	26	41	96
0815 - 0830	19	10	7	3	33	39	111	0815 - 0830	3	0	0	0	0	3	6	0815 - 0830	22	10	7	3	33	42	117
0830 - 0845	15	10	13	2	41	54	135	0830 - 0845	1	0	0	0	0	0	1	0830 - 0845	16	10	13	2	41	54	136
0845 - 0900	15	14	11	0	40	56	136	0845 - 0900	2	0	0	0	0	2	4	0845 - 0900	17	14	11	0	40	58	140
0900 - 0915	19	15	14	4	24	52	128	0900 - 0915	0	0	0	0	0	0	0	0900 - 0915	19	15	14	4	24	52	128
0915 - 0930	14	10	13	5	14	39	95	0915 - 0930	0	0	0	0	0	0	0	0915 - 0930	14	10	13	5	14	39	95
Per End	156	83	98	25	230	410	1002	Per End	11	0	1	0	0	10	22	Per End	167	83	99	25	230	420	1024
Lights	w	EST	so	υтн	EA	ST		Heavies	w	EST	so	UTH	EAS	т		Combined	WE	EST	so	UTH	EA	ST	
<u></u>		aux St		erry L		aux St				aux St		erry L	Cordeau					aux St	Carb	-		aux St	
Peak Per	т	R	L	R	L	Т	тот	Peak Per	т	R	L	R	L	т	тот	Peak Per	т	R	L	R	L	т	тот
0630 - 0730	37	7	16	3	20	75	158	0630 - 0730	3	0	1	0	0	4	8	0630 - 0730	40	7	17	3	20	79	166
0645 - 0745	45	10	18	4	31	75	183	0645 - 0745	3	0	1	0	0	3	7	0645 - 0745	48	10	19	4	31	78	190
0700 - 0800	46	16	31	6	44	92	235	0700 - 0800	2	0	1	0	0	4	7	0700 - 0800		16	32	6	44	96	242
0715 - 0815	49	19	29	9	64	120	290	0715 - 0815	3	0	1	0	0	3	7	0715 - 0815	52	19	30	9	64	123	297
0730 - 0830	56	27	31	11	91	134	350	0730 - 0830	5	0	0	0	0	4	9	0730 - 0830	61	27	31	11	91	138	359
0745 - 0845	57	33	38	12	118	169	427	0745 - 0845	6	0	0	0	0	4	10	0745 - 0845	63	33	38	12	118	173	437
0800 - 0900	64	39	35	8	140	190	476	0800 - 0900	8	0	0	0	0	5	13	0800 - 0900	72	39	35	8	140	195	489
0815 - 0915	68	49	45	9	138	201	510	0815 - 0915	6	0	0	0	0	5	11	0815 - 0915	74	49	45	9	138	206	521
0830 - 0930	63	49	51	11	119	201	494	0830 - 0930	3	0	0	0	0	2	5	0830 - 0930	66	49	51	11	119	203	499
PEAK HR	68	49	45	9	138	201	510	PEAK HR	6	0	0	0	0	5	11	PEAK HR	74	49	45	9	138	206	521

A R			DATA											Clien	t	: Varga Traff				
7. () 5.	Reliab	ole, Orig	ginal & Auth	hentic F	Results									Job No/N	lame	: 6929 CAM	PBELL	TOWN	Interse	ction Cour
DR	Ph.881	196847	, Mob.0418-	239019										Day/Da	ate	: Wednesda	y 24th	Octobe	er 2018	
1		2	3																	
																AL VOLUMES				
4		5	6	<u>AM P</u>							N				F	OR COUNT				
		-		0815 -	0915						M					PERIOD				
7		8	9								TAN									
											Y									
							-													
												1	1 239	250		▶	11	181	192 -	
Co	ordeau	x St					Co	rdeau	ıx St				ordeaux					rdeaux		
6	117	123-	→				6	7		3 —	ד =					III				
											+	519	508	11		┫ ◀	650	640	10	
	6	68	74	•		-	206	201	5											
						•)														
	•	40	40	· · · · · · · · · · · · · · · · · · ·	DA	/		100	0											
	0	49	49				138	138	0						124					
•	251	246	5					344	339	5					124	0				
	201	240 ,	J	◀				<u>J44</u>	555		-				123	-				
				45		9									120	313				
				45		9					© Copyright	ROAR DATA			1					
				0		0										313				
				♠		0														
				'		187										₩ ↓				
				54		187														
				54																
				54 0		↓									Sault					
						↓								6	Carber	ry L				

	R.O	.A.R	. DA	TA																			
	Relia	ble, Or	riginal	& Au	thentic	: Resเ	lts	PEDS	W	EST	SO	UTH	EA	ST		PEDS	WE	EST	SO	UTH	EA	ST	
DR	Ph.88	19684	7, Mo	b.0418	8-2390	19		Time Per	Corde	aux St	Carb	erry L	Cordea	aux St	тот	Peak Per	Corde	aux St	Carbo	erry L	Corde	aux St	тот
								1530 - 1545		6		6	5	5	17	1530 - 1630	-	7	2	21	8	3	36
								1545 - 1600		1		1	1		3	1545 - 1645		5		9	:	3	27
Client	:	: Varg	a Traf	fic Pla	nning			1600 - 1615		0		8	2	2	10	1600 - 1700		5		24		3	32
Job No/Na	ame				/N Inters			1615 - 1630		0		6	0		6	1615 - 1715		6		20		2	28
Day/Da	te	:Wed	Inesda	ay 24th	o Octol	ber 20	18	1630 - 1645		4		4	0)	8	1630 - 1730		9		4		2	25
								1645 - 1700		1		6	1		8	1645 - 1745		5		2		2	19
								1700 - 1715		1		4	1		6	1700 - 1800		8		7	-	2	17
								1715 - 1730		3		0	(3	1715 - 1815		1		5		-	17
								1730 - 1745		0		2	(2	1730 - 1830	1	8		7	·	1	16
								1745 - 1800		4		1	1		6								1 40
								1800 - 1815		4		2	(6	PEAK HR		5	1	2		2	19
								1815 - 1830		0		2	(2								
								Per End	2	.4	4	2	1	1	77								
Lights	WE	EST	SO	UTH	EA	ST		Heavies	W	EST	so	UTH	EA	ST		Combined	WE	EST	SO	UTH	EA	ST	1
	Corde	aux St	Carb	erry L	Corde	aux St			Corde	aux St	Carb	erry L	Cordea	aux St			Corde	aux St	Carbo	erry L	Corde	aux St	1
Time Per	T	<u>R</u>	L	<u>R</u>	L	T	тот	Time Per	T	R	L	R	L	T	тот	Time Per	I	R	L	R	L	T	тот
1530 - 1545	37	7	16	15	8	41	124	1530 - 1545	8	0	0	0	0	4	12	1530 - 1545	45	7	16	15	8	45	136
1545 - 1600	15	4	11	12	8	41	91	1545 - 1600	0	0	0	0	0	2	2	1545 - 1600	15	4	11	12	8	43	93
1600 - 1615	23	6	22	15	7	34	107	1600 - 1615	0	0	0	0	0	0	0	1600 - 1615	23	6	22	15	7	34	107
1615 - 1630	27	2	19	14	8	34	104	1615 - 1630	0	0	0	0	0	1	1	1615 - 1630	27	2	19	14	8	35	105
1630 - 1645	25	5	12	19	9	44	114	1630 - 1645	0	0	0	0	0	0	0	1630 - 1645	25	5	12	19	9	44	114
1645 - 1700	28	1	15	20	12	32	108	1645 - 1700	0	0	0	0	0	1	1	1645 - 1700	28	1	15	20	12	33	109
1700 - 1715	32	4	21	29	7	29	122	1700 - 1715	0	0	0	0	0	1	1	1700 - 1715	32	4	21	29	7	30	123
1715 - 1730	24	4	24	18	9	36	115	1715 - 1730	0	0	0	0	0	0	0	1715 - 1730	24	4	24	18	9	36	115
1730 - 1745	32	7	15	30	10	27	121	1730 - 1745	1	0	0	0	0	1	2	1730 - 1745	33	7	15	30	10	28	123
1745 - 1800	23	10	10	10	15	33	101	1745 - 1800	1	0	0	0	0	1	2	1745 - 1800	24	10	10	10	15	34	103
1800 - 1815	32	9	9	13	7	36	106	1800 - 1815	0	0	0	0	0	0	0	1800 - 1815	32	9	9	13	7	36	106
1815 - 1830	26	5	12	7	14	26	90	1815 - 1830	1	0	0	0	0	1	2	1815 - 1830	27	5	12	7	14	27	92
Per End	324	64	186	202	114	413	1303	Per End	11	0	0	0	0	12	23	Per End	335	64	186	202	114	425	1326
Lights	WE	ST	SO	UTH	EA	ST		Heavies	w	EST	so	UTH	EA	ST		Combined	WE	EST	so	UTH	EA	ST	1
<u></u>		aux St		erry L		aux St				aux St		erry L	Cordea					aux St	Carbo		Corde		1
Peak Per	Т	R	L	R	L	т	тот	Peak Per	т	R	L	R	L	Т	тот	Peak Per	т	R	L	R	L	Т	тот
1530 - 1630	102	19	68	56	31	150	426	1530 - 1630	8	0	0	0	0	7	15	1530 - 1630	110	19	68	56	31	157	441
1545 - 1645	90	17	64	60	32	153	416	1545 - 1645	0	0	0	0	0	3	3	1545 - 1645	90	17	64	60	32	156	419
1600 - 1700	103	14	68	68	36	144	433	1600 - 1700	0	0	0	0	0	2	2	1600 - 1700	103	14	68	68	36	146	435
1615 - 1715	112	12	67	82	36	139	448	1615 - 1715	0	0	0	0	0	3	3	1615 - 1715	112	12	67	82	36	142	451
1630 - 1730	109	14	72	86	37	141	459	1630 - 1730	0	0	0	0	0	2	2	1630 - 1730	109	14	72	86	37	143	461
1645 - 1745	116	16	75	97	38	124	466	1645 - 1745	1	0	0	0	0	3	4	1645 - 1745	117	16	75	97	38	127	470
1700 - 1800	111	25	70	87	41	125	459	1700 - 1800	2	0	0	0	0	3	5	1700 - 1800	113	25	70	87	41	128	464
1715 - 1815	111	30	58	71	41	132	443	1715 - 1815	2	0	0	0	0	2	4	1715 - 1815	113	30	58	71	41	134	447
1730 - 1830	113	31	46	60	46	122	418	1730 - 1830	3	0	0	0	0	3	6	1730 - 1830	116	31	46	60	46	125	424
PEAK HR	116	16	75	97	38	124	466	PEAK HR	1	0	0	0	0	3	4	PEAK HR	117	16	75	97	38	127	470

A REAL	R.O	.A.R.	DAT	A								Cli	ent	: Varga Tr	affic Pla	nning		
$(\mathbf{f}, \mathbf{U}, \mathbf{f})$	Reliat	ole, Or	iginal 8	Auth	entic Results							Job No	/Name	: 6929 CA	MPBEL	LTOW	N Interse	ection Count
DR			7, Mob.									Day/	/Date	: Wednes	day 24tl	n Octol	oer 2018	
1		2		3														
				_										TAL VOLUME	s			
4		5			PM PEAK				N				I	FOR COUNT				
		-			645 - 1745									PERIOD				
7		8		9					A									
									, ,									
						,												
											11 388	2	99 —		11	526	537 —	→
Co	ordeau	v St				C	ordeal	IN St			Cordeau		33			rdeaux		-
1							1 21									lacau		
	102	100								-	-611 599	12		-	-539	527	12	
	1	116	117			↓ 12	7 124	3										
					•								•					
	0	16	16		D P	3	8 38	0										
				•		*							388	8				
-	202	199	3		<	_	165	162	3					0				
													388					
					75 97									178				
					75 97				© Cop	right RC	AR DATA		0					
					0 0									178				
														178				
					54													
					72 54	1												
					72													
				0									Carbe	arry I				
													Carbe	iiy L				



