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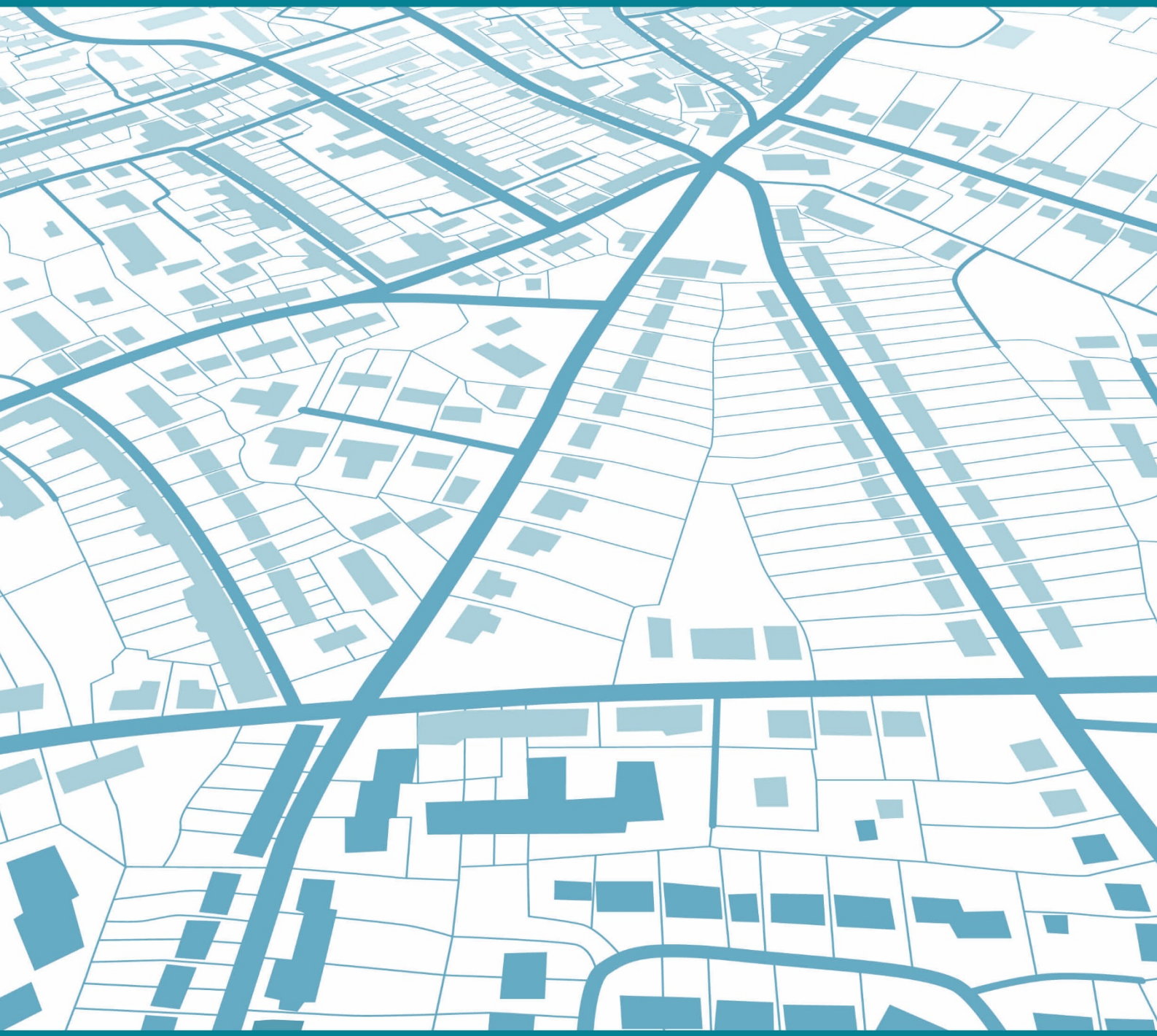

Georges River Council
Rezoning Strategy – Narwee Precinct
Traffic Impact Assessment

Ref: 20266
Date: December 2020
Issue: B

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1.0 Introduction

Transport and Traffic Planning Associates (TTPA) have been commissioned by Georges River Council to undertake a traffic impact assessment for a selected precinct – 'Narwee' (see below). The precinct is earmarked to be rezoned for medium/high-density residential developments and is expected to accommodate some 390 dwellings.

Source: Georges River Council

The purpose of this report is to:

- establish the existing traffic capacity in the local road network
- identify existing traffic issues in the local road network
- identify, through traffic modelling, any capacity constraint within that road network
- identify the additional traffic generation resulting from the proposed zoning uplift
- assess the potential traffic impact resulting from the additional traffic
- where any capacity constraint is identified, recommend any necessary mitigation or intersection treatment

2.0 Assessment Methodology

2.1 Observation & Data Collection

The assessment relied on:

- onsite observation of the surrounding traffic and parking circumstances
- onsite measurement of road geometry and relevant details
- collection of peak periods traffic data at critical intersections, which either serve as a direct access connection for the precinct or an access point.

The nominated survey periods were:

- Weekday – AM Peak (7.00am to 9.00am)
- Weekday – School Peak (2.00pm to 4.00pm)
- Weekday – PM Peak (4.00pm to 6.00pm)

2.2 Intersection Analysis Method & Measure

The relevant intersections are subject to analysis using SIDRA traffic modelling program. SIDRA most commonly measures intersection performance using the intersection Level of Service (LOS) and average delays (AVD). These parameters provide a consistent basis for quantifying the impact of development traffic flows on the road network. SIDRA results are interpreted using the following table:

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

Source: Rahmi Akcelik

2.3 Local Road Amenity Analysis Method & Measure

The RMS Guide to Traffic Generating Development provides a framework to assess the traffic impact on residential streets for the purpose of maintaining residents' amenity. These traffic thresholds are expressed in terms of 'Environmental Capacity' and are applicable for residential collector, local, and access roads, as follows:

	Capacity
Collector Road	500 vph maximum
Local Road	300 vph maximum
Access Way	100 vph maximum

When the environmental capacity is exceeded, appropriate local area traffic management/calming treatments should be implemented to reduce the roadway's appeal to re-establish the environmental capacity.

It is noted that some collector roads in Sydney Metropolitan area operate as 'major collector' roads. These roads are generally well-connected, are a part of an alternative route to an arterial or sub-arterial system, carry more than 500 vph regularly, and feed directly to/from the arterial system. In the context of this precinct, the Broadarrow Road-Bryant Street-Penshurst Street route is one such example. This route system interconnects between King Georges Road, Stoney Creek Road, and Forest Road – a major arterial system.

3.0 Assessment

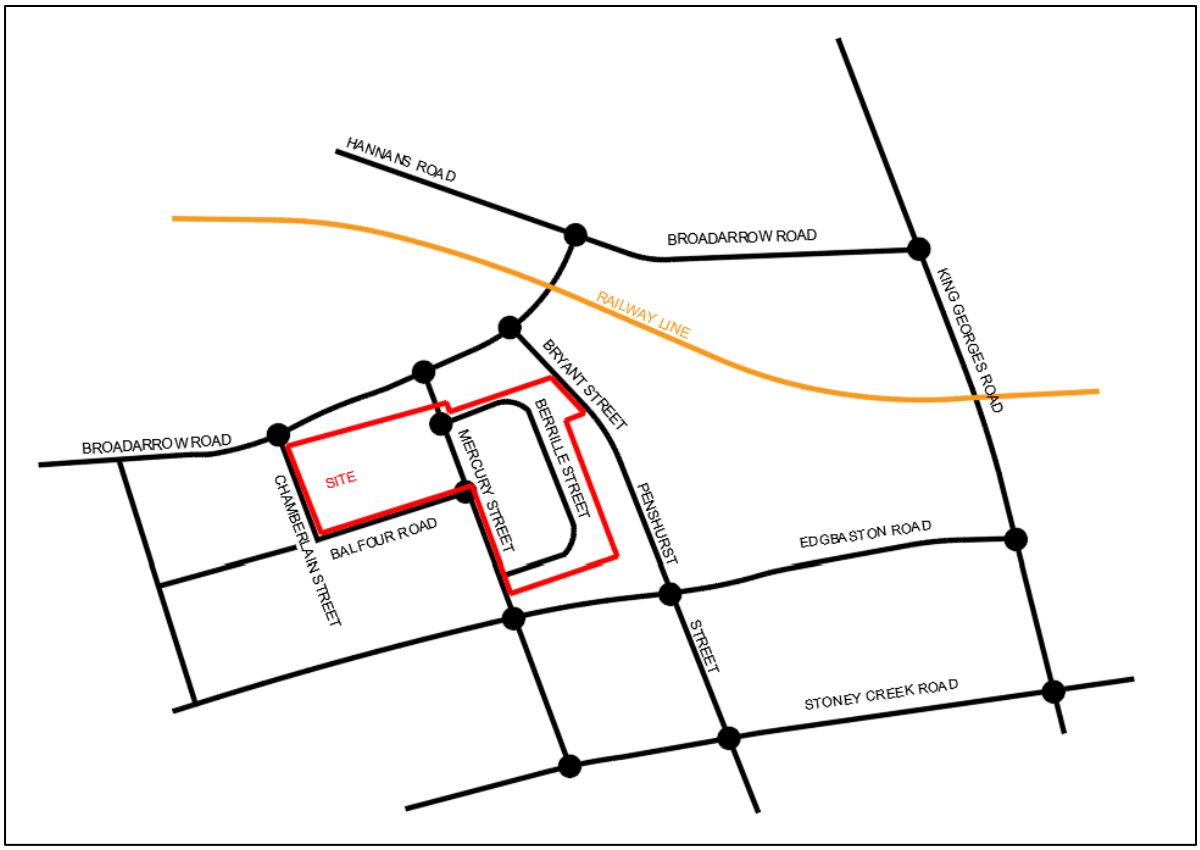
3.1 Precinct Context and Existing Circumstance

The Narwee precinct (see below) covers a vast landholding some 7.9 hectares and is generally bounded by Broadarrow Road to the north, Bryant Street/Rasdall Park to the east, Mercury Street centrally, Chamberlain Street to the west, and Balfour Road to the south.

Source: Georges River Council

The predominant land uses in the precinct are low-density residential developments. Broadarrow Road just to the precinct's north provides a range of local retail e.g., convenience stores, cafes/restaurants, community services, etc. Narwee Public School and Narwee Railway Station are situated on the northern part of Broadarrow Road.

The primary intersections that provide direct/indirect access to the precinct are summarised in the following:



Source: TTPA

Intersection	Control Type
King Georges Road/Broadarrow Road	Traffic Signals
King Georges Road/Edgbaston Road	Traffic Signals
King Georges Road/Stoney Creek Road	Traffic Signals
Broadarrow Road/Hannans Road	Traffic Signals
Broadarrow Road/Bryant Street	Give Way
Broadarrow Road/Mercury Street	Give Way

Broadarrow Road/Chamberlain Street	Give Way
Stoney Creek Road/Mercury Street	Give Way
Stoney Creek Road/Penshurst Street	Traffic Signals

The geometries, function, and relevant restrictions applicable to the precinct's roads are recorded below.

Name	**Function**	**Width/ Lane No.**	**Speed Limit**	**Parking Control**
King Georges Road	Arterial	22-25m (6 lanes)	60 kph	*Clearway* 6am-7pm (Mon.-Fri.) 9am-7pm (Sun. & Public Hols.)
Stoney Creek Road	Sub-arterial	12.5m (4 lanes)	60 kph	*Clearway* 6am-10am (Mon.-Fri.) 3pm-7pm (Mon.-Fri.)
Edgbaston Road	Collector	12.5m (2 lanes)	50 kph	1P both sides (generally)
Penshurst Road	Major Collector	12.0m (2 lanes)	50 kph	1P both sides (generally)
Broadarrow Road	Major Collector	12.5m (2 lanes)	50 kph	Unrestricted & 1P (generally)
Bryant Street	Local	12.5m (2 lanes)	50 kph	Unrestricted Southern side (No Stopping in AM and PM peaks)
Mercury Street	Local	12.5m (2 lanes)	50 kph	2P both sides (generally)
Chamberlain Street	Local	10.3m (2 lanes)	50 kph	Unrestricted & 1P (generally)
Berille Street	Access	8.0m (1 lane)	50 kph	Unrestricted both sides

3.2 Existing Traffic Operation

Full turning movement counts were collected at the following intersections for the relevant study periods. Details of the survey results are provided in Appendix A.

The recorded peak hour traffic flows on the precinct's residential road network are sumarised as follows:

Residential Streets	**Weekday Morning**	**Weekday Afternoon**	**School**
Edgbaston Road	285	445	289
Mercury Street	209	186	132
Chamberlain Street	80	95	65
Berille Street	24	27	9

The recorded traffic flows are all within the RMS-defined environmental capacities.

The primary access intersections for the precinct have been assessed using SIDRA. The model results are provided in Appendix B and summarised below:

	Weekday Morning		**Weekday Afternoon**		**School**	
	LOS	**AVD**	**LOS**	**AVD**	**LOS**	**AVD**
King Georges Road/ Broadarrow Road	E	59.1s	A	13.9s	B	16.9s
King Georges Road/ Edgbaston Road	A	3.3s	B	15.1s	A	2.4s
King Georges Road/ Stoney Creek Road	D	56.2	C	40.6s	C	37.9s
Broadarrow Road/ Hannans Road	B	21.1s	B	19.3s	B	16.8s

Broadarrow Road/ Bryant Street*	B	17.5s	B	16.4s	A	12.3s
Broadarrow Road/ Mercury Street*	A	11.6s	A	11.4s	A	8.5s
Broadarrow Road/ Chamberlain Street*	A	8.6s	A	9.6s	A	8.0s
Stoney Creek Road/ Mercury Street*	C	30.7s	F	91.7s	B	25.0s
Stoney Creek Road/ Penshurst Street	C	30.8s	C	32.9s	C	29.8s

*Note: The worst performing movement is reported for priority-controlled intersections (marked *)*

The peak hour traffic operations in the local road network are largely observed to be satisfactory.

The King Georges Road corridor is congested during the peak periods. This is primarily due to the convergence of traffic headed to/coming from the M5 on/off ramps some 400 metres to the north. The modelling assessment reveals LOS E and LOS B in the AM and PM peaks, respectively, at the intersection with Broadarrow Road. At its intersection with Stoney Creek Road, the operational performances are LOS D and LOS C in the busiest AM and PM peaks, respectively. The traffic signals on the King Georges Road corridor are controlled by the Sydney Coordinated Adaptive Traffic Signals (SCATS) program by the Transport for NSW. Under the SCATS operation, the corridor's signal green times are coordinated to flow in a tidal manner – favouring northbound traffic in the morning peak and vice versa in the afternoon peak. This coordination is essential to maximise the flow of traffic through a congested corridor and maintain a satisfactory level of service. However, in improving the higher-order road network efficiency, a noticeable impact of the coordination is more extensive delays for motorists waiting at the intersecting and lower-order roads.