	-).A.R												Client				ic Plan									
	Relia	ble, C	rigina	al & A	uthen	tic Re	sults							Job No/Na			-		FOWN I			Counts					
A C	Ph.88		/	0418-2	239019									Day/Dat	е			y 24th	Octobe	r 2018							
Lights		NORTH			WEST			SOUTH			EAST			Lights		NORTH			WEST			SOUTH			EAST		
	C	arberry			Anzac I		C	arberry		(Car Par				0	arberry			Anzac L		C	arberry		(Car Parl		
Time Per	L	<u>T</u>	<u>R</u>	Ŀ	Ţ	<u>R</u>		<u>T</u>	<u>R</u>		Ţ	<u>R</u>	TOT	Peak Time	<u> </u>	<u>T</u>	<u>R</u>	L	<u> </u>	<u>R</u>	L	<u>I</u>	<u>R</u>	L	<u>T</u>	<u>R</u>	TOT
630 - 0645	0	4	0	3	0	0	0	2	0	0	0	0	9	0630 - 0730	0	29	0	7	0	0	0	13	0	0	0	1	50
645 - 0700	0	7	0	0	0	0	0	1	0	0	0	1	9	0645 - 0745	0	43	0	5	0	0	0	17	0	0	0	1	66
700 - 0715	0	8	0	2	0	0	0	4	0	0	0	0	14	0700 - 0800	0	61	0	10	0	0	0	27	0	0	0	1	99
15 - 0730	0	10	0	2	0	0	0	6	0	0	0	0	18	0715 - 0815	0	83	0	10	0	0	0	28	0	0	0	1	122
30 - 0745	0	18	0	1	0	0	0	6	0	0	0	0	25	0730 - 0830	0	116	0	13	0	0	0	26	0	0	0	1	156
45 - 0800	0	25	0	5	0	0	0	11	0	0	0	1	42	0745 - 0845	0	136	0	14	0	0	0	33	0	0	0	2	185
300 - 0815	0	30	0	2	0	0	0	5	0	0	0	0	37	0800 - 0900	0	180	0	10	0	0	0	29	0	0	0	4	223
315 - 0830	0	43	0	5	0	0	0	4	0	0	0	0	52	0815 - 0915	0	191	0	16	0	0	0	34	0	0	0	5	246
30 - 0845	0	38	0	2	0	0	0	13	0	0	0	1	54	0830 - 0930	0	172	0	19	0	0	0	38	0	0	0	9	238
345 - 0900	0	69	0	1	0	0	0	7	0	0	0	3	80			101										-	
900 - 0915	0	41	0	8	0	0	0	10	0	0	0	1	60	PEAK HOUR	0	191	0	16	0	0	0	34	0	0	0	5	246
915 - 0930	0	24	0	8	0	0	0	8	0	0	0	4	44														
eriod End	0	317	0	39	0	0	0	77	0	0	0	11	444														
Heavies		NORTH			WEST			SOUTH			EAST		1	Heavies		NORTH	1		WEST			SOUTH			EAST		
	С	arberry			Anzac I	<u> </u>	С	arberry		(Car Par	k			C	arberry			Anzac L			arberry		(Car Parl	k	
Time Per	L	Т	R	L	Т	R	L	T	R	L	Т	R	тот	Peak Per	L	T	R	L	T	R	L	T	R	L	Т	R	тот
30 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0630 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0645 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
00 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0715 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
30 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0730 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0745 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
300 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
315 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0815 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
330 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0830 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
345 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0														
900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	PEAK HOUR	0	0	0	0	0	0	0	0	0	0	0	0	0
915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0					Ì									
eriod End	0	0	0	0	0	0	0	0	0	0	0	0	0														
								_			_														_		
ombined		NORTH			WEST			SOUTH			EAST			<u>Combined</u>		NORTH			WEST			SOUTH			EAST		
Time Per		arberry	R		Anzac I	R		arberry	R		Car Par	R	тот	Peak Per		arberry	R		Anzac L	R		arberry	R		Car Parl	R	тот
30 - 0645	0	4	0	3	0	0	0	2	0		0	0	9	0630 - 0730	0	29	0	<u> </u>	<u> </u>	0	0	13	0	0	0	<u>r</u> 1	50
645 - 0700	0	7	0	0	0	0	0	1	0	0	0	1	9	0645 - 0745	0	43	0	5	0	0	0	17	0	0	0	1	66
700 - 0715	0	8	0	2	0	0	0	4	0	0	0	0	9 14	0700 - 0800	0	61	0	5 10	0	0	0	27	0	0	0	1	99
<u>15 - 0730</u>	0	10	0	2	0	0	0	6	0	0	0	0	14	0700 - 0800	0	83	0	10	0	0	0	27	0	0	0	1	122
'30 - 0745	0	18	0	1	0	0	0	6	0	0	0	0	25	0730 - 0830	0	116	0	13	0	0	0	26	0	0	0	1	122
45 - 0800	0	25	0	5	0	0	0	11	0	0	0	1	42	0745 - 0845	0	136	0	13	0	0	0	33	0	0	0	2	185
4 <u>5 - 0800</u> 00 - 0815	0	30	0	2	0	0	0	5	0	0	0	0	37	0800 - 0900	0	180	0	10	0	0	0	29	0	0	0	4	223
15 - 0830	0	43	0	5	0	0	0	4	0	0	0	0	52	0800 - 0900 0815 - 0915	0	191	0	16	0	0	0	34	0	0	0	4 5	223
	0	38	0	2	0	0	0	13	0	0	0	1	52	0830 - 0930	0	172	0	19	0	0	0	38	0	0	0	9	240
			0	1	0	0	0	7	0	0	0	3	80	0000 - 0000	0	112		13	5	0	5	50	5	5	5	3	200
30 - 0845		60		1 1	0	-			0	0	0	1	60	PEAK HOUR	0	191	0	16	0	0	0	34	0	0	0	5	246
330 - 0845 345 - 0900	0	69 41		8	Ω		\cap																				
330 - 0845 345 - 0900 900 - 0915	0	41	0	8	0	0	0	10						TEANTOON	•		-		-	-	•	•••	v	v	U	<u> </u>	
330 - 0845	0			8 8 39	0 0 0	0 0 0	0 0 0	8 77	0	0	0	4	44	TEARTOOR	v					-			v	U	0	•	

	1 2	3						С	arberry	L					
										•					
PEAK HR	69	60	78	16	223			0		317		© Cor	yright R		TA
830 - 0930	57	55	74	21	207			77 77		0 317					_
0815 - 0915	69	60	78	16	223					~					
0800 - 0900	57	64	63	13	197			- T-							
)745 - 0845	43	52	38	5	138	← 0	0 0	•		←	11	11 0			
0730 - 0830	35	42	20	2	99		ac L					Car Par	k		
715 - 0815	17	33	9	1	60								_		
700 - 0800	13	17	5	0	35	0	39 39				0	0	0 —	•	
645 - 0745	12	12	3	0	27					•					
630 - 0730	8	6	3	1	18										
Peak Per	<u>UNCLASSIFIED</u>	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	тот			0							
	Carberry L	Anzac L	Carberry L	Car Park				127		317					
Peds	NORTH	WEST	SOUTH	EAST				127		317					
						PERIOD				0					
Period End	100	103	97	24	324	FOR COUNT		▲							
0915 - 0930	8	5	8	6	27	VOLUMES		С	arberry	' L					
0900 - 0915	17	14	19	4	54	TOTAL									
0845 - 0900	20	18	27	8	73			С	arberry	' L				V	
0830 - 0845	12	18	20	3	53						•				\mathbf{r}
0815 - 0830	20	10	12	1	43									A	1
800 - 0815	5	18	4	1	28		0				191			N	
745 - 0800	6	6	2	0	14		34	0	0	0	191				
730 - 0745	4	8	2	0	14		34	0	34	0	0				-
0715 - 0730	2	1	1	0	4			0	34	0					
700 - 0715	1	2	0	0	3		▲		1						
645 - 0700	5	1	0	0	6	Anzac L			T				-	-	-
630 - 0645	0	2	2	1	5	← 0 0 0	•				•	•	-	5	0
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	тот	0 0 0)				ſ		0	0	0
	Carberry L	Anzac L	Carberry L	Car Park			-		DA				-	-	-
Peds	NORTH	WEST	SOUTH	EAST		0 0 0		1	e (n 🗳 r),	I) —	-		0	0	0
									0 3				-	-	-
						0 16 16							5		0
						0 16 16							0		0 -
								⊢⊢	•			C	ar Park	[
											+				+
								1	101	1					—
						0010-0910	ľ	0	191	0	191				—
Day/Dal						<u>AM PEAK</u> 0815 - 0915	0	0	191	0	191				-
Day/Dat		y 24th October 2018				AM PEAK	55	0	0	0	0				-
Job No/Na	: Varga Traff	BELLTOWN Interse	action Counts				55								_
Client	· Vorgo Troff	ia Dian												_	
	Ph.88196847, Mo	ob.0418-239019													
		al & Authentic Re	SUITS					C	arberry	Ĺ					
	R.O.A.R D							_	-	_				_	

).A.I												Client				fic Plar									
_					Authe		Resu	ts						Job No/Na						I Inters		Count	S				
D	Ph.88			b.0418	3-2390			0.01/57/						Day/Date				y 24th		er 2018	8	0.01.171					-
<u>Lights</u>		NORTH			WEST			SOUTH			EAST			<u>Lights</u>		NORTH			WEST			SOUTH			EAST		
T		arberry –	1		Anzac	1		arberry	r		Car Par		TOT			arberry	1	· · ·	Anzac	-		arberry	1		Car Par		TOT
Time Per		<u> </u>	<u>R</u>		<u><u> </u></u>	<u>R</u>			<u>R</u>		<u>T</u>	<u>R</u>	TOT	Peak Time	<u>L</u>	<u> </u>	<u>R</u>			<u>R</u>		<u>T</u>	<u>R</u>			<u>R</u>	TOT
1530 - 1545	0	18	0	8	0	0	0	14	0	5	0	7	52	1530 - 1630	0	51	0	27	0	0	0	56	0	12	0	41	187
1545 - 1600	0	12	0	4	0	0	0	12	0	0	0	8	36	1545 - 1645	0	47	0	27	0	0	0	53	0	15	0	48	190
1600 - 1615	0	12	0	9	0	0	0	17	0	6	0	15	59	1600 - 1700	0	49	0	29	0	0	0	50	0	17	0	60	205
1615 - 1630 1630 - 1645	0	9 14	0	6 8	0	0	0	13 11	0	1 8	0	11 14	40 55	1615 - 1715 1630 - 1730	0	45 49	0	26 25	0	0	0	50 49	0	16 19	0	75 87	212 229
1630 - 1645	0	14	0	0 6	0	0	0	9	0	° 2	0	20	55 51	1645 - 1745	0	49 52	0	25	0	0	0	49 51	0	19	0	94	229
1700 - 1715	0	8	0	6	0	0	0	17	0	5	0	30	66	1700 - 1800	0	63	0	29	0	0	0	46	0	16	0	86	239
1700 - 1713	0	13	0	5	0	0	0	12	0	4	0	23	57	1715 - 1815	0	75	0	29	0	0	0	40	0	14	0	62	240
1730 - 1745	0	17	0	10	0	0	0	13	0	4	0	23	65	1730 - 1830	0	81	0	29	0	0	0	41	0	11	0	44	206
1745 - 1800	0	25	0	8	0	0	0	4	0	3	0	12	52	1750 - 1050	0	01	0	25	0	0	0	71	0		0		200
1800 - 1815	0	20	0	6	0	0	0	13	0	3	0	6	48	PEAK HOUR	0	63	0	29	0	0	0	46	0	16	0	86	240
1815 - 1830	0	19	0	5	-	-	-		-	1	-	5	41	/	•		•		-	•	•				•		
Period End	0	181	0	81	-	0	0		-	42	-	172	622														
	-				-	-	-	-	-		-																-
<u>Heavies</u>		NORTH			$\begin{array}{c ccccccccccccccccccccccccccccccccccc$				<u>Heavies</u>		NORTH			WEST		_	SOUTH			EAST	-						
	с	arberry			Anzac		C	arberry			Car Par	r			C	arberry	r	· · ·	Anzac	1	<u>с</u>	arberry	-	. (Car Par		
Time Per	L	I	<u>R</u>		<u>I</u>			<u> </u>		L	I	<u>R</u>	TOT	Peak Per	<u> </u>	I	<u>R</u>		I	<u>R</u>		I	<u>R</u>	L	<u><u> </u></u>	<u>R</u>	TOT
1530 - 1545	0	0	0	0	-	-	-		-	-	-	0	0	1530 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	-	-	-		-		-	0	0	1545 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615 1615 - 1630	0	0	0	0	-	-	-	-	0	-	-	-	0	1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	1615 - 1715 1630 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	1645 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	1715 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	1730 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-		-	-	-	-	-		-	-	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	PEAK HOUR	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0														
Period End	0	0	0	0	0	0	0	0	0	0	0	0	0														
																	-						-				-
Combined		NORTH arberry			WEST Anzac			SOUTH arberry			EAST Car Par	de .		<u>Combined</u>		NORTH arberry			WEST Anzac			SOUTH arberry			EAST Car Par	<i>k</i>	
Time Per		T	R			R		T	R		T	R	тот	Peak Per		T	R			R		T	R	· · `		R	тот
1530 - 1545	0	<u> </u>	0	8	0	0	0	14	0	<u>∟</u> 5	0	<u>r</u> 7	52	1530 - 1630	0	<u> </u>	0	27	0	0	0	<u>1</u> 56	0	<u> </u>	0	<u>×</u> 41	187
1545 - 1600	0	12	0	4	0	0	0	14	0	0	0	8	36	1545 - 1645	0	47	0	27	0	0	0	53	0	12	0	41	190
1600 - 1615	-	12	0	9	0	0	0	17	0	6	0	15	59	1600 - 1700	0	49	0	29	0	0	0	50	0	17	0	60	205
1615 - 1630	0	9	0	6	0	0	0	13	0	1	0	11	40	1615 - 1715	0	45	0	26	0	0	0	50	0	16	0	75	212
1630 - 1645	0	14	0	8	0	0	0	11	0	8	0	14	55	1630 - 1730	0	49	0	25	0	0	0	49	0	19	0	87	229
1645 - 1700	0	14	0	6	0	0	0	9	0	2	0	20	51	1645 - 1745	0	52	0	27	0	0	0	51	0	15	0	94	239
1700 - 1715		8	0	6	0	0	0	17	0	5	0	30	66	1700 - 1800	0	63	0	29	0	0	0	46	0	16	0	86	240
1715 - 1730	0	13	0	5	0	0	0	12	0	4	0	23	57	1715 - 1815	0	75	0	29	0	0	0	42	0	14	0	62	222
1730 - 1745	0	17	0	10	0	0	0	13	0	4	0	21	65	1730 - 1830	0	81	0	29	0	0	0	41	0	11	0	44	206
	0	25	0	8	0	0	0	4	0	3	0	12	52						-								
1745 - 1800	0	1			0	0	0	13	0	3	0	6	48	PEAK HOUR	0	63	0	29	0	0	0	46	0	16	0	86	240
	0	20	0	6	0	U U	U U	10	v v	0				LANIDON	•		-		-	•	-		•				
1745 - 1800		20 19	0	5	0	0	0	11	0	1	0	5	41	TEARTIOOR	•		•					40					
1745 - 1800 1800 - 1815	0					-	-							TEARNOOR	<u> </u>								Ū				

	R.O.A.R D	ATA																
	Reliable, Origin	al & Authentic	Results							C	arberry	/ 1						
D-N	Ph.88196847, M																	
	111.00130047,10	100.0410-2001												1				
Client	: Varga Traf	fic Pla												_				
Job No/Na		PBELLTOWN Inte	rsection Counts						161									
Day/Da		y 24th October 20				4	PM PE	ΔK	161	0	0	0	(2				
Day/Da							700 -		0	0	63	0	6	~				
									Ŭ	0	63	0	6	-				
										I		1		1				
													•					
											•		•	-	Car	Park		
						0	29	29 🔶						<u> </u>	0		0 -	
						0	29	29 —	1					1	- 86			
							-	-				A		_				
Peds	NORTH	WEST	SOUTH	EAST		0	0	0	•			4		-	- 0	0	0	
	Carberry L	Anzac L	Carberry L	Car Park							DA	/						
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	о тот	0	0	0 —	_						16	16	0	
1530 - 1545	10	10	7	1	28	← 0 0	()	¥						←	102	102 0	
1545 - 1600	7	8	7	2	24	Anz	ac L				T							_
1600 - 1615	23	18	11	0	52													
1615 - 1630	14	12	6	1	33					0	46	0						
1630 - 1645	9	24	23	1	57				46	6 0	46	0	0					
1645 - 1700	15	13	14	1	43				46	6 0	0	0	79					
1700 - 1715	16	22	19	5	62				()			79				N	
1715 - 1730	39	16	13	1	69												A	
1730 - 1745	22	12	17	1	52								•				AN	
1745 - 1800	22	21	11	0	54					С	arberry	/ L					•	
1800 - 1815	36	10	4	3	53	TOTAL								_				
1815 - 1830	42	15	7	0	64	VOLUMES				С	arberry	/ L						
Period End	255	181	139	16	591	FOR COUNT				•				_				
						PERIOD				I		0						
Peds	NORTH	WEST	SOUTH	EAST						399		181						
	Carberry L	Anzac L	Carberry L	Car Park						399		181						
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED						0		-1-						
1530 - 1630	54	48	31	4	137													
1545 - 1645	53	62	47	4	166			0 0	4 0			· ·						
1600 - 1700	61	67	54	3	185			0 8	1 8′				(0 0	0			
1615 - 1715		71	62	8	195			A			Î				Dert			
1630 - 1730	79	75	69	8	231			Anzac L	0				04.4		Park			
1645 - 1745	92 99	63 71	63	8 7	226	•	(0	0	•		4	214	214	U			
1700 - 1800		59	60 45		237													
1715 - 1815 1730 - 1830				5	228 223					146		0						
1730 - 1830	122	58	39	4	223					146		223						
PEAK HR	99	71	60	7	237					0		223			Conuri	abt PO	R DATA	
LEAV UK	33	11	60	1	231					U		223			Copyri	yn KO/	AR DATA	
													_					
										^	arberry	· · ·						
	2	3	5							U		, L		_				



		.A.R			_									Client			a Traff										
		ble, O					sults							Job No/Na						Interse		Counts					
	-	196847		0418-2	239019 WEST			SOUTH			EAST		1	Day/Date		_		y 24th (er 2018		COLITI			FACT		
<u>Lights</u>		NORTH arberry			ithgow	C f		Car Parl			ithgow	C+		Lights		NORTH arberry			WEST ithgow	S #		SOUTH Car Par		,	EAST ithgow	C #	
Time Per	L	T T	R	L	T	R	L		R	L	T	R	тот	Peak Time		T	R		T T	R	1		R	L		R	тот
0630 - 0645	0	2	2	0	0	0	1	2	1	0	2	1	11	0630 - 0730	1	15	4	2	1	0	3	8	2	2	6	7	51
0645 - 0700	0	4	1	1	0	0	1	0	0	1	1	1	10	0645 - 0745	4	23	4	3	1	0	2	11	1	3	5	10	67
0700 - 0715	0	4	0	1	1	0	1	2	1	1	2	3	16	0700 - 0800	5	32	8	2	2	0	1	21	1	2	8	15	97
0715 - 0730	1	5	1	0	0	0	0	4	0	0	1	2	14	0715 - 0815	6	39	13	1	2	0	1	25	0	1	8	20	116
0730 - 0745	3	10	2	1	0	0	0	5	0	1	1	4	27	0730 - 0830	6	46	18	2	2	1	3	26	0	1	8	25	138
0745 - 0800	1	13	5	0	1	0	0	10	0	0	4	6	40	0745 - 0845	7	51	20	2	3	1	4	28	1	0	10	37	164
0800 - 0815	1	11	5	0	1	0	1	6	0	0	2	8	35	0800 - 0900	9	65	23	4	2	3	5	28	2	0	11	46	198
0815 - 0830	1	12	6	1	0	1	2	5	0	0	1	7	36	0815 - 0915	10	66	21	5	1	3	6	32	3	2	11	48	208
0830 - 0845	4	15	4	1	1	0	1	7	1	0	3	16	53	0830 - 0930	11	62	19	4	2	2	7	36	6	3	11	47	210
0845 - 0900	3	27	8	2	0	2	1	10	1	0	5	15	74														
0900 - 0915	2	12	3	1	0	0	2	10	1	2	2	10	45	PEAK HOUR	11	62	19	4	2	2	7	36	6	3	11	47	210
0915 - 0930	2	8	4	0	1	0	3	9	3	1	1	6	38														
Period End	18	123	41	8	5	3	13	70	8	6	25	79	399														
Heavier		NORTH			WEST			SOUTH			EAST		1	Heavies		NORTH			WEST			SOUTH			EAST		
<u>Heavies</u>		arberry			ithgow	C f		Car Parl			ithgow	C+		<u>Heavies</u>		arberry			ithgow	S#		Car Par		,	ithgow	S #	
Time Per		T	R		T	51 <u>R</u>			к <u> </u>		T	51 <u>R</u>	тот	Peak Per		T	R		T	R			R			51 <u>R</u>	тот
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0630 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0645 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0715 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0730 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0745 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0815 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0830 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0														
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	PEAK HOUR	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	-													
Period End	0	0	0	0	0	0	0	0	0	0	0	0	0														
Combined		NODTU			WEST			SOUTH			EAST			Combined		NORTH			WEST			SOUTH			EAST		-
Combined		NORTH arberry			ithgow	C+		Car Parl			ithgow	C+		<u>Combined</u>		arberry			ithgow			Car Par		,	ithgow	C+	
Time Per		T	R		T	R			R	1	т	R	тот	Peak Per		апленту	R	1	T	R			R		<u>ппдо</u> м	R	тот
0630 - 0645	0	2	2	0	0	0	1	2	<u> </u>	0	2	1	11	0630 - 0730	<u>L</u>	15	4	2	1	0	3	8	2	2	6	7	51
0645 - 0700	0	4	1	1	0	0	1	0	0	1	1	1	10	0645 - 0745	4	23	4	3	1	0	2	11	1	3	5	10	67
0700 - 0715	0	4	0	1	1	0	1	2	1	1	2	3	16	0700 - 0800	5	32	8	2	2	0	1	21	1	2	8	15	97
0715 - 0730	1	5	1	0	0	0	0	4	0	0	1	2	14	0715 - 0815	6	39	13	1	2	0	1	25	0	1	8	20	116
0730 - 0745	3	10	2	1	0	0	0	5	0	1	1	4	27	0730 - 0830	6	46	18	2	2	1	3	26	0	1	8	25	138
0745 - 0800	1	13	5	0	1	0	0	10	0	0	4	6	40	0745 - 0845	7	51	20	2	3	1	4	28	1	0	10	37	164
0800 - 0815	1	11	5	0	1	0	1	6	0	0	2	8	35	0800 - 0900	9	65	23	4	2	3	5	28	2	0	11	46	198
0815 - 0830	1	12	6	1	0	1	2	5	0	0	1	7	36	0815 - 0915	10	66	21	5	1	3	6	32	3	2	11	48	208
0830 - 0845	4	15	4	1	1	0	1	7	1	0	3	16	53	0830 - 0930	11	62	19	4	2	2	7	36	6	3	11	47	210
0845 - 0900	3	27	8	2	0	2	1	10	1	0	5	15	74							1			-	-			-
0900 - 0915	2	12	3	1	0	0	2	10	1	2	2	10	45	PEAK HOUR	11	62	19	4	2	2	7	36	6	3	11	47	210
0915 - 0930	2	8	4	0	1	0	3	9	3	1	1	6	38						1								-
Period End	18	123	41	8	5	3	13	70	8	6	25	79	399			1			-	-		1	1	1	-		

	R.O.A.R D	ATA													
	Reliable. Origina	al & Authentic Re	sults						Carberi	νL		_			
	Ph.88196847, Mo									<i>,</i> _		_			
	111.00130047, 100	0.0410 20,0010													
Client	: Varga Traff	ic Plan													
Job No/Na		BELLTOWN Interse	ection Counts					87							
Day/Dat		24th October 2018				AM P	FΔK	87	0 0	0	()			
Day/Dat	c . Weallesda					0830 -			19 62	11	92	1			
						0000	0000		19 62	11	92				
											1	-			
											•				
									•		> ·		Lithgo	N St	
						0 8	8→						0	19	19 -
						0 4	4		_			♠	47	47	0
						0 4				\sim			47	47	U
Peds	NORTH	WEST	SOUTH	EAST		0 2	2 —	.	— = (?, Ŭ)			-	11	11	0
reus	Carberry L	Lithgow St	Car Park	Lithgow St		0 2	2		BA	9 —		-	11		0
Time Per		UNCLASSIFIED		UNCLASSIFIED	тот	0 2	2 —						3	3	0
630 - 0645	1	2	0	2	5		0	•				*	→ 6		
645 - 0700	1	1	4	0	6	Lithgow		┥ ◆		- -	•	-	- 0	0	. 0
700 - 0715	1	3	2	1	7	Litingow	51								
715 - 0730	3	3	3	0	9				7 36	6					
730 - 0745	2	3	5	2	12			49	7 36	6	0	_			
745 - 0800	2	5	15	0	22			49	7 <u>30</u> 0 0	0	67	_			
800 - 0815	2	5	18	0	25			49	0 0	0	67	_			Ν
)800 - 0815)815 - 0830	2	6	10	0	18			0			07	_			Λ
0815 - 0830 0830 - 0845	2	4	16	1	22						V	_			
0845 - 0900	2	4	17	2	25				Car Pa	rk	•				r
)900 - 0915	2	7	12	2	23	TOTAL			Carre						
)900 - 0913)915 - 0930	1	12	13	0	26	VOLUMES			Carberi	av I					
Period End	20	55	115	10	200	FOR COUNT				уL					
Fellou Ellu	20	55	115	10	200	PERIOD				0					
Peds	NORTH	WEST	SOUTH	EAST		FERIOD			57	182					
reus	Carberry L	Lithgow St	Car Park	Lithgow St	-				57	182		_			
Peak Per	UNCLASSIFIED			UNCLASSIFIED	тот				0	102		_			
630 - 0730	6	9	9	<u>UNCLASSIFIED</u> 3	27							_			
)630 - 0730)645 - 0745	7	10	14	3	34					•		_			
0645 - 0745 0700 - 0800	8	10	25	3	50		0 1	6 16 -	→ ∥		() 31	31 -		
)700 - 0800)715 - 0815	9	14	41	2	68							, ,	51		
)715 - 0815)730 - 0830	8	19	41	2	77		Lithgow S	4				Litha	ow St		
)730 - 0830)745 - 0845	<u> </u>	20	59	1	87	←		0		4	110	110			
)800 - 0900	7	19	61	3	90		10 10		▲ Ш	-	110	110	5		
)800 - 0900)815 - 0915	7	21	55	5	88										
830 - 0930	6	27	58	5	96				91	0					
030 - 0330	0	21	50	5	30				91	132					
PEAK HR	6	27	58	5	96				0	132			Copyrigh		
	U	<i>21</i>	J0	5	30				~	152			Copyright		
										•					
	1 2	3							Car Pa						

APR -	R.C).A.F	R. D	ΑΤ	Δ									Client		· Varo	a Traf	fic Pla	nnina								
- ((`))					Authe	entic l	Resu	lts						Job No/Na	me					Inters	ection	Count	S				
					3-2390									Day/Date	Э					er 201							
Lights		NORTH	1		WEST			SOUTH			EAST			Lights		NORTH	1	Í	WEST	•		SOUTH	1		EAST		1
	C	arberry	' L	Li	ithgow	St	(Car Parl	k	Li	ithgow	St			С	arberry	' L	L	ithgow	St	(Car Par	k	L	ithgow	St	
Time Per	L	T	<u>R</u>	L	I	R	L	Ţ	<u>R</u>	L	I	<u>R</u>	TOT	Peak Time	L	I	<u>R</u>	L	I	<u>R</u>	L	T	<u>R</u>	L	I	<u>R</u>	TOT
1530 - 1545	3	13	5	0	3	4	7	8	7	1	5	5	61	1530 - 1630	10	32	16	3	9	6	18	45	27	5	10	13	194
1545 - 1600	3	6	4	1	2	1	1	11	8	0	1	3	41	1545 - 1645	9	31	15	3	6	2	12	41	24	5	10	14	172
1600 - 1615	3	7	5	1	2	1	6	13	5	2	3	3	51	1600 - 1700	7	29	18	2	6	1	11	36	22	6	10	15	163
1615 - 1630	1	6	2	1	2	0	4	13	7	2	1	2	41	1615 - 1715	4	29	14	1	7	0	5	36	18	4	8	12	138
1630 - 1645	2	12	4	0	0	0	1	4	4	1	5	6	39	1630 - 1730	3	29	17	0	9	3	1	37	15	2	12	16	144
1645 - 1700	1	4	7	0	2	0	0	6	6	1	1	4	32	1645 - 1745	3	24	14	0	9	5	2	47	22	2	11	14	153
1700 - 1715	0	7	1	0	3	0	0	13	1	0	1	0	26	1700 - 1800	5	26	9	0	7	5	3	43	19	5	12	14	148
1715 - 1730	0	6	5	0	4	3	0	14	4	0	5	6	47	1715 - 1815	5	26	10	0	7	7	4	37	20	5	13	23	157
1730 - 1745	2	7	1	0	0	2	2	14	11	1	4	4	48	1730 - 1830	5	25	13	0	5	5	8	35	17	6	11	25	155
1745 - 1800	3	6	2	0	0	0	1	2	3	4	2	4	27														
1800 - 1815	0	7	2	0	3	2	1	7	2	0	2	9	35	PEAK HOUR	10	32	16	3	9	6	18	45	27	5	10	13	194
1815 - 1830	0	5	8	0	2	1	4	12	1	1	3	8	45														
Period End	18	86	46	3	23	14	27	117	59	13	33	54	493														
Heavies		NORTH	1		WEST	•		SOUTH			EAST			Heavies		NORTH	1		WEST	-		SOUTH	1		EAST		
	C	arberry	' L	Li	ithgow	St	(Car Parl	k	Li	ithgow	St			С	arberry	' L	L	ithgow	St	(Car Par	k	L	ithgow	St	
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT	Peak Per	L	T	R	L	Ī	R	L	Т	R	L	Ī	R	тот
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	1530 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	1545 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	1615 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	1630 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	1645 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	1715 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	1730 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0			-	-	-		-		-		-	-		
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	PEAK HOUR	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0														
Period End	0	0	0	0	0	0	0	0	0	0	0	0	0														
Combined		NORTH	1		WEST	•		SOUTH			EAST			Combined		NORTH	1		WEST	•		SOUTH	1		EAST		
	C	arberry	'L	Li	ithgow	St	(Car Parl	k	Li	ithgow	St			С	arberry	' L	L	ithgow	St	(Car Par	k	L	ithgow	St	
Time Per	L	T	<u>R</u>	L	T	<u>R</u>	L	T	<u>R</u>	L	T	<u>R</u>	тот	Peak Per	L	I	<u>R</u>	L	I	<u>R</u>	L	T	<u>R</u>	L	I	<u>R</u>	тот
1530 - 1545	3	13	5	0	3	4	7	8	7	1	5	5	61	1530 - 1630	10	32	16	3	9	6	18	45	27	5	10	13	194
1545 - 1600	3	6	4	1	2	1	1	11	8	0	1	3	41	1545 - 1645	9	31	15	3	6	2	12	41	24	5	10	14	172
1600 - 1615	3	7	5	1	2	1	6	13	5	2	3	3	51	1600 - 1700	7	29	18	2	6	1	11	36	22	6	10	15	163
1615 - 1630	1	6	2	1	2	0	4	13	7	2	1	2	41	1615 - 1715	4	29	14	1	7	0	5	36	18	4	8	12	138
1630 - 1645	2	12	4	0	0	0	1	4	4	1	5	6	39	1630 - 1730	3	29	17	0	9	3	1	37	15	2	12	16	144
1645 - 1700	1	4	7	0	2	0	0	6	6	1	1	4	32	1645 - 1745	3	24	14	0	9	5	2	47	22	2	11	14	153
1700 - 1715	0	7	1	0	3	0	0	13	1	0	1	0	26	1700 - 1800	5	26	9	0	7	5	3	43	19	5	12	14	148
1715 - 1730	0	6	5	0	4	3	0	14	4	0	5	6	47	1715 - 1815	5	26	10	0	7	7	4	37	20	5	13	23	157
1730 - 1745	2	7	1	0	0	2	2	14	11	1	4	4	48	1730 - 1830	5	25	13	0	5	5	8	35	17	6	11	25	155
1745 - 1800	3	6	2	0	0	0	1	2	3	4	2	4	27										_				
1800 - 1815	0	7	2	0	3	2	1	7	2	0	2	9	35	PEAK HOUR	10	32	16	3	9	6	18	45	27	5	10	13	194
1815 - 1830	0	5	8	0	2	1	4	12	1	1	3	8	45														
Period End	18	86	46	3	23	14	27	117	59	13	33	54	493														