In the context of this precinct, traffic delays are experienced at the Broadarrow Road, Edgbaston Road, and Stoney Creek Road approaches.

The right turn movement from Mercury Street to Stoney Creek Road is assessed to operate with LOS F in the PM peak. This is due to the high 'opposing' traffic flow on Stoney Creek Road in the afternoon, thus presenting minimal gaps for Mercury Street right-turning traffic to take place. To overcome this issue, Council may restrict the right turn movement in the PM peak to prevent extensive queues from forming on Mercury Street due to the delays.

Pedestrian and cyclists' movements

There were significant pedestrian/cyclist activities on Broadarrow Road in the local retail centre. They are largely comprised of movements between the retail shops, the railway station, and Narwee Public School. Numerous marked pedestrian crossings are provided in the precinct's vicinity - on Chamberlain Street, Mercury Street, Bryant Street, Broadarrow Road, and local access ways Fisher Place and Hurst Place. A signalised pedestrian crossing is also provided on Broadarrow Road. There was no apparent pedestrian safety deficiency observed on site.

3.3 Proposed Rezone - Traffic Generation

This precinct is expected to accommodate some 390 additional medium to high-density dwellings.

The RMS Guide to Traffic Generating Developments provides a peak traffic generation rate for metropolitan-based apartments near railway stations of 0.29 vtph per unit. For townhouses, the Guide specifies a range between 0.4 to 0.65 vtph per dwelling.

It is not established at this stage what the proportion of medium density dwellings to apartments in the precinct will be. To provide a conservative basis for this assessment, it is proposed to adopt a yield of 400 dwellings using the following traffic generation rate as a basis:

0.60 vehicle trips per hour (vtph) per unit (two-way)

Based on the above, the proposal's traffic generation outcome can be calculated as:

= 400 units x 0.60 vtph/unit

= 240 vtph (two-way)

Because the envisaged apartments/townhouses will replace existing dwellings (estimated to be 120 houses) in the precinct, it is typical to calculate the 'net effect' of the post-uplift traffic generation impact on the following basis:

*Net traffic impact = **New** development traffic – **Existing** dwellings' traffic*

The RMS Guide provides a rate of 0.85 vtph generated per single dwelling. Therefore, applying the RMS rate would indicate an existing traffic generation outcome of some 102 vtph, giving a net traffic impact of:

Net traffic impact = 240 vtph – 102 vtph = 138 vtph (i.e. some 58% of 240)

Nevertheless, to provide a conservative basis for this assessment, the analysis will not discount the existing dwellings' traffic movements. It will assume that the 240 vtph is a net addition to the road network.

Therefore, the approach is considered very conservative, which provides for any buffer required to account for additional traffic generated by the various development applications and planning proposals currently being reviewed by Council.

3.4 Traffic Distribution

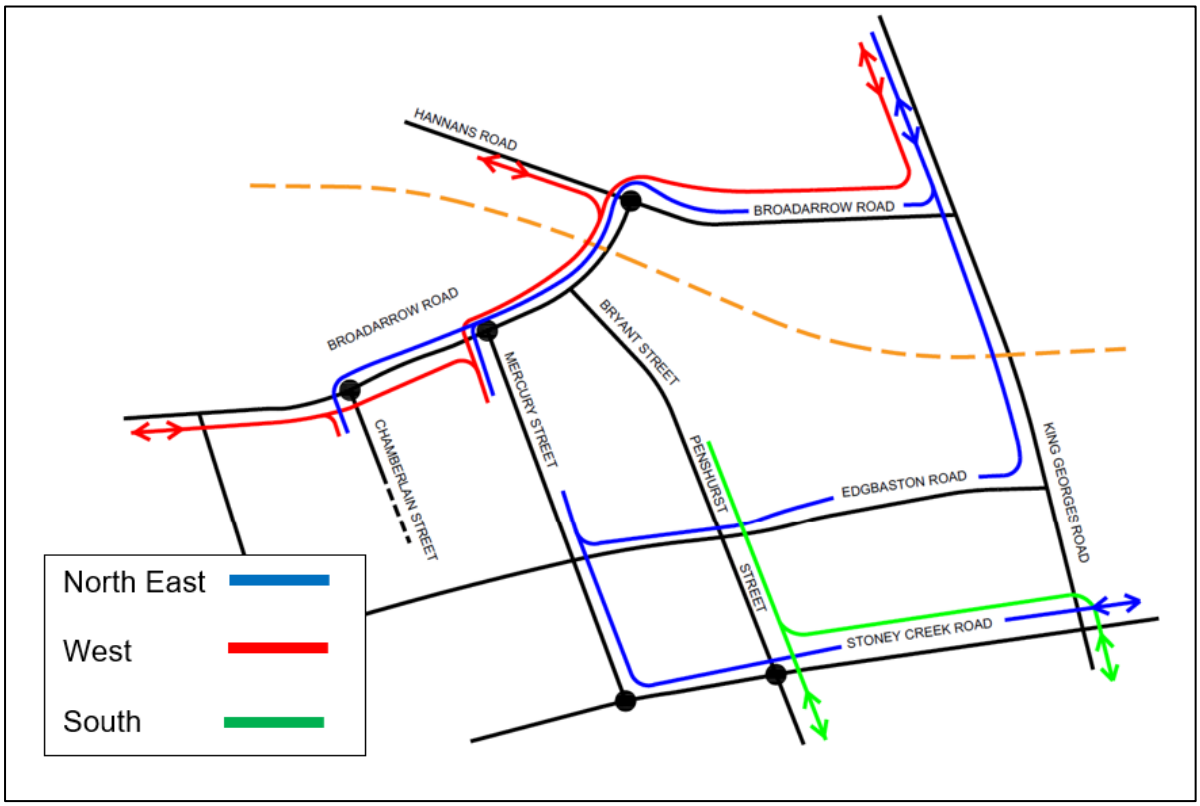
The distribution of in:out traffic resulting from the uplift adopts a first principle basis which is consistent with established traffic engineering best practice, as follows:

AM Peak		**PM Peak**		**School**	
In	20%	In	80%	In	50%
Out	80%	Out	20%	Out	50%

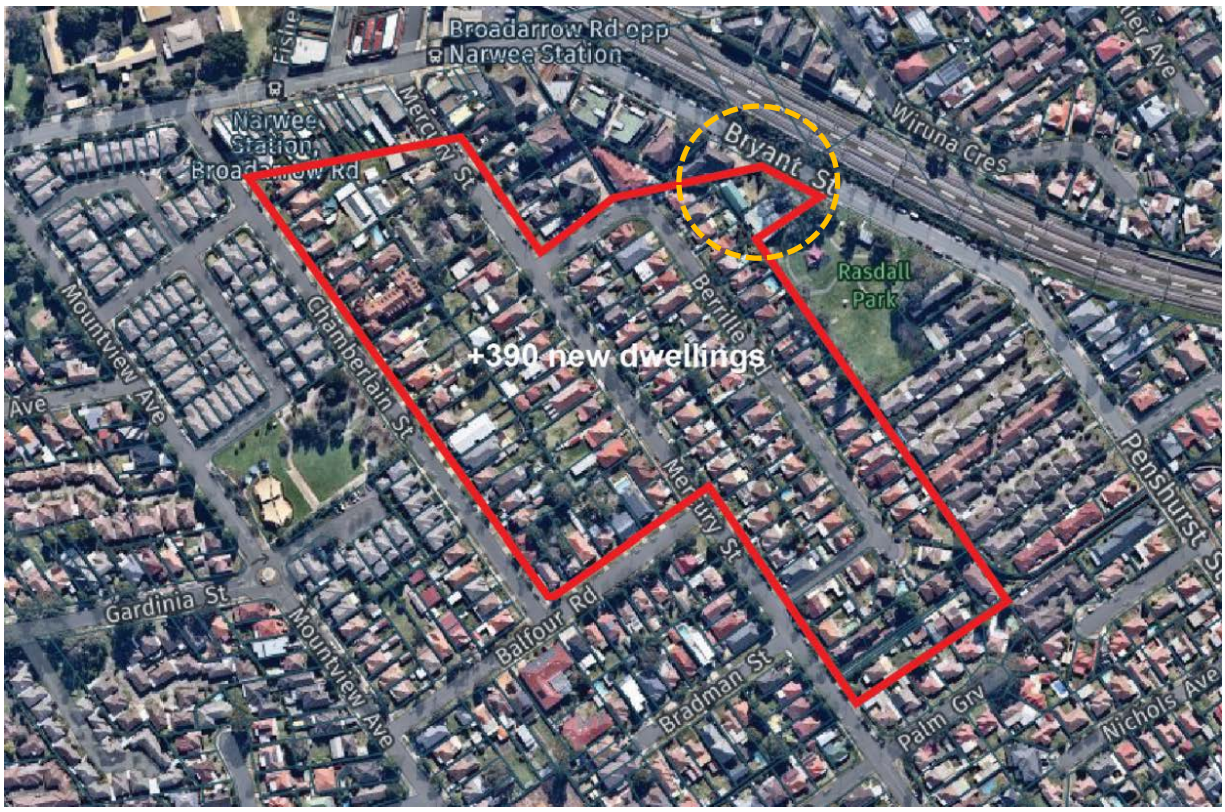
Note: Midday overall traffic generation is 50% of 240 vtph = 120 vtph.

While the development traffic is expected to be distributed onto the wider road network in the following proportions (also presented diagrammatically):

North/East	60%	Sydney & CBD, East and Northern suburbs
West	20%	Western Sydney (e.g. Parramatta, Liverpool)
South	20%	Hurstville and further south



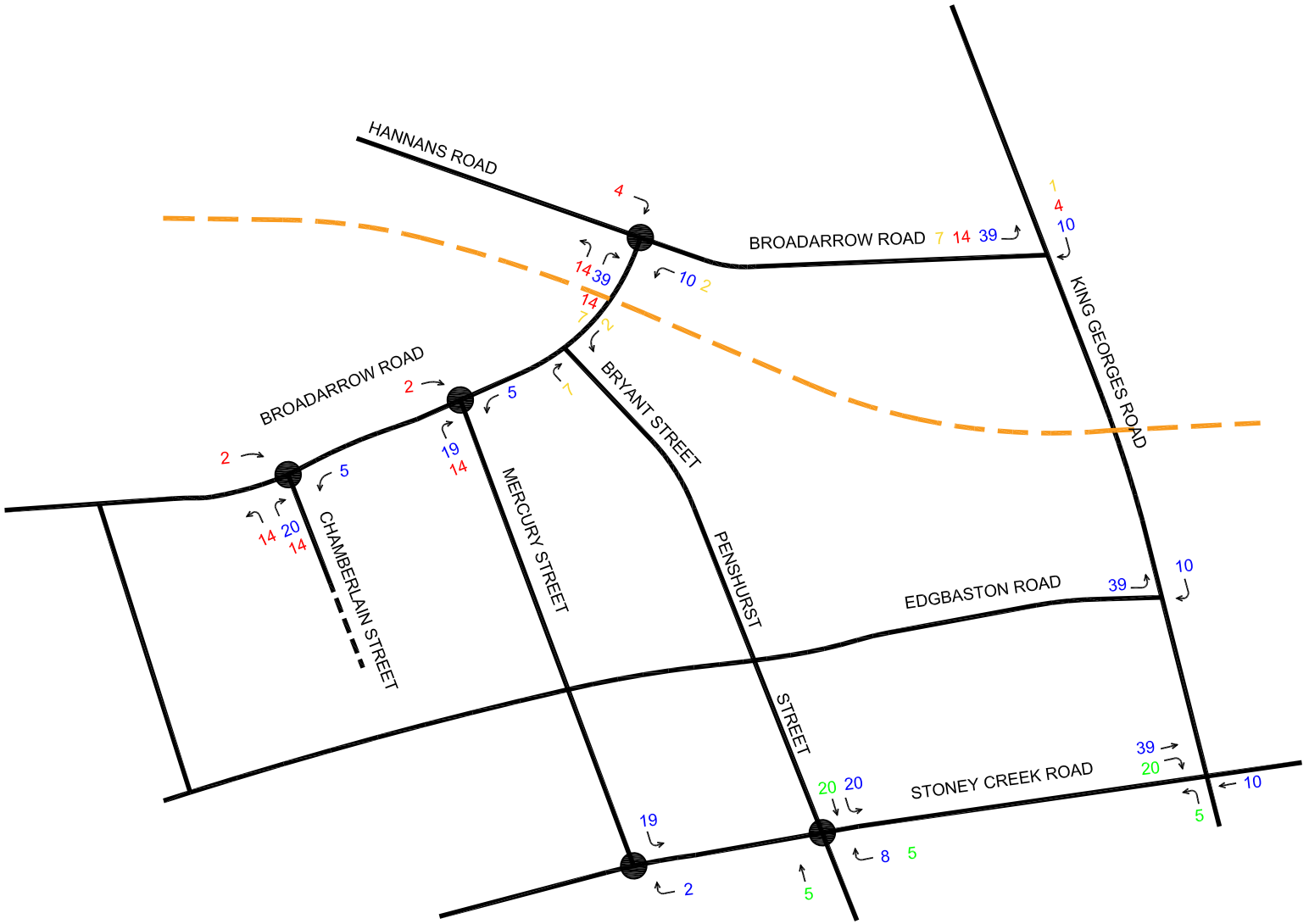
It is noted that the precinct has a dual-lot frontage to Bryant Street (see image below). Because these two lots abut allotments which have an extensive frontage to Berrille Street, it is initially expected that they will be amalgamated with the Berille Street fronting allotments, and vehicle access will be provided on Berille Street. As such, no development traffic was distributed to/from Bryant Street in this assessment. Instead, the associated development traffic have been channelised to using either Mercury Street or Chamberlain Street. Council subsequently advised that the Bryant Street fronting lots could have a maximum yield of 15 units, and that their access would be provided at Bryant Street, as opposed to Berille Street as initially assessed. Based on the adopted traffic generation rate (of 0.6 vtph per dwelling), this is equivalent to some 9 vtph. It is noted that these traffic have already been accounted for in the overall assessed outcome of 240 vph. Nevertheless, they are added again onto the road network again, except they are now assumed to all take the busiest route i.e. from Bryant Street to Broadarrow Road, then right at Broadarrow Road/Hannan Street intersection and finally onto the King Georges Road corridor via the King Georges Road/Broadarrow Road intersection. This provides an even more robust assessment.