	R.O.A.R D	ATA														
	Reliable, Origii	nal & Authentic	Results					Cá	arberry I	_						
DA		lob.0418-23901														
	, , ,															
Client	: Varga Tra	ffic Pla														
Job No/Na		PBELLTOWN Inter	rsection Counts					61								
Day/Dat	te : Wednesda	ay 24th October 20	18			<u>PI</u>	<u>M PEAK</u>	61 0	0	0		0				
						15.	30 - 1630	0 16		10	58					
								16	32	10	58	3				
									•		V					
								<u> </u>	•	-	•		Lithgo			
							18 18	≜					0	46		
						0	3 3		APR -				13	13	0	
Dodo	NOPTH	WEST	SOUTH	EACT		0	0 0		(2 Q) 5				10	10	0	
Peds	NORTH Carberry L	Lithgow St	SOUTH Car Park	EAST Lithgow St		U	9 9		D N				10	10	0	
Time Per					тот	0	6 6 —						5	5	0	
530 - 1545	0	6	29	2	37		0 0	•				*				0
545 - 1600	0	7	11	3	21	Lithgo		┪ ◀-			•					Ť
600 - 1615	3	5	12	0	20							_				
615 - 1630	4	5	19	0	28			18	45	27						
630 - 1645	0	3	14	0	17			90 18	45	27	0					
645 - 1700	1	3	9	1	14			90 0	0	0	43					
700 - 1715	1	5	18	0	24			0			43				N	
1715 - 1730	6	5	9	1	21							_			A	
730 - 1745	1	6	3	0	10						▼				A	
745 - 1800	0	7	2	1	10			C	ar Park						•	
800 - 1815	1	4	6	0	11	TOTAL										
1815 - 1830	0 17	7	7	1	15 228	VOLUMES FOR COUNT		Ca	arberry L	-						
Period End	17	63	139	9	220	PERIOD				0						
Dada	NORTH	WEST	SOUTH	EAST		PERIOD		174		150						
<u>Peds</u>	Carberry L	Lithgow St	Car Park	Lithgow St				174		150						
Peak Per	UNCLASSIFIED		UNCLASSIFIED	UNCLASSIFIED	тот			0								
530 - 1630	7	23	71	5	106							+				
545 - 1645	7	20	56	3	86					♦						
600 - 1700	8	16	54	1	79		0 40	40			(0 100	100			
615 - 1715	6	16	60	1	83										•	
630 - 1730	8	16	50	2	76		Lithgow St					Lithgo	w St			
645 - 1745	9	19	39	2	69	-	<u> </u>	0	▲		100		0			
700 - 1800	8	23	32	2	65											
715 - 1815	8	22	20	2	52			I								
730 - 1830	2	24	18	2	46			203		0						
								203		113						
PEAK HR	7	23	71	5	106			0		113 		©	Copyrig	ht RO/	AR DATA	<u>۱</u>
										▼						
	1 2	2 3						C	ar Park							



		.A.R												Client		: Varga	a Traff	ic Plan	ning								
		ble, O					sults							Job No/Na						Interse		Counts					
	Pn.88	196847	,	.0418-2				0011711			FAOT		1	Day/Dat	e	: Wed		y 24th		2018		001171		-	FAOT		_
<u>Lights</u>		NORTH			WEST			SOUTH			EAST	~		<u>Lights</u>		NORTH		,	WEST	01		SOUTH			EAST	<u></u>	
Time Per		Noore S		<u> </u>	ithgow	-	. '	Noore S			ithgow T		тот	Deels Time	- '	Moore S			ithgow		. '	Moore S		<u> </u>	ithgow	-	TOT
	L	<u> </u>	<u>R</u>			<u>R</u>	<u>L</u>	<u> </u>	<u>R</u>	L	<u> </u>	<u>R</u>	TOT	Peak Time	<u> </u>	<u> </u>	<u>R</u>	<u> </u>		<u>R</u>			<u>R</u>	<u> </u>	<u><u> </u></u>	<u>R</u>	TOT
0630 - 0645	1	67	0	0	0	0	3	229	0	0	0	0	300	0630 - 0730	6	268	0	1	0	0	12	1000	0	1	0	0	1288
0645 - 0700	1	64	0	0	0	0	2	255	0	0	0	0	322	0645 - 0745	9	302	0	2	0	0	17	1026	0	1	0	0	1357
0700 - 0715	1	54	0	1	0	0	3	257	0	0	0	0	316	0700 - 0800	13	414	0	3	0	0	27	1039	0	1	0	0	1497
0715 - 0730	3	83	0	0	0	0	4	259	0	1	0	0	350	0715 - 0815	17	549	0	3	0	0	34	1058	0	2	0	0	1663
0730 - 0745	4	101	0	1	0	0	8	255	0	0	0	0	369	0730 - 0830	20	670	0	3	0	0	41	1048	0	1	0	0	1783
0745 - 0800	5	176	0	1	0	0	12	268	0	0	0	0	462	0745 - 0845	27	799	0	4	0	0	57	1083	0	1	0	0	1971
0800 - 0815	5	189	0	1	0	0	10	276	0	1	0	0	482	0800 - 0900	28	865	0	4	0	0	64	1075	0	2	0	0	2038
0815 - 0830	6	204	0	0	0	0	11	249	0	0	0	0	470	0815 - 0915	35	858	0	5	0	0	68	1033	0	12	0	0	2011
0830 - 0845	11	230	0	2	0	0	24	290	0	0	0	0	557	0830 - 0930	32	818	0	8	0	0	62	1025	0	26	0	0	1971
0845 - 0900	6	242	0	1	0	0	19	260	0	1	0	0	529			050	_	_	_	•		4000	_	10	-	-	0044
0900 - 0915	12	182	0	2	0	0	14	234	0	11	0	0	455	PEAK HOUR	35	858	0	5	0	0	68	1033	0	12	0	0	2011
0915 - 0930	3	164	0	3	0	0	5	241	0	14	0	0	430														
Period End	58	1756	0	12	0	0	115	3073	0	28	0	0	5042														
Heavies		NORTH			WEST			SOUTH			EAST		1	Heavies		NORTH			WEST			SOUTH			EAST		
	1	Moore S		L	ithgow			Noore S	t	L	ithgow	St				Moore S		L	ithgow	St		Moore S		L	ithgow	St	
Time Per	L	Т	R	L	T	R	L	Т	R	L	T	R	тот	Peak Per	L	Т	R	L	Т	R	L	Т	R	L	T	R	тот
0630 - 0645	0	2	0	0	0	0	0	3	0	0	0	0	5	0630 - 0730	0	9	0	0	0	0	0	10	0	0	0	0	19
0645 - 0700	0	4	0	0	0	0	0	0	0	0	0	0	4	0645 - 0745	0	12	0	0	0	0	0	10	0	0	0	0	22
0700 - 0715	0	2	0	0	0	0	0	2	0	0	0	0	4	0700 - 0800	0	13	0	0	0	0	0	17	0	0	0	0	30
0715 - 0730	0	1	0	0	0	0	0	5	0	0	0	0	6	0715 - 0815	0	13	0	0	0	0	0	19	0	0	0	0	32
0730 - 0745	0	5	0	0	0	0	0	3	0	0	0	0	8	0730 - 0830	0	18	0	0	0	0	0	15	0	0	0	0	33
0745 - 0800	0	5	0	0	0	0	0	7	0	0	0	0	12	0745 - 0845	0	18	0	0	0	0	0	15	0	0	0	0	33
0800 - 0815	0	2	0	0	0	0	0	4	0	0	0	0	6	0800 - 0900	0	23	0	0	0	0	0	9	0	0	0	0	32
0815 - 0830	0	6	0	0	0	0	0	1	0	0	0	0	7	0815 - 0915	0	23	0	0	0	0	0	7	0	0	0	0	30
0830 - 0845	0	5	0	0	0	0	0	3	0	0	0	0	8	0830 - 0930	0	20	0	0	0	0	0	9	0	0	0	0	29
0845 - 0900	0	10	0	0	0	0	0	1	0	0	0	0	11							-	-	-			-	-	
0900 - 0915	0	2	0	0	0	0	0	2	0	0	0	0	4	PEAK HOUR	0	23	0	0	0	0	0	7	0	0	0	0	30
0915 - 0930	0	3	0	0	0	0	0	3	0	0	0	0	6				-	Ţ			-			-	Ţ	-	
Period End	0	47	0	0	0	0	0	34	0	0	0	0	81														
i onou Enu	-		•	•	•	•	•	01	•	•	Ū	•	•														_
Combined		NORTH			WEST			SOUTH			EAST			Combined		NORTH			WEST			SOUTH			EAST		
	1	Moore S		L	ithgow.	1	1	Moore S		L	ithgow					Moore S		L	ithgow	1	1	Moore S		L	ithgow		
Time Per	L	T	<u>R</u>	L	<u>T</u>	<u>R</u>	L	<u>T</u>	<u>R</u>	L	T	<u>R</u>	тот	Peak Per	L	<u>T</u>	<u>R</u>	L	<u>T</u>	<u>R</u>	L	T	<u>R</u>	L	T	<u>R</u>	TOT
0630 - 0645	1	69	0	0	0	0	3	232	0	0	0	0	305	0630 - 0730	6	277	0	1	0	0	12	1010	0	1	0	0	1307
0645 - 0700	1	68	0	0	0	0	2	255	0	0	0	0	326	0645 - 0745	9	314	0	2	0	0	17	1036	0	1	0	0	1379
0700 - 0715	1	56	0	1	0	0	3	259	0	0	0	0	320	0700 - 0800	13	427	0	3	0	0	27	1056	0	1	0	0	1527
0715 - 0730	3	84	0	0	0	0	4	264	0	1	0	0	356	0715 - 0815	17	562	0	3	0	0	34	1077	0	2	0	0	1695
0730 - 0745	4	106	0	1	0	0	8	258	0	0	0	0	377	0730 - 0830	20	688	0	3	0	0	41	1063	0	1	0	0	1816
0745 - 0800	5	181	0	1	0	0	12	275	0	0	0	0	474	0745 - 0845	27	817	0	4	0	0	57	1098	0	1	0	0	2004
0800 - 0815	5	191	0	1	0	0	10	280	0	1	0	0	488	0800 - 0900	28	888	0	4	0	0	64	1084	0	2	0	0	2070
0815 - 0830	6	210	0	0	0	0	11	250	0	0	0	0	477	0815 - 0915	35	881	0	5	0	0	68	1040	0	12	0	0	2041
0830 - 0845	11	235	0	2	0	0	24	293	0	0	0	0	565	0830 - 0930	32	838	0	8	0	0	62	1034	0	26	0	0	2000
0845 - 0900	6	252	0	1	0	0	19	261	0	1	0	0	540														
5545 0300	12	184	0	2	0	0	14	236	0	11	0	0	459	PEAK HOUR	35	881	0	5	0	0	68	1040	0	12	0	0	2041
0900 - 0915	12						1 -			1 4 4		•	400														
	3	167	0	3	0	0	5	244	0	14	0	0	436														
0900 - 0915		167 1803	0	3 12	0	0 0	5 115		0	14 28	0	0	436 5123														

	R.O.A.R D	АТА																
	Reliable Origina	al & Authentic Re	esults							N	loore S	7						
D-N -	Ph.88196847, M											•						
~	111.00130047, 10	00.0410 200010							•									
Client	: Varga Traff	ic Plan							1									
Job No/Na		PBELLTOWN Inters	ection Counts						1045									
Day/Dat		y 24th October 201					AM PEAK		1038	0	23	0	23	2				
Day/Dat	. weunesua						<u>815 - 0915</u>		7	0	858	35	893					
							010 0010			0	881	35	916	-				
										1			1	1				
													V					
									•		*		•		Lithgo	W St		
						0	5	5 ->							0	35	35 -	_
						0		5	•					1	- 0	0	0	
						0	0	0		6					- 0	U	0	
Peds	NORTH	WEST	SOUTH	EAST		0	0 0	0			(1, 0))		•	- 0	0	0	
	Moore St	Lithgow St	Moore St	Lithgow St							DA					v		
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	тот	0	0 (0							12	12	0	
630 - 0645	2	0	0	0	2	← 68 68		•	'					•			12 0	,
645 - 0700	1	0	0	0	1		gow St		-	H-I						-		-
700 - 0715	0	3	0	0	3				A									
715 - 0730	0	1	0	0	1					68	1040	0						
730 - 0745	1	0	0	0	1				1108	68	1033	0	23					
745 - 0800	1	1	2	0	4				1101	0	7	0	870					
800 - 0815	2	1	2	0	5				7				893				Ν	
815 - 0830	0	0	0	0	0												M	
830 - 0845	2	0	0	0	2								▼			-	ZA	
845 - 0900	3	3	0	0	6					N	loore S	t		Ī			V	
0900 - 0915	7	3	7	14	31	TOTAL												
0915 - 0930	2	1	5	0	8	VOLUMES				N	loore S	t						
Period End	21	13	16	14	64	FOR COUN	Т			▲								
						PERIOD						47						
Peds	NORTH	WEST	SOUTH	EAST						3119		1814						
	Moore St	Lithgow St	Moore St	Lithgow St						3085		1861						
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT					34								
630 - 0730	3	4	0	0	7													
0645 - 0745	2	4	0	0	6							V						
0700 - 0800	2	5	2	0	9		(0 12	12	\rightarrow			(58	58			
0715 - 0815	4	3	4	0	11													
0730 - 0830	4	2	4	0	10			gow St							jow St			
0745 - 0845	5	2	4	0	11		— 115	115	0	-		←	28	28	0			
800 - 0900	7	4	2	0	13					1								
815 - 0915	12	6	7	14	39													
830 - 0930	14	7	12	14	47					3222		47						
										3188		1784						
PEAK HR	12	6	7	14	39					34		1831		C	Copyrig	nt ROAF	R DATA	
												▼						
	1 2		3							N	loore S	t						

	-).A.F				entic	Resu	lts						Client Job No/Na	me			fic Plar PBELL		I Inters	ection	Counts	3				
DN		319684												Day/Dat	е	: Wed											
Lights	1 11.00	NORTH			WEST			SOUTH			EAST			Lights		NORTH		1	WEST			SOUTH			EAST		7
<u></u>		Moore S		Li	ithgow		1	Moore S		Li	thgow			<u></u>		Moore S			ithgow			Noore S		L	ithgow	St	-
Time Per	1	Т	R		Т	R		Т	R		Т	R	тот	Peak Time	1	Т	R		Т	R		Т	R		Т	R	тот
1530 - 1545	6	385	0	5	0	0	14	239	0	14	0	0	663	1530 - 1630	12	1328	0	32	0	0	38	<u>957</u>	0	34	0	0	2401
1545 - 1600	3	323	0	9	0	0	11	234	0	8	0	0	588	1545 - 1645	8	1217	0	41	0	0	32	952	0	35	0	0	2285
1600 - 1615	2	372	0	14	0	0	7	241	0	5	0	0	641	1600 - 1700	6	1232	0	46	0	0	25	970	0	31	0	0	2310
1615 - 1630	2	248	0	4	0	0	6	241	0	7	0	0	509	1615 - 1715	6	1232	0	40	0	0	20	973	0	29	0	0	2362
1630 - 1645	2	240	0	4	0	0	8	243	0	15	0	0	509	1630 - 1730	17	1420	0	49 61	0	0	20	973	0	29	0	0	2502
	2 1		-		-	-		-	-		-	-					-		-	-			-			-	
1645 - 1700		338	0	14	0	0	4	252	0	4	0	0	613	1645 - 1745	22	1502	0	55	0	0	22	1013	0	17	0	0	2631
1700 - 1715	2	425	0	17	0	0	2	244	0	3	0	0	693	1700 - 1800	24	1466	0	51	0	0	25	1000	0	14	0	0	2580
1715 - 1730	12	383	0	16	0	0	9	233	0	5	0	0	658	1715 - 1815	23	1426	0	43	0	0	36	975	0	16	0	0	2519
1730 - 1745	/	356	0	8	0	0	7	284	0	5	0	0	667	1730 - 1830	18	1354	0	32	0	0	37	941	0	13	0	0	2395
1745 - 1800	3	302	0	10	0	0	7	239	0	1	0	0	562				-		-	-			-				
1800 - 1815	1	385	0	9	0	0	13	219	0	5	0	0	632	PEAK HOUR	22	1502	0	55	0	0	22	1013	0	17	0	0	2631
1815 - 1830	7	311	0	5	0	0	10	199	0	2	0	0	534														
Period End	47	4102	0	125	0	0	98	2861	0	74	0	0	7307														
Heavies		NORTH	4		WEST	-		SOUTH	1		EAST			Heavies		NORTH	1		WEST	•		SOUTH			EAST		1
<u>neuvico</u>		NORTH WEST Moore St Lithgow I R L I				Moore S		11	thgow			<u>neavies</u>		Moore S			ithgow			Noore S			ithgow	St			
Time Per	1		-		Т	R	- · ·	Т	R		T	R	тот	Peak Per	'	Т	R	L	Т	R	· · ·	T	R		т	R	тот
1530 - 1545	0	<u> </u>			<u> </u>	0	0	1	0	0	0	0	12	1530 - 1630	0	16	0	0	0	0	0	14	0	0	0	0	30
1545 - 1600	0	2	0	0	0	0	0	0	0	0	0	0	2	1545 - 1645	0	8	0	0	0	0	0	14	0	0	0	0	24
1600 - 1615	0	2	0	0	0	0	0	7	0	0	0	0	9	1600 - 1700	0	6	0	0	0	0	0	17	0	0	0	0	24
1615 - 1630	0	1	0	0	0	-		6	-	-	-		9 7		0	7	0	-	0	0	0		-	0	-	0	
	-		-	0	-	0	0	-	0	0	0	0		1615 - 1715	0	7	-	0	-	-	-	11	0	-	0	-	18
1630 - 1645	0	3	0	0	0	0	0	3	0	0	0	0	6 1	1630 - 1730	0	4	0	0	0	0	0	7	0	0	0	0	14
1645 - 1700	0	3	0	0	0	0	-	1	0	0	0	-	4	1645 - 1745 1700 - 1800	0	4	0	0	0	0	0	6 6	0	0	0	0	10
1700 - 1715	-		-	-	-	-	0		-	-	-	0			-		-	-	-	-	-	-	-	-	-	-	-
1715 - 1730	0	1	0	0	0	0	0	2	0	0	0	0	3	1715 - 1815 1730 - 1830	0	3	0	0	0	0	0	8	0	0	0	0	11
1730 - 1745	0	0	0	0	0	0	0	2	0	0	0	0	2	1730 - 1830	0	2	0	0	0	0	0	6	0	0	0		8
1745 - 1800	0	0	0	0	0	0	0	1	0	0	0	0	1		•	4	•	•	•	•	•	6	•	•			40
1800 - 1815	0	2	0	0	0	0	0	3	0	0	0	0	5	PEAK HOUR	0	4	0	0	0	0	0	6	0	0	0	0	10
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0														
Period End	0	25	0	0	0	0	0	27	0	0	0	0	52														
Combined		NORTH	1		WEST	-		SOUTH	1		EAST			Combined		NORTH	1		WEST	•		SOUTH			EAST		
	1	Moore S	St	Li	ithgow	St	1	Moore S	St	Li	thgow	St			1	Moore S	st	L	ithgow	St	1	Noore S	St	L	thgow	St	
Time Per	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOT	Peak Per	L	Т	R	L	T	R	L	Т	R	L	T	R	TOT
1530 - 1545	6	396	0	5	0	0	14	240	0	14	0	0	675	1530 - 1630	12	1344	0	32	0	0	38	971	0	34	0	0	2431
1545 - 1600	3	325	0	9	0	0	11	234	0	8	0	0	590	1545 - 1645	8	1225	0	41	0	0	32	968	0	35	0	0	2309
1600 - 1615	2	374	0	14	0	0	7	248	0	5	0	0	650	1600 - 1700	6	1238	0	46	0	0	25	987	0	31	0	0	2333
1615 - 1630	1	249	0	4	0	0	6	249	0	7	0	0	516	1615 - 1715	6	1292	0	49	0	0	20	984	0	29	0	0	2380
1630 - 1645	2	277	0	14	0	0	8	237	0	15	0	0	553	1630 - 1730	17	1427	0	61	0	0	23	970	0	27	0	0	2525
1645 - 1700	1	338	0	14	0	0	4	253	0	4	0	0	614	1645 - 1745	22	1506	0	55	0	0	22	1019	0	17	0	0	2641
1700 - 1715		428	0	17	0	0	2	245	0	3	0	0	697	1700 - 1800	24	1470	0	51	0	0	25	1006	0	14	0	0	2590
1715 - 1730	12	384	0	16	0	0	9	235	0	5	0	0	661	1715 - 1815	24	1429	0	43	0	0	36	983	0	14	0	0	2530
	7	356	0	8	0	0	7	286	0	5	0	0	669	1730 - 1830	18	1356	0	32	0	0	37	947	0	13	0	0	2403
	· ·	-	0	10	0	0	7	240	0	1	0	0	563	1750 - 1050	10	1000	0	52		0	51	547	0	10	5		2403
1730 - 1745	2		0	10	U		-	-								4500	0	55	0	•	22	4040	-	47		0	2641
1730 - 1745 1745 - 1800	3	302	0	0		∩	12	222	0	5		0	627														I Z04 I
1730 - 1745 1745 - 1800 1800 - 1815	1	387	0	9	0	0	13	222	0	5	0	0	637 534	PEAK HOUR	22	1506	0	55	U	0	22	1019	0	17	0	0	
1730 - 1745 1745 - 1800		-	0 0 0	9 5 125	0 0 0	0 0 0	13 10 98	199	0 0 0	5 2 74	0 0 0	0 0 0	637 534 7359	PEAK HOUR	22	1506	U	55	U	U	22	1019	0	17	U	0	
	R.O.A.R D	ATA																									
-----------------------------	-------------------	--------------------	-------------------	--------------------	---------	----------------------	------------	----------	--------------	----------	--------------	------	--------	----------	----------	-----											
	Reliable Origi	nal & Authentic I	Results						N	loore St	4																
D N -		lob.0418-239019								100/2 01	•					-											
	F11.00190047, N	100.0410-239013														-											
Client	: Varga Tra	ffic Pla																									
Job No/Na		PBELLTOWN Inter	section Counts					1074																			
Day/Da		ay 24th October 20				PM I	PEAK	1068	0	4	0	4				-											
Dayiba	. Wednesd						- 1745	6	0	1502	22	1524															
						1010		U U	0	1506	22	1528															
									I I	1000						-											
												•				-											
								•		•	⊢⊢	•	L	ithgow	St												
						0 55	55 →								22 22	2 -											
						0 55		<u> </u>				Ţ		0	0 0												
									6																		
Peds	NORTH	WEST	SOUTH	EAST		0 0	0					-		0	0 0)											
	Moore St	Lithgow St	Moore St	Lithgow St						DA																	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT	0 0	0	-				L L		17	17 0	j											
530 - 1545	1	2	3	1	7		0		_				4	— 17	17	0											
1545 - 1600	1	1	4	1	7	Lithgow	St																				
1600 - 1615	5	0	0	0	5			▲		I																	
1615 - 1630	1	0	0	0	1				22	1019	0																
1630 - 1645	1	1	1	0	3			1041	22	1013	0	4															
1645 - 1700	0	4	2	0	6			1035	0	6	0	1519															
1700 - 1715	2	3	7	3	15			6				1523			N												
1715 - 1730	4	0	2	0	6										Ne	_											
1730 - 1745	1	0	0	0	1				_			•			75												
1745 - 1800	3	3	0	0	6	TOTAL			IV	loore St																	
1800 - 1815	2	0	0	1	3	TOTAL				loore Si	4					_											
1815 - 1830 Danie d En d	0 21	3 17	1	1 7	5 65	VOLUMES FOR COUNT			IV.	100re 51	[
Period End	21	17	20	1	60	PERIOD			1		05					-											
Dede	NODTU	WEOT	COUTU	FACT		PERIOD			1		25					-											
Peds	NORTH Moore St	WEST Lithgow St	SOUTH Moore St	EAST Lithgow St					3013 2986		4149 4174																
Peak Per			UNCLASSIFIED		тот				2300		+1/4																
1530 - 1630	8	3	7	2	20				<u>~1</u>							+											
1545 - 1645	8	2	5	1	16						★																
1600 - 1700	7	5	3	0	15		0 125	125				0	47	47 —	→												
1600 1700 1615 - 1715	4	8	10	3	25							Ĵ				-											
1630 - 1730	7	8	12	3	30		Lithgow St						Lithgo	w St		1											
1645 - 1745	7	7	11	3	28	•		0			—		74 0														
1700 - 1800	10	6	9	3	28			-	1																		
1715 - 1815	10	3	2	1	16																						
1730 - 1830	6	6	1	2	15				2986		25																
									2959		4176																
PEAK HR	7	7	11	3	28				27		4201 I		©C	opyright	ROAR DAT	A											
											¥																
	1 2	2 3							N	loore St	t																



PR	R.0	.A.R	. DA	AΤΑ																			
°/ 😴 🛓	Relia	ble, O	riginal	l & Au	thentic	: Resu	ılts	PEDS	NO	RTH	W	EST	SO	UTH		PEDS	NO	RTH	WE	ST	SOL	πн	
	Ph.88	196847	7, Mob.	0418-2	39019			Time Per	Que	en St	Railv	vay St	Que	en St	тот	Peak Per	Quee	en St	Railw	ay St	Quee	n St	тот
D N								0630 - 0645	(0		0		1	1	0630 - 0730	:	2		7	8		17
								0645 - 0700		1		2		2	5	0645 - 0745		5		3	2'		39
Client	t	: Varga	a Traffi	c Plann	ing			0700 - 0715		0		1		2	3	0700 - 0800		7		4	34	4	55
Job No/Na	ame			BELLT			St	0715 - 0730		1		4		3	8	0715 - 0815		8		5	5		74
Day/Da	te	: Wedı	nesday	/14th A	ugust2	2019		0730 - 0745		3		6		4	23	0730 - 0830		0		7	6		98
								0745 - 0800		3		3		5	21	0745 - 0845		2		.7	62		121
								0800 - 0815		1		2		9	22	0800 - 0900		3	-	8	91		192
								0815 - 0830		3		6		3	32	0815 - 0915		5	1:		10		243
								0830 - 0845		5		26		5	46	0830 - 0930	1	7	14	43	11	9	279
								0845 - 0900		4		14		14	92						10	-	040
								0900 - 0915		3		35	-	35	73	PEAK HR	1	5	12	21	10	1	243
								0915 - 0930		5		38		25	68								
								Per End	2	9	1	77	10	88	394								
Lights	NO	RTH	w	EST	SO	UTH		Heavies	NO	RTH	w	EST	SO	UTH	1	Combined	NO	RTH	WE	ST	SOL	πн	
	Quee	en St	Railv	vay St	Quee	en St			Que	en St	Railv	vay St	Que	en St			Quee	en St	Railw	ay St	Quee	n St	
Time Per	Ι	<u>R</u>	L	R	L	I	TOT	Time Per	I	<u>R</u>	L	R	L	I	TOT	Time Per	Ι	<u>R</u>	L	<u>R</u>	L	Ι	TOT
0630 - 0645	14	6	6	10	3	5	44	0630 - 0645	0	0	2	0	0	0	2	0630 - 0645	14	6	8	10	3	5	46
0645 - 0700	18	10	4	8	4	14	58	0645 - 0700	1	4	2	0	0	1	8	0645 - 0700	19	14	6	8	4	15	66
0700 - 0715	27	19	7	6	3	4	66	0700 - 0715	1	0	1	2	1	0	5	0700 - 0715	28	19	8	8	4	4	71
0715 - 0730	23	12	8	14	5	7	69	0715 - 0730	0	2	1	0	2	0	5	0715 - 0730	23	14	9	14	7	7	74
0730 - 0745	34	19	18	14	2	9	96	0730 - 0745	0	1	2	1	1	0	5	0730 - 0745	34	20	20	15	3	9	101
0745 - 0800	29	20	10	12	2	11	84	0745 - 0800	0	1	3	1	1	0	6	0745 - 0800	29	21	13	13	3	11	90
0800 - 0815	44	34	38	22	8	17	163	0800 - 0815	0	0	0	2	1	0	3	0800 - 0815	44	34	38	24	9	17	166
0815 - 0830	57	33	45	19	7	14	175	0815 - 0830	0	1	2	3	2	0	8	0815 - 0830	57	34	47	22	9	14	183
0830 - 0845	55	38	20	21	10	15	159	0830 - 0845	0	1	0	1	1	0	3	0830 - 0845	55	39	20	22	11	15	162
0845 - 0900	65	51	28	20	9	20	193	0845 - 0900	0	1	1	3	3	1	9	0845 - 0900	65	52	29	23	12	21	202
0900 - 0915	79	44	25	21	16	23	208	0900 - 0915	1	1	3	0	0	0	5	0900 - 0915	80	45	28	21	16	23	213
0915 - 0930	55	37	21	21	9	10	153	0915 - 0930	1	2	1	0	0	0	4	0915 - 0930	56	39	22	21	9	10	157
Per End	500	323	230	188	78	149	1468	Per End	4	14	18	13	12	2	63	Per End	504	337	248	201	90	151	1531
Lights	NO	RTH	w	EST	SO	UTH		Heavies	NO	RTH	w	EST	SO	UTH	Ì	Combined	NO	RTH	WE	ST	SOL	лн	
	Que	en St		vay St	Que	en St				en St	Railv	vay St	Que	en St			Quee	en St	Railw		Quee	n St	
Peak Per	T	R	L	R	L	T	TOT	Peak Per	T	R	L	R	L	T	TOT	Peak Per	T	<u>R</u>	L	<u> </u>	L	T	TOT
0630 - 0730	82	47	25	38	15	30	237	0630 - 0730	2	6	6	2	3	1	20	0630 - 0730	84	53	31	40	18	31	257
0645 - 0745		60	37	42	14	34	289	0645 - 0745	2	7	6	3	4	1	23	0645 - 0745	104	67	43	45	18	35	312
0700 - 0800		70	43	46	12	31	315	0700 - 0800	1	4	7	4	5	0	21	0700 - 0800		74	50	50	17	31	336
0715 - 0815	130	85	74	62	17	44	412	0715 - 0815	0	4	6	4	5	0	19	0715 - 0815		89	80	66	22	44	431
0730 - 0830		106	111	67	19	51	518	0730 - 0830	0	3	7	7	5	0	22	0730 - 0830		109	118	74	24	51	540
0745 - 0845	185	125	113	74	27	57	581	0745 - 0845	0	3	5	7	5	0	20	0745 - 0845		128	118	81	32	57	601
0800 - 0900		156	131	82	34	66	690	0800 - 0900	0	3	3	9	7	1	23	0800 - 0900		159	134	91	41	67	713
0815 - 0915	256	166	118	81	42	72	735	0815 - 0915	1	4	6	7	6	1	25	0815 - 0915	257	170	124	88	48	73	760
0830 - 0930	254	170	94	83	44	68	713	0830 - 0930	2	5	5	4	4	1	21	0830 - 0930	256	175	99	87	48	69	734
PEAK HR	256	166	118	81	42	72	735	PEAK HR	1	4	6	7	6	1	25	PEAK HR	257	170	124	88	48	73	760