Having regard for the above, the development traffic is distributed in the broader road network as follows:

		Weekday AM		Weekday PM		School	
		In	Out	In	Out	In	Out
		20%	80%	80%	20%	50%	50%
Development Traffic (two-way trips)		48	192	192	48	60	60
Distribution							
North/East	60%	29	116	116	29	36	36
West	20%	10	39	39	10	12	12
South	20%	10	39	39	10	12	12
Total (two-way trips)	***100%***	***49***	***194***	***194***	***49***	***60***	***60***

The development traffic's distribution for each peak period is also presented in the diagrams reproduced overleaf.

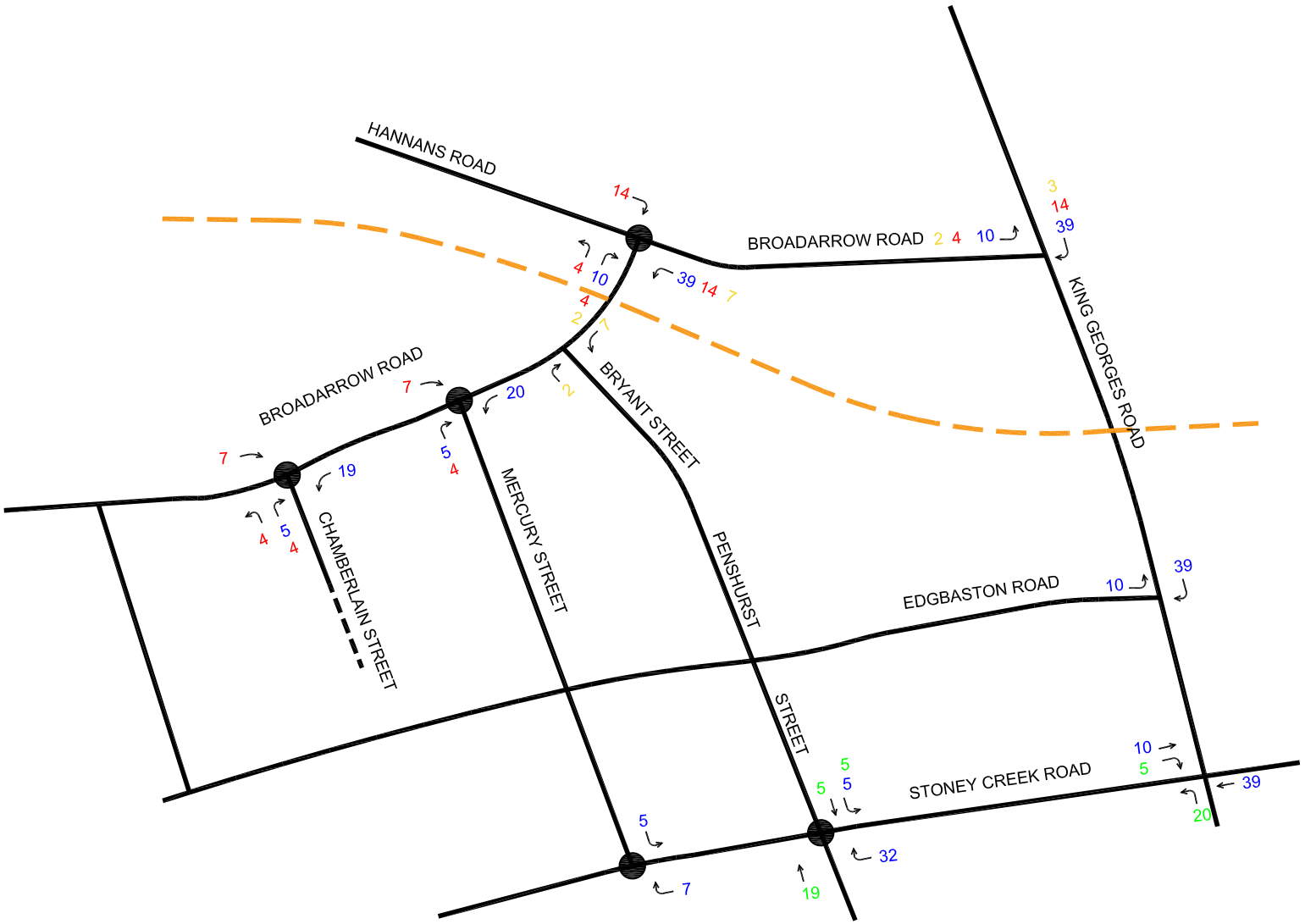


LEGEND

IN	29	10	10	x (Bryant Street additional traffic)
OUT	116	39	39	x (Bryant Street additional traffic)

NARWEE
AM
UPLIFT TRAFFIC VOLUMES

FIG 1

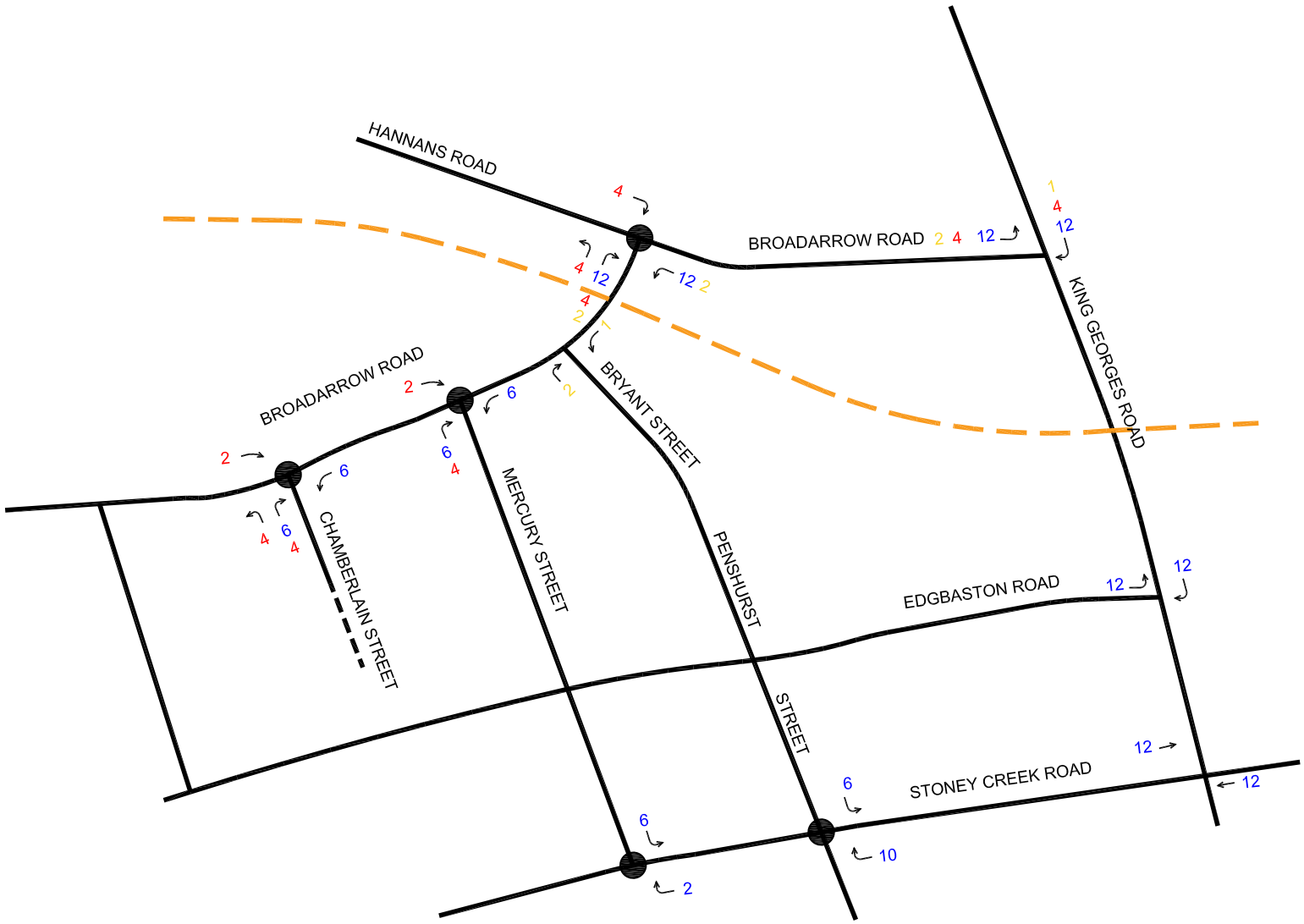


LEGEND

IN	116	39	39	x (Bryant Street additional traffic)
OUT	29	10	10	x (Bryant Street additional traffic)

NARWEE
PM
UPLIFT TRAFFIC VOLUMES

FIG 2



LEGEND

IN	36	12	12	x (Bryant Street additional traffic)
OUT	36	12	12	x (Bryant Street additional traffic)

NARWEE
MD
UPLIFT TRAFFIC VOLUMES

FIG 3

It is assessed that the proposed rezoning will generate, on a conservative basis, 240 (or 243 when rounded up in calculations) two-way vehicle trips on the road network in the AM and PM peaks. During the School peak, the roads are subject to approximately 50% of the AM or PM peaks circumstance (i.e. 120 vtph).

3.5 Amenity Impact

Based on the distribution parameters adopted in this assessment, the additional development traffic will have the following effect on the precinct's residential streets.

	Weekday Morning	**Weekday Afternoon**	**School**
Edgbaston Road	334 (+49)	494 (+49)	313 (+24)
Mercury Street	229 (+20)	204 (+18)	132 (+18)
Chamberlain Street	135 (+55)	134 (+39)	87 (+22)
Berille Street	44 (+20)	45 (+18)	18 (+9)

Key:
Background and Development (+ Development Volume)

When assessed using the RMS criteria, it is found that the development traffic will not exceed the residential streets' environmental capacities. Therefore, it is established that the proposed rezoning uplift will have no adverse amenity impact for residents.

3.5 Traffic Impact

The relevant intersections are assessed using SIDRA. The existing operating circumstance and the projected outcome are compared in the following table.

		Weekday Morning		**Weekday Afternoon**		**School**	
		LOS	**AVD**	**LOS**	**AVD**	**LOS**	**AVD**
King Georges Road/ Broadarrow Road	Existing	E	59.1s	A	13.9s	B	16.9s
	Post-uplift	E	59.0s	B	15.7s	B	17.6s
	Difference		*-0.1s*		*+1.8s*		*+0.7s*
King Georges Road/	Existing	A	3.3s	B	15.1s	A	2.4s

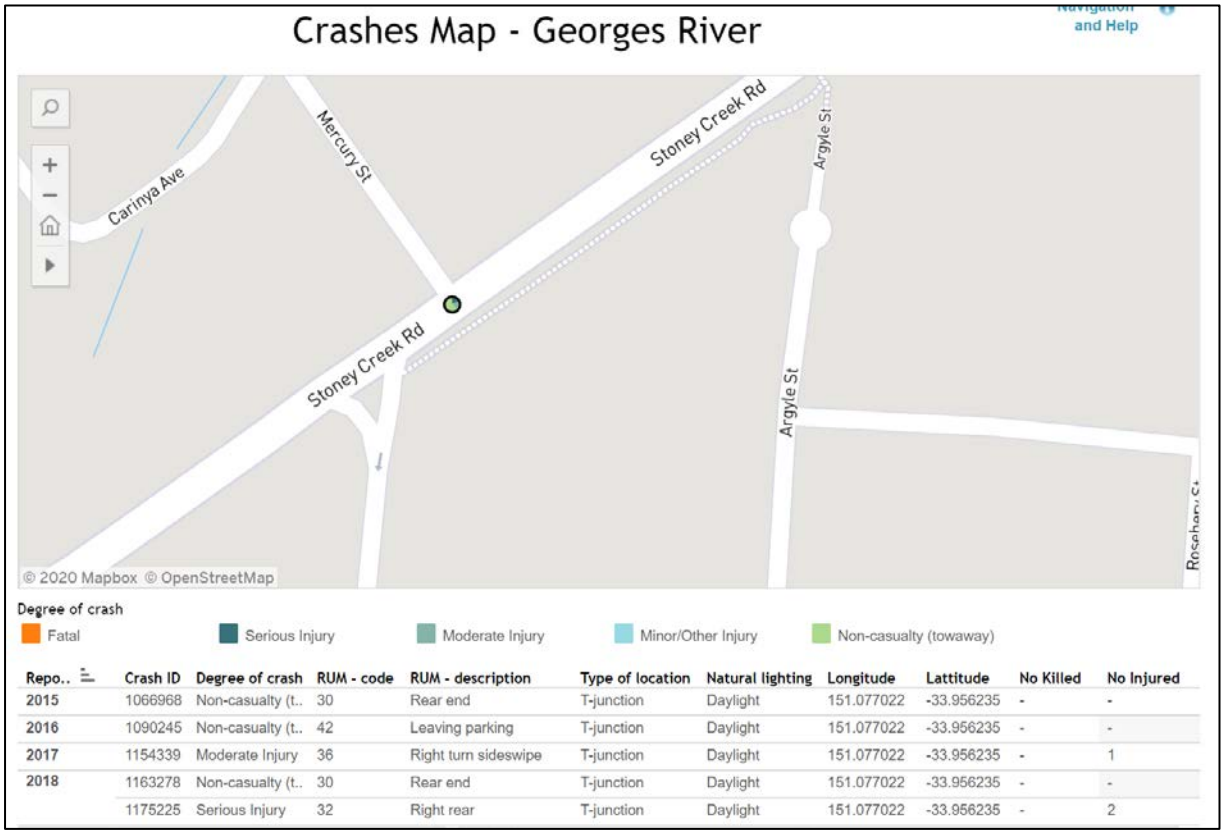
Edgbaston Road	Post-uplift	A	3.9s	B	18.2s	A	2.6s
	Difference		*+0.6s*		*+3.1s*		*+0.2s*
King Georges Road/ Stoney Creek Road	Existing	D	55.9s	C	40.2s	C	37.9s
	Post-uplift	E	59.4s	C	40.9s	C	38.0s
	Difference		*+4.5s*		*+0.7s*		*+0.1s*
Broadarrow Road/ Hannans Road	Existing	B	21.1s	B	19.3s	B	16.8s
	Post-uplift	B	25.8s	B	20.0s	B	17.0s
	Difference		*+4.7s*		*+0.7s*		*+0.2s*
Broadarrow Road/ Bryant Street*	Existing	B	17.5s	B	16.4s	A	12.3s
	Post-uplift	B	17.9s	B	16.6s	A	12.4s
	Difference		*+0.4s*		*+0.2s*		*+0.1s*
Broadarrow Road/ Mercury Street*	Existing	A	11.6s	A	11.4s	A	8.5s
	Post-uplift	A	14.6s	A	13.1s	A	10.4s
	Difference		*+3.0s*		*+1.7s*		*+1.9s*
Broadarrow Road/ Chamberlain Street*	Existing	A	8.6s	A	9.6s	A	8.0s
	Post-uplift	A	9.6s	A	10.7s	A	8.5s
	Difference		*+1.0s*		*+1.1s*		*+0.5s*
Stoney Creek Road/ Mercury Street*	Existing	C	42.4s	F	137.8s	C	36.9s
	Post-uplift	D	42.6s	F	144.4s	C	37.1s
	Difference		*+0.2s*		*+6.6s*		*+0.2s*
Stoney Creek Road/ Penshurst Street	Existing	C	30.8s	C	32.9s	C	29.8s
	Post-uplift	C	31.6s	C	34.8s	C	30.2s
	Difference		*-0.8s*		*+1.9s*		*+0.4s*

*Note: The worst performing movement is reported for priority-controlled intersections (marked *)*

The assessment indicates that despite some constraints already identified at the King Georges Road corridor, the development traffic resulting from the uplift will have a marginal impact on this network. This is primarily due to the precinct's excellent connectivity with the surrounding and numerous major collector and arterial connecting and access 'points' i.e., King Georges Road, Stoney Creek Road, Penshurst Street, and Hannans Road, thus distributing the in/out traffic movements quite evenly.

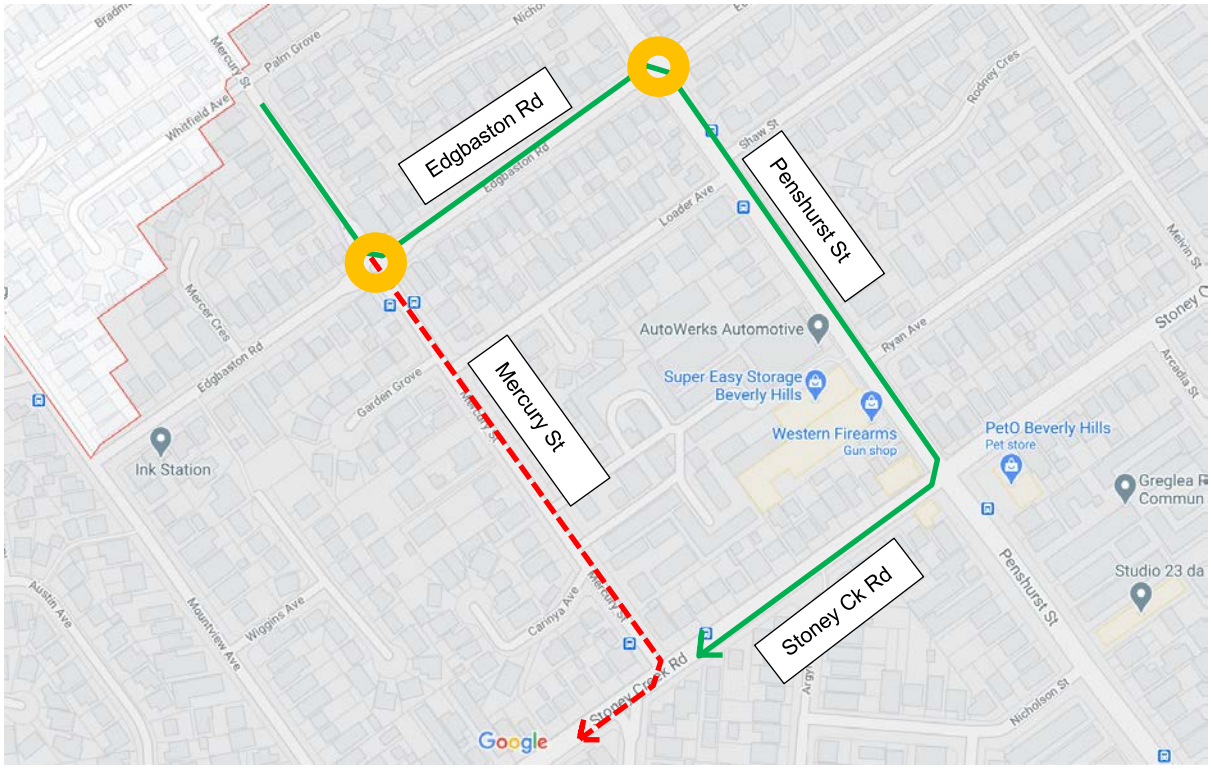
3.5 Proposed Mitigation Strategy

It can be seen from the above table that the network's intersections generally operate with satisfactory LOS, except at the intersection of Stoney Creek Road and Mercury Street in the PM peak. The intersection's 'failure' is due to delays experienced by the right-turn movement from Mercury Street to Stoney Creek Road. From a road safety point of view, unnecessary delays at priority-controlled intersections are often reasons for drivers taking manoevring risks. An inquiry with the TfNSW Crash database reveals two crashes associated with a right turn vehicle.



Repo..	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Lattitude	No Killed	No Injured
2015	1066968	Non-casualty (t..	30	Rear end	T-junction	Daylight	151.077022	-33.956235	-	-
2016	1090245	Non-casualty (t..	42	Leaving parking	T-junction	Daylight	151.077022	-33.956235	-	-
2017	1154339	Moderate Injury	36	Right turn sideswipe	T-junction	Daylight	151.077022	-33.956235	-	1
2018	1163278	Non-casualty (t..	30	Rear end	T-junction	Daylight	151.077022	-33.956235	-	-
	1175225	Serious Injury	32	Right rear	T-junction	Daylight	151.077022	-33.956235	-	2

The crash recurrence is not considered high and does not warrant a detailed road safety assessment. However, in this case, there is a viable alternative for drivers on Mercury Street to use Penshurst Street to turn right onto Stoney Creek (indicated by the green line in the diagram shown below). The roundabouts at Edgbaston Road at the intersections with Mercury Street and Penshurst Street operate with ample spare capacity. There would be no undue difficulty for drivers to divert from Mercury Street to turn right to Stoney Creek Road via the Penshurst Street signals (see below diagram).



The right turn movement from Mercury Street to Stoney Creek Road can be periodically restricted using appropriate signage during the PM peak only (i.e. 4pm to 6pm). The impact of this diversion on the Mercury Street intersection and the Penshurst Street intersection has been assessed using SIDRA. The model outcome for the Mercury Street and Penshurst Street (north) approaches for the PM peak is summarised below.

	LOS	AVD
Stoney Creek Road/Mercury Street (No right turn)	A	7.7s
Stoney Creek Road/Penshurst Street (with diverted right turn)	D	43.5s

The assessment finds that the diversion would improve the Mercury Street intersection operation significantly. The assessment also demonstrates that the Penshurst Street intersection will accommodate the diverted right turn traffic with no undue difficulty.

4.0 Conclusion

The assessment presented in this report documents the technical findings of the potential traffic implications of the proposed zoning uplift at the Narwee precinct within the Georges River Council LGA.

The assessment has established the following:

- The precinct proposes to accommodate an additional 390 medium/high-density dwellings.
- The projected peak traffic generation resulting from the proposed zoning uplift is 240 vph.
- The basis of this assessment is conservative in that it applies a high traffic generation rate and does not discount existing dwellings' traffic (i.e. some 102 vph)
- The intersections that serve this precinct operate with satisfactory LOS except for Mercury Street's right-turn to Stoney Creek Road.
- The post-uplift traffic operation is projected to have a marginal impact on the existing operational performance. This is primarily attributed to the site's strategic location, allowing a more comprehensive traffic distribution on the broader network.
- The operation of the Mercury Street-Stoney Creek Road right turn, which operates with LOS F in the PM peak currently, will continue to fail following the uplift.
- The implementation of a periodic (4pm to 6pm weekdays) right-turn restriction (by signage) would alleviate the associated safety concern.
- The precinct's residential streets (collector, local, and access roads) will not be unduly impacted in terms of amenity. The additional traffic projected by the uplift will continue to fall within the RMS' defined road environmental capacities.

Appendix A

Traffic Survey Results

Location	King Georges Road	Duration	14:00 - 15:00
	Ponyara Road		-
	King Georges Road		-
	Broadarrow Road	Day/Date	Wednesday, 28 October 2020
Suburb	BEVERLY HILLS	Weather	Dry

All Vehicles Time Per 15 Mins	NORTH *King Georges Road*										EAST *Ponyara Road*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 14:15	10	0	**10**	467	31	**498**	29	0	**29**	**537**	3	0	**3**	38	0	**38**	0	0	**0**	**41**	1074	90	**1164**
14:15 - 14:30	8	1	**9**	485	57	**542**	40	2	**42**	**593**	3	0	**3**	31	1	**32**	0	0	**0**	**35**	1206	114	**1320**
14:30 - 14:45	11	0	**11**	464	39	**503**	50	2	**52**	**566**	5	1	**6**	42	0	**42**	1	0	**1**	**49**	1194	101	**1295**
14:45 - 15:00	28	0	**28**	586	39	**625**	39	2	**41**	**694**	4	0	**4**	34	0	**34**	0	0	**0**	**38**	1282	94	**1376**
Period End	**57**	**1**	**58**	**2002**	**166**	**2168**	**158**	**6**	**164**	**2390**	**15**	**1**	**16**	**145**	**1**	**146**	**1**	**0**	**1**	**163**	**4756**	**399**	**5155**

All Vehicles Time Per 15 Mins	SOUTH *King Georges Road*										WEST *Broadarrow Road*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 14:15	21	5	**26**	433	54	**487**	0	0	**0**	**513**	17	0	**17**	23	0	**23**	33	0	**33**	**73**	1074	90	**1164**
14:15 - 14:30	24	0	**24**	483	52	**535**	0	0	**0**	**559**	61	1	**62**	40	0	**40**	31	0	**31**	**133**	1206	114	**1320**
14:30 - 14:45	27	1	**28**	480	54	**534**	0	0	**0**	**562**	38	1	**39**	41	0	**41**	35	3	**38**	**118**	1194	101	**1295**
14:45 - 15:00	29	4	**33**	471	47	**518**	0	0	**0**	**551**	30	1	**31**	39	0	**39**	22	1	**23**	**93**	1282	94	**1376**
Period End	**101**	**10**	**111**	**1867**	**207**	**2074**	**0**	**0**	**0**	**2185**	**146**	**3**	**149**	**143**	**0**	**143**	**121**	**4**	**125**	**417**	**4756**	**399**	**5155**

Location	King Georges Road	Duration	14:00 - 15:00
	Ponyara Road		-
	King Georges Road		-
	Broadarrow Road	Day/Date	Wednesday, 28 October 2020
Suburb	BEVERLY HILLS	Weather	Dry

All Vehicles Time Per Hour	NORTH *King Georges Road*										EAST *Ponyara Road*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 15:00	57	1	**58**	2002	166	**2168**	158	6	**164**	**2390**	15	1	**16**	145	1	**146**	1	0	**1**	**163**	4756	399	**5155**
Period End																							

All Vehicles Time Per Hour	SOUTH *King Georges Road*										WEST *Broadarrow Road*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 15:00	101	10	**111**	1867	207	**2074**	0	0	**0**	**2185**	146	3	**149**	143	0	**143**	121	4	**125**	**417**	4756	399	**5155**
Period End																							

Location	King Georges Road		**Duration**	7:00 - 9:00	
	Ponyara Road			16:00 - 18:00	
	King Georges Road			-	
	Broadarrow Road		**Day/Date**	Wednesday, 28 October 2020	
Suburb	BEVERLY HILLS		**Weather**	Dry	

All Vehicles	NORTH										EAST										TOTAL		TOTAL
Time Per 15 Mins	*King Georges Road*										*Ponyara Road*												
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 7:15	15	0	**15**	484	64	**548**	13	0	**13**	**576**	3	0	**3**	11	0	**11**	0	0	**0**	**14**	1254	95	**1349**
7:15 - 7:30	18	0	**18**	489	61	**550**	11	2	**13**	**581**	6	0	**6**	20	0	**20**	0	0	**0**	**26**	1381	118	**1499**
7:30 - 7:45	12	1	**13**	426	46	**472**	12	2	**14**	**499**	4	0	**4**	21	1	**22**	0	0	**0**	**26**	1278	105	**1383**
7:45 - 8:00	23	0	**23**	468	44	**512**	15	0	**15**	**550**	4	0	**4**	17	0	**17**	0	0	**0**	**21**	1287	85	**1372**
8:00 - 8:15	22	0	**22**	439	52	**491**	17	1	**18**	**531**	6	0	**6**	30	1	**31**	0	0	**0**	**37**	1252	102	**1354**
8:15 - 8:30	31	1	**32**	492	40	**532**	36	6	**42**	**606**	17	1	**18**	44	0	**44**	0	1	**1**	**63**	1256	101	**1357**
8:30 - 8:45	34	0	**34**	436	43	**479**	63	2	**65**	**578**	7	0	**7**	45	0	**45**	0	0	**0**	**52**	1196	82	**1278**
8:45 - 9:00	19	0	**19**	394	52	**446**	37	3	**40**	**505**	9	0	**9**	62	2	**64**	0	0	**0**	**73**	1047	106	**1153**
Period End	**174**	**2**	**176**	**3628**	**402**	**4030**	**204**	**16**	**220**	**4426**	**56**	**1**	**57**	**250**	**4**	**254**	**0**	**1**	**1**	**312**	**9951**	**794**	**10745**
16:00 - 16:15	12	0	**12**	625	25	**650**	34	0	**34**	**696**	3	0	**3**	56	1	**57**	0	0	**0**	**60**	1363	63	**1426**
16:15 - 16:30	11	0	**11**	605	22	**627**	23	0	**23**	**661**	9	0	**9**	61	0	**61**	0	0	**0**	**70**	1286	55	**1341**
16:30 - 16:45	15	0	**15**	634	25	**659**	47	0	**47**	**721**	9	0	**9**	48	0	**48**	0	0	**0**	**57**	1299	54	**1353**
16:45 - 17:00	24	0	**24**	662	16	**678**	38	1	**39**	**741**	9	0	**9**	44	1	**45**	0	0	**0**	**54**	1352	53	**1405**
17:00 - 17:15	22	0	**22**	659	19	**678**	33	1	**34**	**734**	2	0	**2**	54	0	**54**	0	0	**0**	**56**	1311	46	**1357**
17:15 - 17:30	16	0	**16**	622	21	**643**	37	1	**38**	**697**	6	0	**6**	65	1	**66**	0	0	**0**	**72**	1381	50	**1431**
17:30 - 17:45	12	0	**12**	592	13	**605**	27	2	**29**	**646**	9	0	**9**	49	0	**49**	0	0	**0**	**58**	1363	40	**1403**
17:45 - 18:00	14	0	**14**	585	22	**607**	39	0	**39**	**660**	5	0	**5**	40	0	**40**	0	0	**0**	**45**	1254	41	**1295**
Period End	**126**	**0**	**126**	**4984**	**163**	**5147**	**278**	**5**	**283**	**5556**	**52**	**0**	**52**	**417**	**3**	**420**	**0**	**0**	**0**	**472**	**10609**	**402**	**11011**