A R I	R.O .	A.R	. DA	TΑ											Clier	nt	: Varga T	raffic Plan	ning	
	Reliab	le, Or	riginal	& Au	thentic	Resu	lts								Job No/N	lame	: 7158 C	AMPBELL ⁻	TOWN	Queen St
DN	Ph.881	96847	, Mob.(0418-2	39019										Day/D	ate	: Wedne	sday14th	August	2019
										1	2		3							
										4	5		6							
												-				тот		IES		
										7	8		9							
	AM P	ENK										_					PERIOD			
		1										N					FERIOD		_	
	<u>0815</u> -	0915										N								
													>							
							Que	en St				V						Que	en St	
						•														
						1			5									↑		
						1			422											
						197			427									399		
						190	4	1		,									18	
						7	166	256										379		
							170	257											823	
R	Railway	St																20		
	13	199	212				€.	•											841	
		6	118			•								31	418		449	→		
								<u>)</u>						Railway				-		
																_			∰ `	
		7	81	88				•					427	401	26			▲		
4	218						_											241		
		_00	10		ľ			73											17	
							48	72										227		
		Convric		R DA TA		•	42	1											688	
		Copyrig	jni noa			121	42 6		8									1 /		
						114	U		8 337									14	705	
																			705	
						7			345											
										,									↓	
								en St											en St	
							0	on Cf				1				1	1	<u></u>		

B	R.0).A.R	. D	ΑΤΑ																			
9/ 👾 🛓	Relia	ble, O	rigina	al & A	uthen	tic Re	sults	PEDS	NO	RTH	W	EST	SO	UTH		PEDS	NO	RTH	WE	ST	SOL	ЛΗ	
	Ph.88	19684	7, Mob	.0418-	23901	9		Time Per	Que	en St	Railw	vay St	Que	en St	тот	Peak Per	Que	en St	Railw	ay St	Quee	en St	тот
D								1530 - 1545		1	2	<u>2</u> 3	1	4	38	1530 - 1630	ļ	6	7	8	6	5	149
								1545 - 1600		1		8		23	42	1545 - 1645		7	6	-	5		132
Client		-		ic Plan	-			1600 - 1615		2		21		4	37	1600 - 1700		7		5	4		117
Job No/Na				PBELL			n St	1615 - 1630		2		6		4	32	1615 - 1715		0	6		6		140
Day/Da	te	: Wed	nesda	y 14th .	Augus	t 2019		1630 - 1645		2		4		5	21	1630 - 1730		9	-	2	7		134
								1645 - 1700		1		4		2	27	1645 - 1745		8		7	7		130
								1700 - 1715		5	_	23		32	60	1700 - 1800		2	-	8	7 5		123
								1715 - 1730 1730 - 1745		1 1		1 9		24 7	26 17	1715 - 1815 1730 - 1830		9 9		8 9	4		79 70
								1730 - 1745		5		9 5		/	20	1730 - 1630		9	<u> </u>	9	4	Z	70
								1745 - 1800		2		3		10	16	PEAK HR		7	6	9	5	6	132
								1815 - 1830		2		2		4	17				0	3	J	0	152
								Per End		24		2 49		80	353								
Lights	NO	RTH	W	-9T	SO	UTH		Heavies	NO	RTH	W	EST	SO	UTH		Combined	NO	RTH	WE	ет	SOL	пн	
		en St	Railw			en St		<u>neavies</u>		en St	Railw			en St		combined		en St	Railw		Quee		•
Time Per	T	R	L	R	L	T	тот	Time Per	T	R	L	<u>R</u>	L	T	тот	Time Per	T	R	L	R	L	T	тот
1530 - 1545	68	23	23	10	7	11	142	1530 - 1545	1	1	0	5	0	1	8	1530 - 1545	69	24	23	15	7	12	150
1545 - 1600	80	35	25	19	10	20	189	1545 - 1600	1	3	1	5	4	1	15	1545 - 1600	81	38	26	24	14	21	204
1600 - 1615	65	36	19	17	14	17	168	1600 - 1615	0	2	1	0	0	0	3	1600 - 1615	65	38	20	17	14	17	171
1615 - 1630	57	28	32	21	12	17	167	1615 - 1630	0	0	1	0	1	0	2	1615 - 1630	57	28	33	21	13	17	169
1630 - 1645	62	29	23	25	16	15	170	1630 - 1645	0	3	2	0	1	0	6	1630 - 1645	62	32	25	25	17	15	176
1645 - 1700	55	25	17	16	5	11	129	1645 - 1700	0	4	1	0	1	0	6	1645 - 1700	55	29	18	16	6	11	135
1700 - 1715	75	28	35	20	14	23	195	1700 - 1715	0	5	5	1	1	0	12	1700 - 1715	75	33	40	21	15	23	207
1715 - 1730	55	29	17	18	10	23	152	1715 - 1730	0	1	0	2	1	0	4	1715 - 1730	55	30	17	20	11	23	156
1730 - 1745	55	26	23	23	8	12	147	1730 - 1745	0	4	2	1	1	0	8	1730 - 1745	55	30	25	24	9	12	155
1745 - 1800	59	23	14	21	7	10	134	1745 - 1800	0	1	1	0	1	0	3	1745 - 1800	59	24	15	21	8	10	137
1800 - 1815 1815 - 1830	65 50	21 20	15 11	18 14	8 10	9 8	136	1800 - 1815	0	1	0	1	1	0	3	1800 - 1815 1815 - 1830	65	22 21	15	19 14	9 11	9 8	139
Per End	50 746	20 323	254	222	10 121	。 176	113 1842	1815 - 1830 Per End	2	26	15	0 15	1 13	2	3 73	Per End	50 748	21 349	12 269	237	134	。 178	116 1915
Lights	-	RTH		EST		UTH		<u>Heavies</u>	-	RTH		EST		UTH		<u>Combined</u>	-	RTH	WE	-	SOL	-	-
Peak Per	Que	en St R	Railw	vay St R	Quee	en St	тот	Peak Per	Que	en St R	Railw	vay St R	Que	en St	тот	Peak Per	Que	en St R	Railw	-	Quee	n St	тот
1530 - 1630	<u> </u>	<u>r</u> 122	<u>∟</u> 99	<u>к</u> 67	<u>∟</u> 43	<u> </u>	666	1530 - 1630	2	<u> </u>	<u> </u>	<u>к</u> 10	<u> </u>	2	28	1530 - 1630	<u>1</u> 272	<u> </u>	<u>L</u> 102	<u>R</u> 77	<u>∟</u> 48	<u> </u>	694
1530 - 1630 1545 - 1645			99 99			-				8	5	5	5 6	1		1530 - 1630 1545 - 1645							
1545 - 1645 1600 - 1700		128	99 91	82 79	52 47	69 60	694 634	1545 - 1645 1600 - 1700	0	8	5	5 0	3	0	26 17	1600 - 1700		136 127	104 96	87 79	58 50	70 60	720 651
1615 - 1715	-	110	107	82	47	66	661	1615 - 1715	0	12	9	1	4	0	26	1615 - 1715		127	116	83	50	66	687
1630 - 1730		111	92	79	47	72	646	1630 - 1730	0	13	8	3	4	0	28	1630 - 1730		122	100	82	49	72	674
1645 - 1745	-	108	92	77	37	69	623	1645 - 1745	0	14	8	4	4	0	30	1645 - 1745		124	100	81	41	69	653
1700 - 1800		106	89	82	39	68	628	1700 - 1800	0	11	8	4	4	0	27	1700 - 1800		117	97	86	43	68	655
1715 - 1815		99	69	80	33	54	569	1715 - 1815	0	7	3	4	4	0	18	1715 - 1815		106	72	84	37	54	587
1730 - 1830		90	63	76	33	39	530	1730 - 1830	0	7	4	2	4	0	17	1730 - 1830		97	67	78	37	39	547
PEAK HR	264	128	99	82	52	69	694	PEAK HR	1	8	5	5	6	1	26	PEAK HR	265	136	104	87	58	70	720

A RATE	R.O.A	.R.	DA	TA										Clie	nt	: Varg	a Traffi	c Pla	nning	
	Reliable	, Orig	inal	& Authe	entic Re	sults								Job No/	lame	: 7158	B CAMF	PBEL	LTOWN	l Queen S
DA	Ph.88196													Day/D	ate	: Wed	Inesday	/ 14th	n Augus	t 2019
									1	2		3								
								[
									4	5		6								
								, in the second s							TOT	L VOLU	JMES			
									7	8		9				OR COU				
	PM PEA	ĸ													-	PERIOD				
	1545 - 10										N						-			
	1040 - 10	770																		
						0						>						^		
						Que	en St				V							Quee	en St	
			_		T			9												
								392												
					174			401										447		
					168	8	1		,										28	
					6	128	264											430		
						136	265												1069	
	ailway S																	17		
	10 1		91 _		_	∢ I	•												1097	
		5	99	104 _	_		• • • • • • • • • • • • • • • • • • •						30	476	6	506-				
						(Č	Č.4						Railway	St					↓	
						D	9													
			82	87 _							◀	483	444	39						
	194 18	0 14			_ <u>+</u> .	4 -;												312		
							70												17	
						58	69											297		
	© Co	pyright	ROAI	R DATA		52	1												968	
					128	6		6										15		
					121			346											985	
					7			352												
																		18		
			_			Que	en St											Quer	en St	



	R.C).A.F	R. D	ΑΤ	4									Client		: Varo	a Traf	fic Pla	nnina								
				al & A		ntic F	Result	S						Job No/Na				PBELL		N Que	en St						
D B				b.0418				_						Day/Da	te	:Wed	Inesda	ay 14th	Augu	st 201	9						
Lights		NORTH			WEST			SOUTH			EAST			Lights		NORTH			WEST			SOUTH			EAST		
	G	lueen		Bro	ughto	n St	Q	ueen S		Bro	oughto				G	ueen S		Bro	ughto		G	Queen		Bro	oughto		
Time Per	L	I	<u>R</u>	L	I	<u>R</u>	L	I	<u>R</u>	L	I	<u>R</u>	TOT	Peak Time	L	I	<u>R</u>	L	I	<u>R</u>	L	I	<u>R</u>	Ŀ	Ī	<u>R</u>	TOT
0630 - 0645	4	18	25	52	9	5	1	13	1	1	28	24	181	0630 - 0730	15	65	126	278	72	53	3	55	7	16	103	89	882
0645 - 0700	1	18	31	64	16	11	2	22	3	4	31	20	223	0645 - 0745	19	69	164	341	89	63	3	63	9	19	104	95	1038
0700 - 0715	6	13	36	72	22	23	0	10	3	8	26	21	240	0700 - 0800	23	82	209	372	104	69	3	56	7	16	108	100	1149
0715 - 0730	4	16	34	90	25	14	0	10	0	3	18	24	238	0715 - 0815	33	112	258	414	123	59	7	76	7	10	108	113	1320
0730 - 0745 0745 - 0800	8 5	22	63 76	115 95	26	15 17	1	21 15	3	4	29 35	30 25	337 334	0730 - 0830 0745 - 0845	52 67	147 189	335 401	437 450	126 137	60 52	13 18	93 99	12 12	16 21	118 141	105 98	1514 1685
0745 - 0800 0800 - 0815	5 16	31 43	85	95 114	31 41	17	4	30	1	2	26	25 34	411	0745 - 0845	93	228	401	450	157	48	21	116	14	21	158	98	1887
0800 - 0813	23	43 51	111	114	28	15	4 6	27	5	9	20	- 34 16	411	0800 - 0900	93	248	442	400	141	40	21	120	14	30	170	108	1975
0830 - 0845	23	64	129	128	37	7	6	27	3	9	52	23	508	0830 - 0930	101	269	517	468	136	31	24	114	18	29	188	110	2003
0845 - 0900	31	70	117	133	50	13	5	32	3	4	52	26	536			200	•			•••							
0900 - 0915	22	63	129	117	26	6	7	34	6	8	38	43	499	PEAK HOUR	101	269	517	468	136	31	22	114	18	29	188	110	2003
0915 - 0930	25	72	142	90	23	5	4	21	6	8	46	18	460														
Period End	168	481	978	1183	334	144	38	262	37	61	409	304	4399														
		NODTI			WEOT						FAOT					NODTI			WEOT						FAOT		
<u>Heavies</u>		NORTH			WEST ughto	n St		SOUTH		Bro	EAST oughto	n Ct		<u>Heavies</u>		NORTH		Bro	WEST ughto	n St		SOUTI Queen		Bro	EAST oughto	n St	
Time Per	ц Ц		<u>R</u>	<u>ы</u> о	т	<u>R</u>	Ч		<u>R</u>		T T	R	тот	Peak Per			R	<u>ы</u> о	uyinto T	R 1			<u>R</u>		T T	R	TOT
0630 - 0645	0	0	0	0	1	0	1	<u> </u>	0	0	0	0	3	0630 - 0730	2	5	2	2	3	1	2	4	0	0	3	0	24
0645 - 0700	1	3	1	1	0	0	0	1	0	0	2	0	9	0645 - 0745	2	5	2	3	4	1	3	3	0	0	3	0	26
0700 - 0715	1	0	1	0	1	0	1	1	0	0	0	0	5	0700 - 0800	1	3	1	3	5	1	3	5	0	0	3	0	25
0715 - 0730	0	2	0	1	1	1	0	1	0	0	1	0	7	0715 - 0815	0	3	0	4	5	1	2	4	0	0	3	0	22
0730 - 0745	0	0	0	1	2	0	2	0	0	0	0	0	5	0730 - 0830	0	2	1	4	4	0	2	4	0	0	3	0	20
0745 - 0800	0	1	0	1	1	0	0	3	0	0	2	0	8	0745 - 0845	1	3	1	4	4	0	0	4	0	0	3	0	20
0800 - 0815	0	0	0	1	1	0	0	0	0	0	0	0	2	0800 - 0900	1	2	2	6	3	1	0	3	0	0	3	0	21
0815 - 0830	0	1	1	1	0	0	0	1	0	0	1	0	5	0815 - 0915	1	3	3	5	2	2	1	4	1	0	4	0	26
0830 - 0845	1	1	0	1	2	0	0	0	0	0	0	0	5	0830 - 0930	1	5	4	6	2	2	1	4	1	0	3	0	29
0845 - 0900	0	0	1	3	0	1	0	2	0	0	2	0	9				-		-							-	
0900 - 0915	0	1	1	0	0	1	1	1	1	0	1	0	7	PEAK HOUR	1	5	6	1	2	2	1	4	1	0	3	0	29
0915 - 0930	0	3	2	2	0	0	0	1	0	0	0	0	8														
Period End	3	12	7	12	9	3	5	12	1	0	9	0	73														
Combined		NORTH	1		WEST			SOUTH			EAST			Combined		NORTH	1		WEST			SOUTH	1		EAST		
	G	ueen (St	Bro	ughto	n St	Q	ueen S	St	Bro	oughto	n St			G	ueen S	St	Bro	ughto	n St	G	Queen	St	Bro	oughto	n St	
Time Per	Ľ	<u>T</u>	<u>R</u>	L	Ţ	<u>R</u>	L	<u>T</u>	<u>R</u>	Ŀ	<u> </u>	R	TOT	Peak Per	Ŀ	<u>I</u>	<u>R</u>	L	Ţ	<u>R</u>	L	<u> </u>	<u>R</u>	Ŀ	<u>T</u>	<u>R</u>	TOT
0630 - 0645	4	18	25	52	10	5	2	14	1	1	28	24	184	0630 - 0730	17	70	128	280	75	54	5	59	7	16	106	89	906
0645 - 0700	2	21	32	65	16	11	2	23	3	4	33	20	232	0645 - 0745	21	74	166	344	93	64	6	66	9	19	107	95	1064
0700 - 0715		13	37	72	23	23	1	11	3	8	26	21	245	0700 - 0800				375		70	6	61	7		111	100	1174
0715 - 0730		18	34	91	26	15	0	11	0	3	19	24	245	0715 - 0815		115	258	418	128	60	9	80	7	10	111		1342
0730 - 0745		22	63	116	28	15	3	21	3	4	29	30	342	0730 - 0830		149	336	441	130	60	15	97	12	16	121	105	1534
0745 - 0800		32	76	96	32	17	2	18	1	1	37	25	342	0745 - 0845		192	402	454	141	52	18	103	12	21	144		1705
0800 - 0815		43	85	115	42	13	4	30	3	2	26	34	413	0800 - 0900		230	444	494	159	49	21	119	14	24	161	99	1908
0815 - 0830 0830 - 0845		52 65	112 129	114 129	28 39	15	6 6	28 27	5	9 9	29 52	16 23	437 513	0815 - 0915 0830 - 0930	100 102	251 274	489 521	496 474	143 138	43 33	25 23	124 118	18 19	30 29	174 191	108 110	2001 2032
0830 - 0845 0845 - 0900		65 70	129	129	39 50	7 14	ь 5	34	3 3	9 4	52 54	23 26	545	0030 - 0930	102	2/4	521	4/4	130	33	23	110	19	29	191	110	2032
0843 - 0900 0900 - 0915		64	130	130	26	7	8	35	3 7	4 8	39	43	506	PEAK HOUR	102	274	521	474	138	33	23	118	19	29	191	110	2032
0900 - 0913		75	144	92	23	5	4	22	6	8	46	18	468		102	-17	521	-11-		- 55							2002
Period End		_		1195		147	43	274	38	61	418		4472														
			000	1.00	0-70			-17			10																

	R.O.A. R	DATA																
	Reliable, Orig	inal & Authentio	: Results							6	Queen	St						-
		lob.0418-239019									Lucen							-
	1 11.00 1 300 4 7, N	00.0410-20019																-
Client	: Varga Tr	offic Play																-
Job No/Na	. valya 11 ame : 7158 CA	MPBELLTOWN Q	leen St						702									-
Day/Dat		day 14th August 2						PEAK	692	6	5	1	12					-
DayDa	. wearies	ay 1411 August 2						- 0930	5	517	269	101	887					-
							0000	0000	ľ	521	274		897					-
										021	217	102						-
																		-
										•	•			F	Brough	nton S	t	-
						5	635	645 -							4	255		- 1
						1	468		́ ≜		-			•	110		0	_
							-00					<u></u>				. 10	0	-
Peds	NORTH	WEST	SOUTH	EAST		2	136	138 .				4			191	188	3	-
	Queen St	Broughton St		Broughton St		2	.00		-			17 — —				.00	5	-
Time Per	UNCLASSIFIED	UNCLASSIFIED		UNCLASSIFIED	тот	2	31	33							29	29	0	-
0630 - 0645	4	1	1	2	8		727		•					•			327	3
0645 - 0700	6	1	2	3	12		ughto		<u> </u>				·		-			Ť
0700 - 0715	7	3	1	1	12													-
0715 - 0730	13	2	2	5	22					23	118	19						
0730 - 0745	12	8	4	6	30				160		114	18	7					-
0745 - 0800	10	1	0	6	17				154		4	1	329					-
0800 - 0815	5	5	8	7	25				6				336				Ν	
0815 - 0830	13	12	9	19	53												$\mathbf{\Lambda}$	
0830 - 0845	10	8	6	23	47								•					-
0845 - 0900	18	16	3	8	45					G	Queen	St					-1-	
0900 - 0915	10	13	3	14	40	TOTAL	_											
0915 - 0930	7	14	7	13	41	VOLUM	ES			G	Queen	St						
Period End	115	84	46	107	352	FOR COL	JNT				▲ Ⅲ							
						PERIO	D					22						
Peds	NORTH	WEST	SOUTH	EAST						1773	3	1627						
	Queen St	Broughton St	Queen St	Broughton St						1749)	1649						
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT					24								
0630 - 0730	30	7	6	11	54													
0645 - 0745	38	14	9	15	76							•						
0700 - 0800	42	14	7	18	81			24 1	661 1685				13	539	552	\rightarrow		
0715 - 0815	40	16	14	24	94													
0730 - 0830	40	26	21	38	125			Brough						Brough	ton S	t		
0745 - 0845	38	26	23	55	142		-	1446 1	425 21			-	783	774	9			
0800 - 0900	46	41	26	57	170													
0815 - 0915	51	49	21	64	185													
0830 - 0930	45	51	19	58	173					355		15						
										337		686						
PEAK HR	45	51	19	58	173					18		701		C	Copyri	ght RO	AR DA	۲A
												♦						
	1	2	3							0	Queen	St .						

	Dolla				'A									Client		i: varg	ja Traf	fic Pla	nning								
		-			Auth		: Res	ults						Job No/Na			8 CAM					t					
A G				<u>ob.04</u>	<u>18-23</u>	9019								Day/Dat		ů –	Inesda			ust 20							-
<u>Lights</u>		NORTH		Dree	WEST			SOUTH		Dree	EAST			Lights		NORTH			WEST	C4		SOUTH	-	Dra	EAST	- 04	-
Time Per	- Q	ueen S	R	Bro	ughto T	R	- 2	ueen a	R	Bro	ughto T	R	тот	Peak Time	- 2	ueen (R	Bro	ughto T	R	- 2	ueen S	R	Bro	oughto	n St R	тот
1530 - 1545	<u>∟</u> 32	<u> </u>	136	121	37	<u> </u>	<u> </u>	<u> </u>	<u> </u>	11	<u> </u>	27	545	1530 - 1630	<u>∟</u> 99	281	478	<u>∟</u> 569	137	23	11	116	28	40	140	89	2011
1545 - 1600	22	72	118	121	36	6	1	32	8	12	41	23	502	1545 - 1645	99	254	478	596	149	25	9	116	25	32	138	80	1967
1600 - 1615		72	121	139	20	5	1	20	7	9	29	18	459	1600 - 1700	102	240	452	646	169	24	10	107	23	31	122	80	2006
1615 - 1630	27	49	103	182	44	8	4	27	7	8	25	21	505	1615 - 1715	129	227	459	700	194	29	12	126	20	32	122	91	2141
1630 - 1645		61	111	148	49	6	3	37	3	3	39	18	501	1630 - 1730	134	232	473	699	212	30	12	136	19	31	129	84	2191
1645 - 1700	34	58	117	177	56	5	2	23	6	11	29	23	541	1645 - 1745	144	217	447	739	214	33	11	123	18	39	121	83	2189
1700 - 1715	45	59	128	193	45	10	3	39	4	10	29	29	594	1700 - 1800	124	219	420	713	202	46	11	119	19	36	119	77	2105
1715 - 1730	32	54	117	181	62	9	4	37	6	7	32	14	555	1715 - 1815	95	209	387	624	192	50	11	103	20	36	117	68	1912
1730 - 1745		46	85	188	51	9	2	24	2	11	31	17	499	1730 - 1830	77	207	342	533	168	54	7	87	16	33	105	72	1701
1745 - 1800	14	60	90	151	44	18	2	19	7	8	27	17	457														
1800 - 1815		49	95	104	35	14	3	23	5	10	27	20	401	PEAK HOUR	144	217	447	739	214	33	11	123	18	39	121	83	2189
1815 - 1830	14	52	72	90	38	13	0	21	2	4	20	18	344														
Period End	310	720	1293	1801	517	107	30	339	63	104	374	245	5903														
Heavies		VORTH	1		WEST			SOUTH	1		EAST		1	Heavies		NORTH	•		WEST			SOUTH	1		EAST		
	Q	ueen S	St	Bro	ughto	n St	Q	ueen	St	Bro	ughto	n St			Q	ueen (St	Bro	ughto	n St	Q	ueen S	St	Bro	oughto	n St	
Time Per	L	<u>T</u>	<u>R</u>	L	T	R	L	T	<u>R</u>	L	I	<u>R</u>	TOT	Peak Per	L	<u>T</u>	<u>R</u>	L	<u>T</u>	<u>R</u>	L	T	R	L	<u>T</u>	<u>R</u>	TOT
1530 - 1545	0	2	2	2	1	1	0	1	0	0	1	0	10	1530 - 1630	0	6	5	4	2	2	1	3	0	0	4	0	27
1545 - 1600	0	2	0	1	0	0	1	0	0	0	0	0	4	1545 - 1645	0	7	4	3	1	2	2	3	0	0	4	0	26
1600 - 1615		1	2	1	1	1	0	2	0	0	1	0	9	1600 - 1700	0	6	5	2	1	3	1	4	0	0	5	0	27
1615 - 1630	0	1	1	0	0	0	0	0	0	0	2	0	4	1615 - 1715	0	6	4	2	0	2	1	3	0	0	4	0	22
1630 - 1645	0	3	1	1	0	1	1	1	0	0	1	0	9	1630 - 1730	0	6	3	2	0	2	2	4	0	0	3	0	22
1645 - 1700 1700 - 1715	0	1	1	0	0	1 0	0	1	0	0	0	0	5 4	1645 - 1745 1700 - 1800	0	4	2	2	0	1	1	5	0	0	3	0	17 17
1715 - 1730	0	1	0	0	0	0	1	1	0	0	1	0	4	1715 - 1815	0	4	2	2 1	0	0	3	4	0	0	5	0	19
1730 - 1745	-	1	0	0	0	0	0	2	0	0	1	0	4	1730 - 1830	0	4	2	1	0	0	2	4	0	0	6	0	19
1745 - 1800	0	1	2	1	0	0	1	0	0	0	0	0	5													Ţ	
1800 - 1815	0	1	0	0	0	0	1	1	0	0	3	0	6	PEAK HOUR	0	4	2	1	0	1	1	5	0	0	3	0	17
1815 - 1830	0	1	0	0	0	0	0	1	0	0	2	0	4														
Period End	0	16	10	7	2	4	5	11	0	0	13	0	68														
Combined		NORTH	1		WEST			SOUTH			EAST			Combined		NORTH			WEST			SOUTH			EAST		
<u>combined</u>		ueen		Bro	ughto			ueen		Bro	ughto	n St		oombined		ueen			ughto	n St		ueen		Bro	ughto	n St	
Time Per	L	Τ	R	L	T	R	L	Т	R	L	T	R	TOT	Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1545	32	90	138	123	38	5	5	38	6	11	42	27	555	1530 - 1630	99	287	483	573	139	25	12	119	28	40	144	89	2038
1545 - 1600	22	74	118	128	36	6	2	32	8	12	45	23	506	1545 - 1645	90	261	457	599	150	27	11	119	25	32	142	80	1993
1600 - 1615	18	73	123	140	21	6	1	22	7	9	30	18	468	1600 - 1700	102	246	457	648	170	27	11	111	23	31	127	80	2033
1615 - 1630		50	104		44	8	4	27	7	8	27	21	509	1615 - 1715		233	463	702	194	31	13	129	20	32	126	91	2163
1630 - 1645		64	112	149	49	7	4	38	3	3	40	18	510	1630 - 1730		238	476	701	212	32	14	140	19	31	132	84	2213
1645 - 1700		59	118	177	56	6	2	24	6	11	30	23	546	1645 - 1745	144	221	449	740	214	34	12	128	18	39	124	83	2206
1700 - 1715		60	129	194	45	10	3	40	4	10	29	29	598	1700 - 1800	124	223	423	715	202	46	13	123	19	36	121	77	2122
1715 - 1730		55	117	181	62	9	5	38	6	7	33	14	559	1715 - 1815		213	389	625	192	50	14	107	20	36	122	68	1931
1730 - 1745 1745 - 1800		47	85	188	51	9	2	26	2	11	32	17	503	1730 - 1830	77	211	344	534	168	54	9	91	16	33	111	72	1720
1745 - 1800 1800 - 1815		61 50	92 95	152 104	44 35	18 14	3 4	19 24	7 5	8 10	27 30	17 20	462 407	PEAK HOUR	144	221	449	740	214	34	12	128	18	39	124	83	2206
		53	95 72	90	38	14	4	24	2	4	22	18	348		144	221	+3	740	214	54	12	120	10	39	124	05	2200
1815 - 1830		00	14	00	00				~	-														1			
1815 - 1830 Period End		736	1303	1808	519	111	35	350	63	104	387	245	5971														