All Vehicles	SOUTH										WEST										TOTAL		TOTAL
Time Per 15 Mins	*King Georges Road*										*Broadarrow Road*												
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 7:15	23	0	**23**	618	27	**645**	0	0	**0**	**668**	25	0	**25**	34	1	**35**	28	3	**31**	**91**	1254	95	**1349**
7:15 - 7:30	21	1	**22**	723	50	**773**	0	0	**0**	**795**	27	1	**28**	46	1	**47**	20	2	**22**	**97**	1381	118	**1499**
7:30 - 7:45	21	1	**22**	673	49	**722**	0	0	**0**	**744**	24	2	**26**	50	1	**51**	35	2	**37**	**114**	1278	105	**1383**
7:45 - 8:00	15	2	**17**	630	38	**668**	0	0	**0**	**685**	35	1	**36**	59	0	**59**	21	0	**21**	**116**	1287	85	**1372**
8:00 - 8:15	32	5	**37**	588	41	**629**	0	0	**0**	**666**	25	1	**26**	78	1	**79**	15	0	**15**	**120**	1252	102	**1354**
8:15 - 8:30	32	3	**35**	500	45	**545**	0	0	**0**	**580**	21	2	**23**	63	0	**63**	20	2	**22**	**108**	1256	101	**1357**
8:30 - 8:45	28	2	**30**	444	30	**474**	0	0	**0**	**504**	54	0	**54**	67	1	**68**	18	4	**22**	**144**	1196	82	**1278**
8:45 - 9:00	28	3	**31**	367	42	**409**	0	0	**0**	**440**	34	3	**37**	61	0	**61**	36	1	**37**	**135**	1047	106	**1153**
Period End	**200**	**17**	**217**	**4543**	**322**	**4865**	**0**	**0**	**0**	**5082**	**245**	**10**	**255**	**458**	**5**	**463**	**193**	**14**	**207**	**925**	**9951**	**794**	**10745**
16:00 - 16:15	26	2	**28**	522	35	**557**	0	0	**0**	**585**	31	0	**31**	34	0	**34**	20	0	**20**	**85**	1363	63	**1426**
16:15 - 16:30	40	1	**41**	466	31	**497**	0	0	**0**	**538**	15	1	**16**	32	0	**32**	24	0	**24**	**72**	1286	55	**1341**
16:30 - 16:45	40	1	**41**	424	28	**452**	0	0	**0**	**493**	18	0	**18**	32	0	**32**	32	0	**32**	**82**	1299	54	**1353**
16:45 - 17:00	32	1	**33**	469	31	**500**	0	0	**0**	**533**	24	2	**26**	29	1	**30**	21	0	**21**	**77**	1352	53	**1405**
17:00 - 17:15	35	0	**35**	425	23	**448**	0	0	**0**	**483**	19	3	**22**	36	0	**36**	26	0	**26**	**84**	1311	46	**1357**
17:15 - 17:30	42	0	**42**	503	27	**530**	0	0	**0**	**572**	19	0	**19**	32	0	**32**	39	0	**39**	**90**	1381	50	**1431**
17:30 - 17:45	49	0	**49**	529	23	**552**	0	0	**0**	**601**	22	1	**23**	41	1	**42**	33	0	**33**	**98**	1363	40	**1403**
17:45 - 18:00	38	0	**38**	463	18	**481**	0	0	**0**	**519**	14	1	**15**	30	0	**30**	26	0	**26**	**71**	1254	41	**1295**
Period End	**302**	**5**	**307**	**3801**	**216**	**4017**	**0**	**0**	**0**	**4324**	**162**	**8**	**170**	**266**	**2**	**268**	**221**	**0**	**221**	**659**	**10609**	**402**	**11011**

Location	King Georges Road		Duration	7:00 - 9:00	
	Ponyara Road			16:00 - 18:00	
	King Georges Road			-	
	Broadarrow Road		Day/Date	Wednesday, 28 October 2020	
Suburb	BEVERLY HILLS		Weather	Dry	

All Vehicles Time Per Hour			NORTH *King Georges Road*									EAST *Ponyara Road*										TOTAL		TOTAL
			L			T			R			L			T			R						
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	8:00	68	1	**69**	1867	215	**2082**	51	4	**55**	**2206**	17	0	**17**	69	1	**70**	0	0	**0**	**87**	5200	403	**5603**
7:15	-	8:15	75	1	**76**	1822	203	**2025**	55	5	**60**	**2161**	20	0	**20**	88	2	**90**	0	0	**0**	**110**	5198	410	**5608**
7:30	-	8:30	88	2	**90**	1825	182	**2007**	80	9	**89**	**2186**	31	1	**32**	112	2	**114**	0	1	**1**	**147**	5073	393	**5466**
7:45	-	8:45	110	1	**111**	1835	179	**2014**	131	9	**140**	**2265**	34	1	**35**	136	1	**137**	0	1	**1**	**173**	4991	370	**5361**
8:00	-	9:00	106	1	**107**	1761	187	**1948**	153	12	**165**	**2220**	39	1	**40**	181	3	**184**	0	1	**1**	**225**	4751	391	**5142**
Period End																									
16:00	-	17:00	62	0	**62**	2526	88	**2614**	142	1	**143**	**2819**	30	0	**30**	209	2	**211**	0	0	**0**	**241**	5300	225	**5525**
16:15	-	17:15	72	0	**72**	2560	82	**2642**	141	2	**143**	**2857**	29	0	**29**	207	1	**208**	0	0	**0**	**237**	5248	208	**5456**
16:30	-	17:30	77	0	**77**	2577	81	**2658**	155	3	**158**	**2893**	26	0	**26**	211	2	**213**	0	0	**0**	**239**	5343	203	**5546**
16:45	-	17:45	74	0	**74**	2535	69	**2604**	135	5	**140**	**2818**	26	0	**26**	212	2	**214**	0	0	**0**	**240**	5407	189	**5596**
17:00	-	18:00	64	0	**64**	2458	75	**2533**	136	4	**140**	**2737**	22	0	**22**	208	1	**209**	0	0	**0**	**231**	5309	177	**5486**
Period End																									

All Vehicles Time Per Hour			SOUTH *King Georges Road*									WEST *Broadarrow Road*										TOTAL		TOTAL
			L			T			R			L			T			R						
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	8:00	80	4	**84**	2644	164	**2808**	0	0	**0**	**2892**	111	4	**115**	189	3	**192**	104	7	**111**	**418**	5200	403	**5603**
7:15	-	8:15	89	9	**98**	2614	178	**2792**	0	0	**0**	**2890**	111	5	**116**	233	3	**236**	91	4	**95**	**447**	5198	410	**5608**
7:30	-	8:30	100	11	**111**	2391	173	**2564**	0	0	**0**	**2675**	105	6	**111**	250	2	**252**	91	4	**95**	**458**	5073	393	**5466**
7:45	-	8:45	107	12	**119**	2162	154	**2316**	0	0	**0**	**2435**	135	4	**139**	267	2	**269**	74	6	**80**	**488**	4991	370	**5361**
8:00	-	9:00	120	13	**133**	1899	158	**2057**	0	0	**0**	**2190**	134	6	**140**	269	2	**271**	89	7	**96**	**507**	4751	391	**5142**
Period End																									
16:00	-	17:00	138	5	**143**	1881	125	**2006**	0	0	**0**	**2149**	88	3	**91**	127	1	**128**	97	0	**97**	**316**	5300	225	**5525**
16:15	-	17:15	147	3	**150**	1784	113	**1897**	0	0	**0**	**2047**	76	6	**82**	129	1	**130**	103	0	**103**	**315**	5248	208	**5456**
16:30	-	17:30	149	2	**151**	1821	109	**1930**	0	0	**0**	**2081**	80	5	**85**	129	1	**130**	118	0	**118**	**333**	5343	203	**5546**
16:45	-	17:45	158	1	**159**	1926	104	**2030**	0	0	**0**	**2189**	84	6	**90**	138	2	**140**	119	0	**119**	**349**	5407	189	**5596**
17:00	-	18:00	164	0	**164**	1920	91	**2011**	0	0	**0**	**2175**	74	5	**79**	139	1	**140**	124	0	**124**	**343**	5309	177	**5486**
Period End																									

Location	King Georges Road	Duration	14:00 - 15:00
	Ponyara Road		-
	King Georges Road		-
	Broadarrow Road	Day/Date	Wednesday, 28 October 2020
Suburb	BEVERLY HILLS	Weather	Dry

All Vehicles Time Per 15 Mins	NORTH *King Georges Road*										EAST *Ponyara Road*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 14:15	10	0	**10**	467	31	**498**	29	0	**29**	**537**	3	0	**3**	38	0	**38**	0	0	**0**	**41**	1074	90	**1164**
14:15 - 14:30	8	1	**9**	485	57	**542**	40	2	**42**	**593**	3	0	**3**	31	1	**32**	0	0	**0**	**35**	1206	114	**1320**
14:30 - 14:45	11	0	**11**	464	39	**503**	50	2	**52**	**566**	5	1	**6**	42	0	**42**	1	0	**1**	**49**	1194	101	**1295**
14:45 - 15:00	28	0	**28**	586	39	**625**	39	2	**41**	**694**	4	0	**4**	34	0	**34**	0	0	**0**	**38**	1282	94	**1376**
Period End	**57**	**1**	**58**	**2002**	**166**	**2168**	**158**	**6**	**164**	**2390**	**15**	**1**	**16**	**145**	**1**	**146**	**1**	**0**	**1**	**163**	**4756**	**399**	**5155**

All Vehicles Time Per 15 Mins	SOUTH *King Georges Road*										WEST *Broadarrow Road*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 14:15	21	5	**26**	433	54	**487**	0	0	**0**	**513**	17	0	**17**	23	0	**23**	33	0	**33**	**73**	1074	90	**1164**
14:15 - 14:30	24	0	**24**	483	52	**535**	0	0	**0**	**559**	61	1	**62**	40	0	**40**	31	0	**31**	**133**	1206	114	**1320**
14:30 - 14:45	27	1	**28**	480	54	**534**	0	0	**0**	**562**	38	1	**39**	41	0	**41**	35	3	**38**	**118**	1194	101	**1295**
14:45 - 15:00	29	4	**33**	471	47	**518**	0	0	**0**	**551**	30	1	**31**	39	0	**39**	22	1	**23**	**93**	1282	94	**1376**
Period End	**101**	**10**	**111**	**1867**	**207**	**2074**	**0**	**0**	**0**	**2185**	**146**	**3**	**149**	**143**	**0**	**143**	**121**	**4**	**125**	**417**	**4756**	**399**	**5155**

Location	King Georges Road	Duration	14:00 - 15:00
	Ponyara Road		-
	King Georges Road		-
	Broadarrow Road	Day/Date	Wednesday, 28 October 2020
Suburb	BEVERLY HILLS	Weather	Dry

All Vehicles Time Per Hour	NORTH *King Georges Road*										EAST *Ponyara Road*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 15:00	57	1	**58**	2002	166	**2168**	158	6	**164**	**2390**	15	1	**16**	145	1	**146**	1	0	**1**	**163**	4756	399	**5155**
Period End																							

All Vehicles Time Per Hour	SOUTH *King Georges Road*										WEST *Broadarrow Road*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 15:00	101	10	**111**	1867	207	**2074**	0	0	**0**	**2185**	146	3	**149**	143	0	**143**	121	4	**125**	**417**	4756	399	**5155**
Period End																							

Location	King Georges Road	**Duration**	14:00 - 15:00
	-		-
	King Georges Road		-
	Edgbaston Road	**Day/Date**	Wednesday, 28 October 2020
Suburb	BEVERLY HILLS	**Weather**	Dry

All Vehicles	NORTH WEST										EAST											
Time Per 15 Mins	*King Georges Road*										-											
	L			T			R				L			T			R				TOTAL		TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 14:15				448	31	**479**	26	2	**28**	**507**											957	92	**1049**
14:15 - 14:30				507	46	**553**	41	2	**43**	**596**											1070	94	**1164**
14:30 - 14:45				507	38	**545**	27	3	**30**	**575**											1040	94	**1134**
14:45 - 15:00				565	37	**602**	43	0	**43**	**645**											1115	81	**1196**
Period End				**2027**	**152**	**2179**	**137**	**7**	**144**	**2323**											**4182**	**361**	**4543**

All Vehicles	SOUTH EAST										SOUTH WEST											
Time Per 15 Mins	*King Georges Road*										*Edgbaston Road*											
	L			T			R				L			T			R				TOTAL		TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 14:15	9	1	**10**	450	56	**506**				**516**	24	2	**26**							**26**	957	92	**1049**
14:15 - 14:30	7	0	**7**	492	43	**535**				**542**	23	3	**26**							**26**	1070	94	**1164**
14:30 - 14:45	2	1	**3**	486	51	**537**				**540**	18	1	**19**							**19**	1040	94	**1134**
14:45 - 15:00	14	0	**14**	454	43	**497**				**511**	39	1	**40**							**40**	1115	81	**1196**
Period End	**32**	**2**	**34**	**1882**	**193**	**2075**				**2109**	**104**	**7**	**111**							**111**	**4182**	**361**	**4543**

Location	King Georges Road	**Duration**	14:00 - 15:00
	-		-
	King Georges Road		-
	Edgbaston Road	**Day/Date**	Wednesday, 28 October 2020
Suburb	BEVERLY HILLS	**Weather**	Dry

All Vehicles	NORTH WEST										EAST											
Time Per Hour	*King Georges Road*										-											
	L			T			R				L			T			R				TOTAL		TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 15:00				2027	152	**2179**	137	7	**144**	**2323**											4182	361	**4543**
Period End																							

All Vehicles	SOUTH EAST										SOUTH WEST											
Time Per Hour	*King Georges Road*										*Edgbaston Road*											
	L			T			R				L			T			R				TOTAL		TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 15:00	32	2	**34**	1882	193	**2075**				**2109**	104	7	**111**							**111**	4182	361	**4543**
Period End																							

Location	King Georges Road		**Duration**	7:00 - 9:00	
	-			16:00 - 18:00	
	King Georges Road			-	
	Edgbaston Road		**Day/Date**	Wednesday, 28 October 2020	
Suburb	BEVERLY HILLS		**Weather**	Dry	

All Vehicles	NORTH WEST										EAST											
Time Per 15 Mins	*King Georges Road*										-											
	L			T			R				L			T			R				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
7:00 - 7:15				470	60	**530**	13	2	**15**	**545**											1127	90	**1217**
7:15 - 7:30				493	59	**552**	7	0	**7**	**559**											1193	106	**1299**
7:30 - 7:45				401	40	**441**	18	1	**19**	**460**											1106	82	**1188**
7:45 - 8:00				419	38	**457**	22	0	**22**	**479**											1118	80	**1198**
8:00 - 8:15				463	45	**508**	21	1	**22**	**530**											1122	91	**1213**
8:15 - 8:30				523	49	**572**	19	2	**21**	**593**											1148	95	**1243**
8:30 - 8:45				471	42	**513**	30	1	**31**	**544**											1058	76	**1134**
8:45 - 9:00				414	47	**461**	34	2	**36**	**497**											862	93	**955**
Period End				**3654**	**380**	**4034**	**164**	**9**	**173**	**4207**											**8734**	**713**	**9447**
16:00 - 16:15				602	29	**631**	49	0	**49**	**680**											1209	65	**1274**
16:15 - 16:30				618	21	**639**	55	2	**57**	**696**											1185	56	**1241**
16:30 - 16:45				623	25	**648**	70	0	**70**	**718**											1169	55	**1224**
16:45 - 17:00				644	14	**658**	54	0	**54**	**712**											1193	43	**1236**
17:00 - 17:15				705	17	**722**	72	1	**73**	**795**											1252	43	**1295**
17:15 - 17:30				641	22	**663**	71	0	**71**	**734**											1210	51	**1261**
17:30 - 17:45				561	12	**573**	62	0	**62**	**635**											1176	31	**1207**
17:45 - 18:00				653	14	**667**	66	3	**69**	**736**											1269	34	**1303**
Period End				**5047**	**154**	**5201**	**499**	**6**	**505**	**5706**											**9663**	**378**	**10041**

All Vehicles	SOUTH EAST										SOUTH WEST											
Time Per 15 Mins	*King Georges Road*										*Edgbaston Road*											
	L			T			R				L			T			R				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
7:00 - 7:15	5	0	**5**	607	28	**635**				**640**	32	0	**32**							**32**	1127	90	**1217**
7:15 - 7:30	2	1	**3**	661	46	**707**				**710**	30	0	**30**							**30**	1193	106	**1299**
7:30 - 7:45	5	0	**5**	624	40	**664**				**669**	58	1	**59**							**59**	1106	82	**1188**
7:45 - 8:00	6	0	**6**	591	40	**631**				**637**	80	2	**82**							**82**	1118	80	**1198**
8:00 - 8:15	3	0	**3**	570	44	**614**				**617**	65	1	**66**							**66**	1122	91	**1213**
8:15 - 8:30	6	0	**6**	563	44	**607**				**613**	37	0	**37**							**37**	1148	95	**1243**
8:30 - 8:45	8	0	**8**	498	33	**531**				**539**	51	0	**51**							**51**	1058	76	**1134**
8:45 - 9:00	3	0	**3**	369	44	**413**				**416**	42	0	**42**							**42**	862	93	**955**
Period End	**38**	**1**	**39**	**4483**	**319**	**4802**				**4841**	**395**	**4**	**399**							**399**	**8734**	**713**	**9447**
16:00 - 16:15	11	0	**11**	521	35	**556**				**567**	26	1	**27**							**27**	1209	65	**1274**
16:15 - 16:30	3	0	**3**	489	33	**522**				**525**	20	0	**20**							**20**	1185	56	**1241**
16:30 - 16:45	14	0	**14**	444	29	**473**				**487**	18	1	**19**							**19**	1169	55	**1224**
16:45 - 17:00	15	0	**15**	459	29	**488**				**503**	21	0	**21**							**21**	1193	43	**1236**
17:00 - 17:15	15	0	**15**	431	25	**456**				**471**	29	0	**29**							**29**	1252	43	**1295**
17:15 - 17:30	9	0	**9**	456	29	**485**				**494**	33	0	**33**							**33**	1210	51	**1261**
17:30 - 17:45	18	1	**19**	509	18	**527**				**546**	26	0	**26**							**26**	1176	31	**1207**
17:45 - 18:00	20	0	**20**	511	17	**528**				**548**	19	0	**19**							**19**	1269	34	**1303**
Period End	**105**	**1**	**106**	**3820**	**215**	**4035**				**4141**	**192**	**2**	**194**							**194**	**9663**	**378**	**10041**

Location	King Georges Road		Duration	7:00 - 9:00	
	-			16:00 - 18:00	
	King Georges Road			-	
	Edgbaston Road		Day/Date	Wednesday, 28 October 2020	
Suburb	BEVERLY HILLS		Weather	Dry	

All Vehicles	NORTH WEST										EAST										TOTAL	
Time Per Hour	King Georges Road										-											
	L			T			R				L			T			R					
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
7:00 - 8:00				1783	197	**1980**	60	3	**63**	**2043**											4544	358	**4902**
7:15 - 8:15				1776	182	**1958**	68	2	**70**	**2028**											4539	359	**4898**
7:30 - 8:30				1806	172	**1978**	80	4	**84**	**2062**											4494	348	**4842**
7:45 - 8:45				1876	174	**2050**	92	4	**96**	**2146**											4446	342	**4788**
8:00 - 9:00				1871	183	**2054**	104	6	**110**	**2164**											4190	355	**4545**
Period End																							
16:00 - 17:00				2487	89	**2576**	228	2	**230**	**2806**											4756	219	**4975**
16:15 - 17:15				2590	77	**2667**	251	3	**254**	**2921**											4799	197	**4996**
16:30 - 17:30				2613	78	**2691**	267	1	**268**	**2959**											4824	192	**5016**
16:45 - 17:45				2551	65	**2616**	259	1	**260**	**2876**											4831	168	**4999**
17:00 - 18:00				2560	65	**2625**	271	4	**275**	**2900**											4907	159	**5066**
Period End																							

All Vehicles	SOUTH EAST										SOUTH WEST										TOTAL	
Time Per Hour	King Georges Road										Edgbaston Road											
	L			T			R				L			T			R					
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
7:00 - 8:00	18	1	**19**	2483	154	**2637**				**2656**	200	3	**203**							**203**	4544	358	**4902**
7:15 - 8:15	16	1	**17**	2446	170	**2616**				**2633**	233	4	**237**							**237**	4539	359	**4898**
7:30 - 8:30	20	0	**20**	2348	168	**2516**				**2536**	240	4	**244**							**244**	4494	348	**4842**
7:45 - 8:45	23	0	**23**	2222	161	**2383**				**2406**	233	3	**236**							**236**	4446	342	**4788**
8:00 - 9:00	20	0	**20**	2000	165	**2165**				**2185**	195	1	**196**							**196**	4190	355	**4545**
Period End																							
16:00 - 17:00	43	0	**43**	1913	126	**2039**				**2082**	85	2	**87**							**87**	4756	219	**4975**
16:15 - 17:15	47	0	**47**	1823	116	**1939**				**1986**	88	1	**89**							**89**	4799	197	**4996**
16:30 - 17:30	53	0	**53**	1790	112	**1902**				**1955**	101	1	**102**							**102**	4824	192	**5016**
16:45 - 17:45	57	1	**58**	1855	101	**1956**				**2014**	109	0	**109**							**109**	4831	168	**4999**
17:00 - 18:00	62	1	**63**	1907	89	**1996**				**2059**	107	0	**107**							**107**	4907	159	**5066**
Period End																							

Location	King Georges Road		Duration	14:00 - 15:00	
	Stoney Creek Road			-	
	King Georges Road			-	
	Stoney Creek Road		Day/Date	Wednesday, 28 October 2020	
Suburb	BEVERLY HILLS		Weather	Dry	

All Vehicles	NORTH WEST										NORTH EAST										TOTAL		TOTAL
Time Per 15 Mins	King Georges Road										Stoney Creek Road												
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 14:15	159	15	**174**	270	18	**288**	46	4	**50**	**512**	21	0	**21**	121	11	**132**	137	26	**163**	**316**	1257	109	**1366**
14:15 - 14:30	135	24	**159**	286	18	**304**	68	2	**70**	**533**	10	1	**11**	118	11	**129**	115	12	**127**	**267**	1280	108	**1388**
14:30 - 14:45	125	17	**142**	295	16	**311**	66	3	**69**	**522**	15	0	**15**	142	15	**157**	113	22	**135**	**307**	1311	110	**1421**
14:45 - 15:00	158	20	**178**	308	10	**318**	64	5	**69**	**565**	27	1	**28**	150	4	**154**	90	23	**113**	**295**	1369	87	**1456**
Period End	**577**	**76**	**653**	**1159**	**62**	**1221**	**244**	**14**	**258**	**2132**	**73**	**2**	**75**	**531**	**41**	**572**	**455**	**83**	**538**	**1185**	**5217**	**414**	**5631**

All Vehicles	SOUTH EAST										SOUTH WEST										TOTAL		TOTAL
Time Per 15 Mins	King Georges Road										Stoney Creek Road												
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 14:15	0	0	**0**	301	27	**328**	22	0	**22**	**350**	38	4	**42**	116	3	**119**	26	1	**27**	**188**	1257	109	**1366**
14:15 - 14:30	2	1	**3**	331	28	**359**	22	0	**22**	**384**	40	7	**47**	130	4	**134**	23	0	**23**	**204**	1280	108	**1388**
14:30 - 14:45	9	0	**9**	289	30	**319**	31	1	**32**	**360**	46	0	**46**	148	6	**154**	32	0	**32**	**232**	1311	110	**1421**
14:45 - 15:00	9	1	**10**	310	19	**329**	26	0	**26**	**365**	39	1	**40**	154	1	**155**	34	2	**36**	**231**	1369	87	**1456**
Period End	**20**	**2**	**22**	**1231**	**104**	**1335**	**101**	**1**	**102**	**1459**	**163**	**12**	**175**	**548**	**14**	**562**	**115**	**3**	**118**	**855**	**5217**	**414**	**5631**

Location	King Georges Road		Duration	14:00 - 15:00	
	Stoney Creek Road			-	
	King Georges Road			-	
	Stoney Creek Road		Day/Date	Wednesday, 28 October 2020	
Suburb	BEVERLY HILLS		Weather	Dry	

All Vehicles	NORTH WEST										NORTH EAST										TOTAL		TOTAL
Time Per Hour	King Georges Road										Stoney Creek Road												
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 15:00	577	76	**653**	1159	62	**1221**	244	14	**258**	**2132**	73	2	**75**	531	41	**572**	455	83	**538**	**1185**	5217	414	**5631**
Period End																							

All Vehicles	SOUTH EAST										SOUTH WEST										TOTAL		TOTAL
Time Per Hour	King Georges Road										Stoney Creek Road												
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 15:00	20	2	**22**	1231	104	**1335**	101	1	**102**	**1459**	163	12	**175**	548	14	**562**	115	3	**118**	**855**	5217	414	**5631**
Period End																							

Location	**King Georges Road**	**Duration**	**7:00 - 9:00**
	Stoney Creek Road		**16:00 - 18:00**
	King Georges Road		-
	Stoney Creek Road	**Day/Date**	**Wednesday, 28 October 2020**
Suburb	**BEVERLY HILLS**	**Weather**	**Dry**

All Vehicles	**NORTH WEST**										**NORTH EAST**												
Time Per 15 Mins	***King Georges Road***										***Stoney Creek Road***											**TOTAL**	**TOTAL**
	L			**T**			**R**				**L**			**T**			**R**						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	
7:00 - 7:15	155	26	**181**	296	29	**325**	34	3	**37**	**543**	11	1	**12**	67	3	**70**	149	12	**161**	**243**	1406	99	**1505**
7:15 - 7:30	154	27	**181**	284	32	**316**	25	4	**29**	**526**	10	0	**10**	69	6	**75**	139	21	**160**	**245**	1410	124	**1534**
7:30 - 7:45	134	14	**148**	267	21	**288**	35	2	**37**	**473**	14	1	**15**	80	9	**89**	116	19	**135**	**239**	1406	101	**1507**
7:45 - 8:00	149	15	**164**	211	15	**226**	29	5	**34**	**424**	14	0	**14**	105	5	**110**	113	16	**129**	**253**	1391	82	**1473**
8:00 - 8:15	155	23	**178**	246	17	**263**	40	7	**47**	**488**	7	0	**7**	107	6	**113**	121	28	**149**	**269**	1269	110	**1379**
8:15 - 8:30	161	20	**181**	323	22	**345**	60	6	**66**	**592**	11	1	**12**	112	4	**116**	174	18	**192**	**320**	1407	95	**1502**
8:30 - 8:45	136	18	**154**	279	21	**300**	70	4	**74**	**528**	33	0	**33**	150	4	**154**	160	21	**181**	**368**	1428	96	**1524**
8:45 - 9:00	122	14	**136**	275	21	**296**	58	11	**69**	**501**	31	0	**31**	133	12	**145**	132	12	**144**	**320**	1314	101	**1415**
Period End	**1166**	**157**	**1323**	**2181**	**178**	**2359**	**351**	**42**	**393**	**4075**	**131**	**3**	**134**	**823**	**49**	**872**	**1104**	**147**	**1251**	**2257**	**11031**	**808**	**11839**
16:00 - 16:15	135	10	**145**	420	18	**438**	75	1	**76**	**659**	7	1	**8**	175	1	**176**	88	13	**101**	**285**	1559	68	**1627**
16:15 - 16:30	143	8	**151**	390	9	**399**	49	5	**54**	**604**	14	0	**14**	197	9	**206**	113	19	**132**	**352**	1535	66	**1601**
16:30 - 16:45	130	18	**148**	417	6	**423**	73	1	**74**	**645**	10	0	**10**	204	11	**215**	107	13	**120**	**345**	1504	71	**1575**
16:45 - 17:00	157	5	**162**	426	7	**433**	78	3	**81**	**676**	6	0	**6**	201	4	**205**	105	11	**116**	**327**	1566	52	**1618**
17:00 - 17:15	177	10	**187**	452	6	**458**	90	1	**91**	**736**	13	0	**13**	198	2	**200**	73	10	**83**	**296**	1614	44	**1658**
17:15 - 17:30	176	10	**186**	393	6	**399**	73	4	**77**	**662**	6	0	**6**	184	2	**186**	102	14	**116**	**308**	1560	51	**1611**
17:30 - 17:45	134	6	**140**	337	9	**346**	79	0	**79**	**565**	15	0	**15**	210	5	**215**	127	13	**140**	**370**	1533	43	**1576**
17:45 - 18:00	161	9	**170**	442	5	**447**	91	2	**93**	**710**	4	1	**5**	187	5	**192**	76	5	**81**	**278**	1614	41	**1655**
Period End	**1213**	**76**	**1289**	**3277**	**66**	**3343**	**608**	**17**	**625**	**5257**	**75**	**2**	**77**	**1556**	**39**	**1595**	**791**	**98**	**889**	**2561**	**12485**	**436**	**12921**