Ph.88196847, Mob.0418-239019 Client Varga Trafic Pli Jobo NoName Varga Trafic Pli Jobo NoName Ph.88196847, Mob.0418-239019 DayDate Wednesday 14th August 2019 Broughton St Broughton St Ph.88196847, Mob.0418-239019 Pack NORTH Weist T SOUTH Broughton St Ph.88196847, Mob.0418-239019 Pack NORTH Weist T South St Broughton St Broughton St DayDate Weight St South St Broughton St Broughton St Broughton St Store Attack Broughton St Broughton St Broughton St Broughton St Broughton St Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store Attack Store		Reliable Origi	nal & Authentic	Results								Queen	St					
Client :Varga Traffic Pti Job NoMame : :State State				, nesuns								Lucch						
Job NoName :7158 CAMPBELLTOWN Queen St 951 951 951 DayDate :Wednesday14th August 2019 951 945 2 4 0 6 Peds WeEnt SOUTH EAST 951 0 376 37 Peds NORTH WEST SOUTH EAST 0 214 2 966 985 449 221 144 814 Time Per WicLASSIFIED WicLASSIFIED WicLASSIFIED TOTAL 9 93 9 9 30 133 351 96 98 93 9 9 930 133 351 96 98 12 14 12 12 12 12		F11.00190047, IV	00.0410-239019									_						
Job NoName : 7158 CAMPBELLTOWN Queen St DayDate : Wednesday14th August 2019 Development	Client	· Varga Tra	ffic Dl															
DayDate :Wednesday 14th August 2019 Image: Construction of the second seco				leen St						951								
Peds NORTH WEST SOUTH EAST Queen St Broughton St Queen St Broughton St 0 376 723 1 33 449 221 144 808 Valuen St Broughton St Queen St Broughton St 0 376 38 38 300 -1645 11 13 51 96 449 221 144 808 300 -1645 11 13 51 96 988 - 124 121 12 124 121 12 124 121 12 124 121 12 12 12 18 5 152 1 5 294 N N 12 12 18 5 152 1 5 2234 N N 12 12 18 18 11 12 18 15 11 12 18 15 15 15 15 15 14 14 12 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>DEVK</td> <td></td> <td>2</td> <td>1</td> <td>0</td> <td>6</td> <td></td> <td></td> <td></td> <td></td>									DEVK		2	1	0	6				
Peds NORTH WEST SOUTH EAST 0 2 986 983 1 7.40 0 3.76 3.78 3.83 8.3 Peds Queen St Broughton St DuccLASSIFIED UNCLASSIFIED UNCLASSIFIED UNCLASSIFIED UNCLASSIFIED UNCLASSIFIED 1.3 5.1 9.6 9.83 3.4 - 1.24 1.24 1.21 1.24 1.24 1.21 1.24 1.24 1.21 1.24 1.24 1.21 1.24<	Day/Dak	e . weanesa	ay 1411 August 20											•				
Peds NORTH WEST SOUTH EAST Queen St Broughton St Queen St Broughton St 0 376 37 30: 1545 11 21 986 988 1 1 738 740 1 24 121 10: ASSIFED UNCLASSIFED UNCLASSIFED UNCLASSIFED 1 1 33 34 1 2 128 18 1 2 128 18 10: 1516 11 10 11 38 51 96 98 1 1 23 18 5 2 294 2 246 243 500: 1615 6 11 10 11 38 1 1 23 18 5 1 1 23 18 5 2 294 2 246 243 500: 1615 6 12 8 6 1 2 38 1 58 11 1 23 18 5 2 294 2 246 243 500: 1615 6 12 8 6 1 2 38 1 58 11 1 23 18 5 2 294 2 46 243 500: 1615 6 12 8 6 1 2 38 1 58 11 1 23 18 5 2 294 1 58 11 1 23 18 5 2 294 1 58 11 1 23 18 5 2 294 1 58 11 1 23 18 5 2 294 1 58 11 1 23 18 5 2 246 243 2 246 243 2 246 243 2 246 243 2 246 243 2 246 243 2 2										Ŭ				_				
Peds NORTH WEST SOUTH EAST 0 214 214 1 739 740 1 739 740 1 739 740 1 1 124 <td></td> <td>110</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>											110							
Peds NORTH WEST SOUTH EAST 0 214 214 1 739 740 1 739 740 1 739 740 1 1 124 <td></td>																		
Peds NORTH WEST SOUTH EAST 0 214 214 1 739 740 1 739 740 1 739 740 1 1 124 <th></th> <th>+</th> <th></th> <th></th> <th>F</th> <th>2roual</th> <th>nton S</th> <th>+</th>												+			F	2roual	nton S	+
Peds NORTH WEST SOUTH EAST 0 214 214 1 739 740 1 739 740 1 730 740 1 730 740 1 730 740 1 730 740 1 730 740 1 730 740 1 730 740 1 730 740 1 730 740 1 730 740 1 730 740 1 740 1 730 740 1 730 740 1 730 730 730 740 1 733 730							2	986	988			_			<u> </u>			
Peds NORTH WEST SOUTH EAST 0 214 214 124 121 Time Per UNCLASSIFID UNCLASSIFID UNCLASSIFID UNCLASSIFID UNCLASSIFID UNCLASSIFID 39 39 545 11 21 1 33 34 33 34 39 36 55 55 56 6 12 38 38 39 24 56 56 57 16 152 1 5 12 18 152 1 5 0 228 76 6 294 14 175 13 175 175 1 30 31 100 10 100 100 100 100 100 100 <td></td> <td>-</td> <td></td> <td>-</td> <td>•</td> <td></td> <td></td> <td>0.0</td>												-		-	•			0.0
Queen St Broughton St Queen St Broughton St Proughton St Tot 1ine Per UNCLASSIFIED UNCLASSIFIED UNCLASSIFIED UNCLASSIFIED Tot 33 93 34 39 39 39 246 243 545 - 1500 9 14 7 13 43 30 30 34 39 246 243 615 - 1630 3 9 9 9 30 30 30 31 10 112 12 18 5 - 246 243 615 - 1630 3 9 9 9 30 30 152 1 5 289 - - 246 243 700 - 1715 8 4 3 9 24 152 1 5 284 N N - 294 N N - 165 294 N N - 294 N N - 294 N							· ·	. 00					<u></u>				00	5
Queen St Broughton St Queen St Broughton St Proughton St Tot 1ine Per UNCLASSIFIED UNCLASSIFIED UNCLASSIFIED UNCLASSIFIED Tot 33 93 34 39 39 39 246 243 545 - 1500 9 14 7 13 43 30 30 34 39 246 243 615 - 1630 3 9 9 9 30 30 30 31 10 112 12 18 5 - 246 243 615 - 1630 3 9 9 9 30 30 152 1 5 289 - - 246 243 700 - 1715 8 4 3 9 24 152 1 5 284 N N - 294 N N - 165 294 N N - 294 N N - 294 N	Peds	NORTH	WEST	SOUTH	EAST		0	214	214			- 2 Q			-	124	121	3
Time Per UNCLASSIFIED UNCLASSIFIED UNCLASSIFIED UNCLASSIFIED 1 33 34 34 35 35 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 36 37 38 39 39 30 30 36 4 33 34 4 33 34 4 36 37 39 39 30 30 36 11 12 128 18 5 246 247 247 247 247 247 247 247											_		Ŋ—					
530 - 1545 11 21 13 51 96 - 585 579 6 - 246 243 545 - 1600 9 14 7 13 43 Broughton St - 12 12 12 12 12 18 - 246 243 600 - 1615 6 11 10 11 38 - 585 579 6	Time Per	UNCLASSIFIED	-	UNCLASSIFIED	-	тот	1	33	34							39	39	0
S45 : 1600 9 14 7 13 43 600 : 1615 6 11 10 11 38 600 : 1615 6 11 10 11 38 630 : 1645 12 38 6 12 38 645 : 1700 5 6 4 9 24 700 : 1715 8 4 3 9 24 715 : 1730 1 7 5 14 27 700 : 1715 8 4 3 9 24 715 : 1730 1 7 5 14 27 730 : 1745 11 9 5 7 32 745 11 9 5 5 14 800 : 1815 1 3 5 5 14 eriod End 68 102 74 146 390 9 55 39 84 207 2403 243 9 55 39 84 207 243 2 890 892<	530 - 1545	11	21	13	51	96	∢ 585	579	6	•						•	246	243
600 - 1615 6 11 10 11 38 615 - 1630 3 9 9 9 30 616 - 1630 12		9								Ì		1		· · · · ·		-		
615 · 1630 3 9 9 9 30 630 · 1645 12 8 6 12 38 630 · 1645 12 8 6 12 38 700 · 1715 8 4 3 9 24 700 · 1715 8 4 3 9 24 715 · 1730 1 7 5 14 27 730 · 1745 11 9 5 7 32 745 · 1800 0 5 4 5 14 800 · 1815 1 5 3 1 10 815 · 1830 1 3 5 5 14 9eds NORTH WEST SOUTH EAST VOLUMES Queen St 730 · 1745 11 9 5 39 84 207 2385 2349 2323 9 55 39 84 207 2385 2349 4 4 65 · 1715 28 27 22 39 116 32425 <td< td=""><td>600 - 1615</td><td>6</td><td>11</td><td>10</td><td>11</td><td>38</td><td></td><td></td><td></td><td>▲</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	600 - 1615	6	11	10	11	38				▲								
645 1700 5 6 4 9 24 700 1715 8 4 3 9 24 715 1730 1 7 5 14 27 730 1745 11 9 5 7 32 745 1800 0 5 4 5 14 27 745 1800 0 5 4 5 14 7 800 1815 1 3 5 5 14 7 7 815 1830 1 3 5 5 14 7 7 7 7 9eds NORTH WEST SOUTH EAST 7 7 2 7		3	9	9	9	30					12	128	18					
TOD - 1715 8 4 3 9 24 715 - 1730 1 7 5 14 27 730 - 1745 11 9 5 7 32 730 - 1745 11 9 5 7 32 745 - 1800 0 5 4 5 14 800 - 1815 1 5 3 1 10 815 - 1830 1 3 5 5 14 eriod End 68 102 74 146 390 Peds NORTH WEST SOUTH EAST Queen St Broughton St Queen St 2403 2323 2349 2403 2323 2349 2403 2349 00 13 2425 248 2 890 892 4 600 - 1700 26 27 22 39 116 13 2425 248 2 890 892 4 630 - 1730 26 25 18 441 13 4 <		12	8	6	12	38				15	8 11			5				
715-1730 1 7 5 14 27 730-1745 11 9 5 7 32 745-1800 0 5 4 5 14 7 745-1800 0 5 4 5 14 7 </td <td>645 - 1700</td> <td>5</td> <td>6</td> <td>4</td> <td>9</td> <td>24</td> <td></td> <td></td> <td></td> <td>15</td> <td>2 1</td> <td>5</td> <td>0</td> <td>289</td> <td></td> <td></td> <td></td> <td></td>	645 - 1700	5	6	4	9	24				15	2 1	5	0	289				
T30 - 1745 11 9 5 7 32 745 - 1800 0 5 4 5 14 800 - 1815 1 5 3 1 10 815 - 1830 1 3 5 5 14 VOLUMES Queen St Image: Standard Stand	700 - 1715	8	4	3	9	24					6			294				Ν
730 - 1745 11 9 5 7 32 Image: constraint of the stress of the	715 - 1730	-	7	5	14	27												M
800 - 1815 1 5 3 1 10 TOTAL VOLUMES Queen St Queen St I	730 - 1745	11	9	5	7	32								•				
815 - 1830 1 3 5 5 14 VOLUMES Queen St Queen St I 26 I I 26 I I 26 I I 2333 I <thi< th=""> I <thi< th=""></thi<></thi<>	745 - 1800	0	5	4	5	14					(Queen	St					V
Period End 68 102 74 146 390 FOR COUNT PERIOD POR COUNT 26 1 26 1 1 220 2323 2339		1		-		-												
Peds NORTH WEST SOUTH EAST 2403 2323 2349 2323 2349 2430 2430 2430		1									(Queen	St					
Peds NORTH WEST SOUTH EAST 2403 2323 2349 2323 2349 2448 2430 2349 <	eriod End	68	102	74	146	390						▲ Ⅲ						
Queen StBroughton StQueen StBroughton StBroughton St 2385 2349 2349 132349 13355 133555 1335555 $13355555555555555555555555555555555555$							PERIO	D					26					
Peak PerUNCLASSIFIEDUNCLASSIFIEDUNCLASSIFIEDUNCLASSIFIEDTOT530 - 1630 29 55 39 84 207 545 - 1645 30 42 32 45 149 600 - 1700 26 34 29 41 130 615 - 1715 28 27 22 39 116 630 - 1700 26 25 18 44 113 630 - 1700 26 25 18 44 113 645 - 1745 25 26 17 39 107 700 - 1800 20 25 17 35 97 715 - 1815 13 26 17 27 83 730 - 1830 13 22 17 18 70 18 148 448 20 16 16 $730 - 1830$ 13 22 17 18 70 18 70 18 70 4488 20 16 17 27 83 16 16 16 16 13 22 17 18 70 16 16 16 13 22 17 27 83 16 16 16 16 18 13 22 17 18 70 16 16 16 16 16 1448 20 16 16 16 16 16 16 16 16 16 16 17 18	Peds																	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $			•		-							5	2349					
545 - 1645 30 42 32 45 149 13 2425 2438 45 149 13 2425 2438 45 2 890 892 41 130 13 2425 2438 44 113 13 2425 2438 44 113 13 2425 2438 44 113 112 112 112 112 112 112 112 112 112 112 112 112 112 112 112 1133 <											18							
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $						-												
$\begin{array}{c c c c c c c c c c c c c c c c c c c $													•					
630 - 1730 26 25 18 44 113 Broughton St Image: State of the stat						<u> </u>			13	2425 243	8 -	▶ ∥		2	890	892		
645 - 1745 25 26 17 39 107 1725 1697 28 736 723 13 700 - 1800 20 25 17 35 97 1725 1697 28 1697 28 17 736 723 13 13 715 - 1815 13 26 17 27 83 13 148 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 13 13 13 13 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1697 28 1						-					_		_					
700 - 1800 20 25 17 35 97 715 - 1815 13 26 17 27 83 730 - 1830 13 22 17 18 70 448 20 448 20 10																	t	
715 - 1815 13 26 17 27 83 448 20 448 20 730 - 1830 13 22 17 18 70 448 20 10 <								-	1725	1697 28			-	/36	723	13		
730 - 1830 13 22 17 18 70 448 20 6 432 931 93											T							
			26								440		20					
	130 - 1830	13	22	17	81	70												
CEMIN IIN 20 20 1/ 39 IV/ 10 10 901 C Copyright RUAR		25	20	47	20	107										Conve	abt DC	
			/b	1/		1 1 1 1					10		901	1	U U	opyri	iyni KC	NAR DA