All Vehicles	**SOUTH EAST**										**SOUTH WEST**												
Time Per 15 Mins	***King Georges Road***										***Stoney Creek Road***											**TOTAL**	**TOTAL**
	L			**T**			**R**				**L**			**T**			**R**						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	
7:00 - 7:15	3	0	**3**	427	17	**444**	32	1	**33**	**480**	44	1	**45**	176	5	**181**	12	1	**13**	**239**	1406	99	**1505**
7:15 - 7:30	1	0	**1**	479	19	**498**	14	0	**14**	**513**	41	5	**46**	184	9	**193**	10	1	**11**	**250**	1410	124	**1534**
7:30 - 7:45	3	0	**3**	498	17	**515**	27	2	**29**	**547**	41	5	**46**	181	10	**191**	10	1	**11**	**248**	1406	101	**1507**
7:45 - 8:00	2	0	**2**	454	15	**469**	26	2	**28**	**499**	26	5	**31**	245	2	**247**	17	2	**19**	**297**	1391	82	**1473**
8:00 - 8:15	1	0	**1**	352	21	**373**	21	0	**21**	**395**	31	3	**34**	177	4	**181**	11	1	**12**	**227**	1269	110	**1379**
8:15 - 8:30	2	0	**2**	289	17	**306**	45	0	**45**	**353**	32	2	**34**	185	5	**190**	13	0	**13**	**237**	1407	95	**1502**
8:30 - 8:45	6	2	**8**	319	17	**336**	41	1	**42**	**386**	39	1	**40**	174	7	**181**	21	0	**21**	**242**	1428	96	**1524**
8:45 - 9:00	6	1	**7**	238	18	**256**	38	0	**38**	**301**	46	3	**49**	196	8	**204**	39	1	**40**	**293**	1314	101	**1415**
Period End	**24**	**3**	**27**	**3056**	**141**	**3197**	**244**	**6**	**250**	**3474**	**300**	**25**	**325**	**1518**	**50**	**1568**	**133**	**7**	**140**	**2033**	**11031**	**808**	**11839**
16:00 - 16:15	9	0	**9**	364	14	**378**	28	1	**29**	**416**	59	2	**61**	164	6	**170**	35	1	**36**	**267**	1559	68	**1627**
16:15 - 16:30	8	0	**8**	376	11	**387**	19	1	**20**	**415**	38	1	**39**	157	2	**159**	31	1	**32**	**230**	1535	66	**1601**
16:30 - 16:45	7	0	**7**	295	14	**309**	15	0	**15**	**331**	50	4	**54**	167	3	**170**	29	1	**30**	**254**	1504	71	**1575**
16:45 - 17:00	4	1	**5**	314	14	**328**	28	0	**28**	**361**	43	3	**46**	169	2	**171**	35	2	**37**	**254**	1566	52	**1618**
17:00 - 17:15	7	0	**7**	326	9	**335**	34	0	**34**	**376**	41	4	**45**	163	2	**165**	40	0	**40**	**250**	1614	44	**1658**
17:15 - 17:30	10	0	**10**	323	12	**335**	33	0	**33**	**378**	35	1	**36**	185	1	**186**	40	1	**41**	**263**	1560	51	**1611**
17:30 - 17:45	8	0	**8**	334	6	**340**	29	0	**29**	**377**	41	0	**41**	183	4	**187**	36	0	**36**	**264**	1533	43	**1576**
17:45 - 18:00	4	0	**4**	387	11	**398**	18	1	**19**	**421**	51	1	**52**	167	1	**168**	26	0	**26**	**246**	1614	41	**1655**
Period End	**57**	**1**	**58**	**2719**	**91**	**2810**	**204**	**3**	**207**	**3075**	**358**	**16**	**374**	**1355**	**21**	**1376**	**272**	**6**	**278**	**2028**	**12485**	**436**	**12921**

Location	King Georges Road		**Duration**	7:00 - 9:00	
	Stoney Creek Road			16:00 - 18:00	
	King Georges Road			-	
	Stoney Creek Road		**Day/Date**	Wednesday, 28 October 2020	
Suburb	BEVERLY HILLS		**Weather**	Dry	

All Vehicles Time Per Hour	NORTH WEST *King Georges Road*										NORTH EAST *Stoney Creek Road*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 8:00	592	82	**674**	1058	97	**1155**	123	14	**137**	**1966**	49	2	**51**	321	23	**344**	517	68	**585**	**980**	5613	406	**6019**
7:15 - 8:15	592	79	**671**	1008	85	**1093**	129	18	**147**	**1911**	45	1	**46**	361	26	**387**	489	84	**573**	**1006**	5476	417	**5893**
7:30 - 8:30	599	72	**671**	1047	75	**1122**	164	20	**184**	**1977**	46	2	**48**	404	24	**428**	524	81	**605**	**1081**	5473	388	**5861**
7:45 - 8:45	601	76	**677**	1059	75	**1134**	199	22	**221**	**2032**	65	1	**66**	474	19	**493**	568	83	**651**	**1210**	5495	383	**5878**
8:00 - 9:00	574	75	**649**	1123	81	**1204**	228	28	**256**	**2109**	82	1	**83**	502	26	**528**	587	79	**666**	**1277**	5418	402	**5820**
Period End																							
16:00 - 17:00	565	41	**606**	1653	40	**1693**	275	10	**285**	**2584**	37	1	**38**	777	25	**802**	413	56	**469**	**1309**	6164	257	**6421**
16:15 - 17:15	607	41	**648**	1685	28	**1713**	290	10	**300**	**2661**	43	0	**43**	800	26	**826**	398	53	**451**	**1320**	6219	233	**6452**
16:30 - 17:30	640	43	**683**	1688	25	**1713**	314	9	**323**	**2719**	35	0	**35**	787	19	**806**	387	48	**435**	**1276**	6244	218	**6462**
16:45 - 17:45	644	31	**675**	1608	28	**1636**	320	8	**328**	**2639**	40	0	**40**	793	13	**806**	407	48	**455**	**1301**	6273	190	**6463**
17:00 - 18:00	648	35	**683**	1624	26	**1650**	333	7	**340**	**2673**	38	1	**39**	779	14	**793**	378	42	**420**	**1252**	6321	179	**6500**
Period End																							

All Vehicles Time Per Hour	SOUTH EAST *King Georges Road*										SOUTH WEST *Stoney Creek Road*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 8:00	9	0	**9**	1858	68	**1926**	99	5	**104**	**2039**	152	16	**168**	786	26	**812**	49	5	**54**	**1034**	5613	406	**6019**
7:15 - 8:15	7	0	**7**	1783	72	**1855**	88	4	**92**	**1954**	139	18	**157**	787	25	**812**	48	5	**53**	**1022**	5476	417	**5893**
7:30 - 8:30	8	0	**8**	1593	70	**1663**	119	4	**123**	**1794**	130	15	**145**	788	21	**809**	51	4	**55**	**1009**	5473	388	**5861**
7:45 - 8:45	11	2	**13**	1414	70	**1484**	133	3	**136**	**1633**	128	11	**139**	781	18	**799**	62	3	**65**	**1003**	5495	383	**5878**
8:00 - 9:00	15	3	**18**	1198	73	**1271**	145	1	**146**	**1435**	148	9	**157**	732	24	**756**	84	2	**86**	**999**	5418	402	**5820**
Period End																							
16:00 - 17:00	28	1	**29**	1349	53	**1402**	90	2	**92**	**1523**	190	10	**200**	657	13	**670**	130	5	**135**	**1005**	6164	257	**6421**
16:15 - 17:15	26	1	**27**	1311	48	**1359**	96	1	**97**	**1483**	172	12	**184**	656	9	**665**	135	4	**139**	**988**	6219	233	**6452**
16:30 - 17:30	28	1	**29**	1258	49	**1307**	110	0	**110**	**1446**	169	12	**181**	684	8	**692**	144	4	**148**	**1021**	6244	218	**6462**
16:45 - 17:45	29	1	**30**	1297	41	**1338**	124	0	**124**	**1492**	160	8	**168**	700	9	**709**	151	3	**154**	**1031**	6273	190	**6463**
17:00 - 18:00	29	0	**29**	1370	38	**1408**	114	1	**115**	**1552**	168	6	**174**	698	8	**706**	142	1	**143**	**1023**	6321	179	**6500**
Period End																							

Traffic Information Specialist

Location	-	Duration	14:00 - 15:00
	Broadarrow Road		-
	Bryant Street		-
	Broadarrow Road	Day/Date	Wednesday, 28 October 2020
Suburb	BEVERLY HILLS	Weather	Dry

All Vehicles Time Per 15 Mins	NORTH -										EAST Broadarrow Road											
	L			T			R				L			T			R				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 14:15											49	1	50	61	2	63				113	257	5	262
14:15 - 14:30											52	3	55	65	1	66				121	235	10	245
14:30 - 14:45											69	0	69	74	5	79				148	324	10	334
14:45 - 15:00											77	1	78	80	1	81				159	331	7	338
Period End											247	5	252	280	9	289				541	1147	32	1179

All Vehicles Time Per 15 Mins	SOUTH Bryant Street										WEST Broadarrow Road											
	L			T			R				L			T			R				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 14:15	16	0	16				58	0	58	74				56	1	57	17	1	18	75	257	5	262
14:15 - 14:30	16	2	18				41	0	41	59				46	3	49	15	1	16	65	235	10	245
14:30 - 14:45	32	1	33				56	1	57	90				67	2	69	26	1	27	96	324	10	334
14:45 - 15:00	33	1	34				58	2	60	94				61	1	62	22	1	23	85	331	7	338
Period End	97	4	101				213	3	216	317				230	7	237	80	4	84	321	1147	32	1179

Location	-	Duration	14:00 - 15:00
	Broadarrow Road		-
	Bryant Street		-
	Broadarrow Road	Day/Date	Wednesday, 28 October 2020
Suburb	BEVERLY HILLS	Weather	Dry

All Vehicles Time Per Hour	NORTH -										EAST Broadarrow Road											
	L			T			R				L			T			R				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 15:00											247	5	252	280	9	289				541	1147	32	1179
Period End																							

All Vehicles Time Per Hour	SOUTH Bryant Street										WEST Broadarrow Road											
	L			T			R				L			T			R				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 15:00	97	4	101				213	3	216	317				230	7	237	80	4	84	321	1147	32	1179
Period End																							

Location	-		**Duration**	7:00 - 9:00	
	Broadarrow Road			16:00 - 18:00	
	Bryant Street			-	
	Broadarrow Road		**Day/Date**	Wednesday, 28 October 2020	
Suburb	BEVERLY HILLS		**Weather**	Dry	

All Vehicles	NORTH										EAST											
Time Per 15 Mins	-										*Broadarrow Road*										TOTAL	TOTAL
	L			T			R				L			T			R					
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 7:15											37	1	**38**	26	1	**27**				**65**	190	7	**197**
7:15 - 7:30											40	1	**41**	31	3	**34**				**75**	211	10	**221**
7:30 - 7:45											58	4	**62**	34	3	**37**				**99**	259	13	**272**
7:45 - 8:00											64	2	**66**	34	1	**35**				**101**	320	9	**329**
8:00 - 8:15											88	2	**90**	35	1	**36**				**126**	329	9	**338**
8:15 - 8:30											82	2	**84**	45	2	**47**				**131**	354	8	**362**
8:30 - 8:45											92	0	**92**	64	2	**66**				**158**	354	8	**362**
8:45 - 9:00											82	0	**82**	94	3	**97**				**179**	385	9	**394**
Period End											**543**	**12**	**555**	**363**	**16**	**379**				**934**	**2402**	**73**	**2475**
16:00 - 16:15											75	3	**78**	82	2	**84**				**162**	328	7	**335**
16:15 - 16:30											90	2	**92**	110	3	**113**				**205**	353	6	**359**
16:30 - 16:45											100	0	**100**	86	5	**91**				**191**	324	11	**335**
16:45 - 17:00											100	0	**100**	104	0	**104**				**204**	353	1	**354**
17:00 - 17:15											89	0	**89**	102	2	**104**				**193**	352	4	**356**
17:15 - 17:30											83	0	**83**	104	2	**106**				**189**	351	4	**355**
17:30 - 17:45											129	0	**129**	85	2	**87**				**216**	387	6	**393**
17:45 - 18:00											112	2	**114**	88	0	**88**				**202**	363	3	**366**
Period End											**778**	**7**	**785**	**761**	**16**	**777**				**1562**	**2811**	**42**	**2853**

All Vehicles	SOUTH										WEST											
Time Per 15 Mins	*Bryant Street*										*Broadarrow Road*										TOTAL	TOTAL
	L			T			R				L			T			R					
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 7:15	11	2	**13**				39	0	**39**	**52**				63	2	**65**	14	1	**15**	**80**	190	7	**197**
7:15 - 7:30	18	3	**21**				34	1	**35**	**56**				77	1	**78**	11	1	**12**	**90**	211	10	**221**
7:30 - 7:45	12	2	**14**				71	2	**73**	**87**				73	1	**74**	11	1	**12**	**86**	259	13	**272**
7:45 - 8:00	23	1	**24**				69	0	**69**	**93**				110	2	**112**	20	3	**23**	**135**	320	9	**329**
8:00 - 8:15	24	0	**24**				53	0	**53**	**77**				104	4	**108**	25	2	**27**	**135**	329	9	**338**
8:15 - 8:30	17	1	**18**				78	0	**78**	**96**				103	2	**105**	29	1	**30**	**135**	354	8	**362**
8:30 - 8:45	28	0	**28**				40	0	**40**	**68**				111	5	**116**	19	1	**20**	**136**	354	8	**362**
8:45 - 9:00	33	3	**36**				67	1	**68**	**104**				86	2	**88**	23	0	**23**	**111**	385	9	**394**
Period End	**166**	**12**	**178**				**451**	**4**	**455**	**633**				**727**	**19**	**746**	**152**	**10**	**162**	**908**	**2402**	**73**	**2475**
16:00 - 16:15	31	0	**31**				52	0	**52**	**83**				68	1	**69**	20	1	**21**	**90**	328	7	**335**
16:15 - 16:30	37	1	**38**				53	0	**53**	**91**				47	0	**47**	16	0	**16**	**63**	353	6	**359**
16:30 - 16:45	25	0	**25**				45	1	**46**	**71**				54	4	**58**	14	1	**15**	**73**	324	11	**335**
16:45 - 17:00	26	1	**27**				54	0	**54**	**81**				53	0	**53**	16	0	**16**	**69**	353	1	**354**
17:00 - 17:15	31	0	**31**				51	0	**51**	**82**				63	1	**64**	16	1	**17**	**81**	352	4	**356**
17:15 - 17:30	28	1	**29**				44	0	**44**	**73**				72	1	**73**	20	0	**20**	**93**	351	4	**355**
17:30 - 17:45	30	1	**31**				61	0	**61**	**92**				62	2	**64**	20	1	**21**	**85**	387	6	**393**
17:45 - 18:00	34	1	**35**				60	0	**60**	**95**				56	0	**56**	13	0	**13**	**69**	363	3	**366**
Period End	**242**	**5**	**247**				**420**	**1**	**421**	**668**				**475**	**9**	**484**	**135**	**4**	**139**	**623**	**2811**	**42**	**2853**

Location	-		**Duration**	7:00 - 9:00	
	Broadarrow Road			16:00 - 18:00	
	Bryant Street			-	
	Broadarrow Road		**Day/Date**	Wednesday, 28 October 2020	
Suburb	BEVERLY HILLS		**Weather**	Dry	

All Vehicles	NORTH										EAST											
Time Per Hour	-										*Broadarrow Road*											
	L			T			R				L			T			R				TOTAL	TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 8:00											199	8	**207**	125	8	**133**				**340**	980	39	**1019**
7:15 - 8:15											250	9	**259**	134	8	**142**				**401**	1119	41	**1160**
7:30 - 8:30											292	10	**302**	148	7	**155**				**457**	1262	39	**1301**
8:00 - 9:00											344	4	**348**	238	8	**246**				**594**	1422	34	**1456**
Period End																							
16:00 - 17:00											365	5	**370**	382	10	**392**				**762**	1358	25	**1383**
16:15 - 17:15											379	2	**381**	402	10	**412**				**793**	1382	22	**1404**
16:30 - 17:30											372	0	**372**	396	9	**405**				**777**	1380	20	**1400**
17:00 - 18:00											413	2	**415**	379	6	**385**				**800**	1453	17	**1470**
Period End																							

All Vehicles	SOUTH										WEST											
Time Per Hour	*Bryant Street*										*Broadarrow Road*											
	L			T			R				L			T			R				TOTAL	TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 8:00	64	8	**72**				213	3	**216**	**288**				323	6	**329**	56	6	**62**	**391**	980	39	**1019**
7:15 - 8:15	77	6	**83**				227	3	**230**	**313**				364	8	**372**	67	7	**74**	**446**	1119	41	**1160**
7:30 - 8:30	76	4	**80**				271	2	**273**	**353**				390	9	**399**	85	7	**92**	**491**	1262	39	**1301**
7:45 - 8:45	92	2	**94**				240	0	**240**	**334**				428	13	**441**	93	7	**100**	**541**	1357	34	**1391**
8:00 - 9:00	102	4	**106**				238	1	**239**	**345**				404	13	**417**	96	4	**100**	**517**	1422	34	**1456**
Period End																							
16:00 - 17:00	119	2	**121**				204	1	**205**	**326**				222	5	**227**	66	2	**68**	**295**	1358	25	**1383**
16:15 - 17:15	119	2	**121**				203	1	**204**	**325**				217	5	**222**	62	2	**64**	**286**	1382	22	**1404**
16:30 - 17:30	110	2	**112**				194	1	**195**	**307**				242	6	**248**	66	2	**68**	**316**	1380	20	**1400**
16:45 - 17:45	115	3	**118**				210	0	**210**	**328**				250	4	**254**	72	2	**74**	**328**	1443	15	**1458**
17:00 - 18:00	123	3	**126**				216	0	**216**	**342**				253	4	**257**	69	2	**71**	**328**	1453	17	**1470**
Period End																							

Traffic Information Specialist

Location	Mercury Street	**Duration**	14:00 - 15:00
	Edgbaston Road		-
	Mercury Street		-
	Edgbaston Road	**Day/Date**	Wednesday, 28 October 2020
Suburb	BEVERLY HILLS	**Weather**	Dry

All Vehicles	NORTH WEST													NORTH EAST														
Time Per 15 Mins	*Mercury Street*													*Edgbaston Road*														
	L			T			R			U				L			T			R			U				TOTAL		TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 14:15	9	0	**9**	11	1	**12**	0	0	**0**	0	0	0	**21**	2	1	**3**	15	1	**16**	4	0	**4**	1	0	1	**24**	78	4	**82**
14:15 - 14:30	5	0	**5**	12	0	**12**	2	0	**2**	1	0	1	**20**	1	0	**1**	24	0	**24**	3	0	**3**	0	0	0	**28**	80	3	**83**
14:30 - 14:45	5	0	**5**	7	2	**9**	4	0	**4**	0	0	0	**18**	0	0	**0**	19	2	**21**	6	0	**6**	1	0	1	**28**	85	5	**90**
14:45 - 15:00	7	0	**7**	13	0	**13**	0	0	**0**	0	0	0	**20**	5	0	**5**	27	0	**27**	6	0	**6**	0	0	0	**38**	105	2	**107**
Period End	**26**	**0**	**26**	**43**	**3**	**46**	**6**	**0**	**6**	**1**	**0**	**1**	**79**	**8**	**1**	**9**	**85**	**3**	**88**	**19**	**0**	**19**	**2**	**0**	**2**	**118**	**348**	**14**	**362**

All Vehicles	SOUTH EAST													SOUTH WEST														
Time Per 15 Mins	*Mercury Street*													*Edgbaston Road*														
	L			T			R			U				L			T			R			U				TOTAL		TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 14:15	3	0	**3**	13	0	**13**	2	0	**2**	0	0	**0**	**18**	5	0	**5**	13	0	**13**	0	1	**1**	0	0	**0**	**19**	78	4	**82**
14:15 - 14:30	5	1	**6**	7	2	**9**	0	0	**0**	0	0	**0**	**15**	4	0	**4**	15	0	**15**	1	0	**1**	0	0	**0**	**20**	80	3	**83**
14:30 - 14:45	5	1	**6**	10	0	**10**	1	0	**1**	0	0	**0**	**17**	2	0	**2**	22	0	**22**	3	0	**3**	0	0	**0**	**27**	85	5	**90**
14:45 - 15:00	2	1	**3**	13	0	**13**	2	0	**2**	0	0	**0**	**18**	0	0	**0**	27	0	**27**	3	1	**4**	0	0	**0**	**31**	105	2	**107**
Period End	**15**	**3**	**18**	**43**	**2**	**45**	**5**	**0**	**5**	**0**	**0**	**0**	**68**	**11**	**0**	**11**	**77**	**0**	**77**	**7**	**2**	**9**	**0**	**0**	**0**	**97**	**348**	**14**	**362**

Location	Mercury Street	Duration	14:00 - 15:00
	Edgbaston Road		-
	Mercury Street		-
	Edgbaston Road	Day/Date	Wednesday, 28 October 2020
Suburb	BEVERLY HILLS	Weather	Dry

All Vehicles	NORTH WEST													NORTH EAST														
Time Per Hour	*Mercury Street*													*Edgbaston Road*														
	L			T			R			U				L			T			R			U					
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	TOTAL LIGHT	TOTAL HEAVY	TOTAL
14:00 - 15:00	26	0	**26**	43	3	**46**	6	0	**6**	1	0	**1**	**79**	8	1	**9**	85	3	**88**	19	0	**19**	2	0	**2**	**118**	348	14	**362**
Period End																													

All Vehicles	SOUTH EAST													SOUTH WEST														
Time Per Hour	*Mercury Street*													*Edgbaston Road*														
	L			T			R			U				L			T			R			U					
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	TOTAL LIGHT	TOTAL HEAVY	TOTAL
14:00 - 15:00	15	3	**18**	43	2	**45**	5	0	**5**	0	0	**0**	**68**	11	0	**11**	77	0	**77**	7	2	**9**	0	0	**0**	**97**	348	14	**362**
Period End																													

Location	Mercury Street		Duration	7:00 - 9:00	
	Edgbaston Road			16:00 - 18:00	
	Mercury Street			-	
	Edgbaston Road		Day/Date	Wednesday, 28 October 2020	
Suburb	BEVERLY HILLS		Weather	Dry	

All Vehicles	NORTH WEST													NORTH EAST													TOTAL	
Time Per 15 Mins	Mercury Street													Edgbaston Road														
	L			T			R			U				L			T			R			U					
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
7:00 - 7:15	6	2	**8**	4	0	**4**	1	0	**1**	0	1	1	**14**	2	0	**2**	5	1	**6**	3	0	**3**	1	1	2	**13**	45	10	**55**
7:15 - 7:30	10	0	**10**	4	0	**4**	0	0	**0**	0	0	0	**14**	0	1	**1**	5	0	**5**	1	0	**1**	0	0	0	**7**	57	2	**59**
7:30 - 7:45	9	0	**9**	5	1	**6**	0	0	**0**	0	0	0	**15**	2	0	**2**	9	0	**9**	6	0	**6**	0	0	0	**17**	86	2	**88**
7:45 - 8:00	14	0	**14**	11	0	**11**	1	0	**1**	0	0	0	**26**	4	0	**4**	14	0	**14**	7	0	**7**	0	0	0	**25**	137	4	**141**
8:00 - 8:15	18	0	**18**	4	0	**4**	1	0	**1**	0	0	0	**23**	1	0	**1**	23	0	**23**	15	0	**15**	0	0	0	**39**	148	1	**149**
8:15 - 8:30	11	1	**12**	10	0	**10**	0	0	**0**	0	0	0	**22**	3	0	**3**	15	0	**15**	11	0	**11**	0	0	0	**29**	129	3	**132**
8:30 - 8:45	12	0	**12**	8	0	**8**	0	0	**0**	0	0	0	**20**	3	1	**4**	34	0	**34**	9	0	**9**	0	0	0	**47**	155	2	**157**
8:45 - 9:00	15	0	**15**	15	1	**16**	2	0	**2**	0	0	0	**33**	2	0	**2**	28	0	**28**	14	0	**14**	0	0	0	**44**	132	4	**136**
Period End	**95**	**3**	**98**	**61**	**2**	**63**	**5**	**0**	**5**	**0**	**1**	**1**	**167**	**17**	**2**	**19**	**133**	**1**	**134**	**66**	**0**	**66**	**1**	**1**	**2**	**221**	**889**	**28**	**917**
16:00 - 16:15	2	0	**2**	13	0	**13**	2	0	**2**	0	0	0	**17**	5	0	**5**	24	0	**24**	8	0	**8**	1	0	1	**38**	83	1	**84**
16:15 - 16:30	5	0	**5**	20	0	**20**	0	0	**0**	0	0	0	**25**	2	0	**2**	30	0	**30**	5	1	**6**	0	0	0	**38**	100	1	**101**
16:30 - 16:45	7	0	**7**	10	1	**11**	3	0	**3**	1	0	1	**22**	5	0	**5**	36	0	**36**	6	1	**7**	1	0	1	**49**	110	4	**114**
16:45 - 17:00	11	0	**11**	16	0	**16**	0	0	**0**	1	0	1	**28**	6	0	**6**	32	0	**32**	7	0	**7**	1	0	1	**46**	110	1	**111**
17:00 - 17:15	7	0	**7**	17	0	**17**	3	0	**3**	0	0	0	**27**	6	0	**6**	31	1	**32**	12	0	**12**	0	0	0	**50**	115	2	**117**
17:15 - 17:30	11	0	**11**	19	0	**19**	2	0	**2**	0	0	0	**32**	9	1	**10**	36	0	**36**	8	0	**8**	1	0	1	**55**	119	5	**124**
17:30 - 17:45	7	0	**7**	14	0	**14**	3	0	**3**	0	0	0	**24**	3	0	**3**	39	0	**39**	4	0	**4**	0	0	0	**46**	115	1	**116**
17:45 - 18:00	10	0	**10**	14	0	**14**	1	0	**1**	2	0	2	**27**	9	1	**10**	29	0	**29**	5	0	**5**	0	0	0	**44**	104	2	**106**
Period End	**60**	**0**	**60**	**123**	**1**	**124**	**14**	**0**	**14**	**4**	**0**	**4**	**202**	**45**	**2**	**47**	**257**	**1**	**258**	**55**	**2**	**57**	**4**	**0**	**4**	**366**	**856**	**17**	**873**

All Vehicles	SOUTH EAST													SOUTH WEST													TOTAL	
Time Per 15 Mins	Mercury Street													Edgbaston Road														
	L			T			R			U				L			T			R			U					
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
7:00 - 7:15	1	0	**1**	7	2	**9**	1	0	**1**	0	1	1	**12**	2	0	**2**	12	1	**13**	0	1	**1**	0	0	0	**16**	45	10	**55**
7:15 - 7:30	3	1	**4**	9	0	**9**	6	0	**6**	0	0	0	**19**	3	0	**3**	15	0	**15**	1	0	**1**	0	0	0	**19**	57	2	**59**
7:30 - 7:45	6	0	**6**	6	0	**6**	18	0	**18**	0	0	0	**30**	2	0	**2**	21	1	**22**	2	0	**2**	0	0	0	**26**	86	2	**88**
7:45 - 8:00	2	2	**4**	18	0	**18**	14	1	**15**	0	0	0	**37**	0	0	**0**	51	0	**51**	1	1	**2**	0	0	0	**53**	137	4	**141**
8:00 - 8:15	0	0	**0**	19	0	**19**	19	0	**19**	0	0	0	**38**	3	0	**3**	43	0	**43**	2	1	**3**	0	0	0	**49**	148	1	**149**
8:15 - 8:30	2	1	**3**	16	0	**16**	11	0	**11**	0	0	0	**30**	1	0	**1**	48	0	**48**	1	1	**2**	0	0	0	**51**	129	3	**132**
8:30 - 8:45	5	0	**5**	25	1	**26**	20	0	**20**	0	0	0	**51**	3	0	**3**	35	0	**35**	1	0	**1**	0	0	0	**39**	155	2	**157**
8:45 - 9:00	2	1	**3**	18	1	**19**	7	0	**7**	0	0	0	**29**	3	0	**3**	24	0	**24**	2	1	**3**	0	0	0	**30**	132	4	**136**
Period End	**21**	**5**	**26**	**118**	**4**	**122**	**96**	**1**	**97**	**0**	**1**	**1**	**246**	**17**	**0**	**17**	**249**	**2**	**251**	**10**	**5**	**15**	**0**	**0**	**0**	**283**	**889**	**28**	**917**
16:00 - 16:15	3	0	**3**	14	0	**14**	1	0	**1**	0	0	**0**	**18**	0	0	**0**	10	0	**10**	0	1	**1**	0	0	**0**	**11**	83	1	**84**
16:15 - 16:30	6	0	**6**	14	0	**14**	0	0	**0**	0	0	**0**	**20**	1	0	**1**	14	0	**14**	3	0	**3**	0	0	**0**	**18**	100	1	**101**
16:30 - 16:45	7	1	**8**	14	0	**14**	0	0	**0**	0	0	**0**	**22**	0	0	**0**	18	0	**18**	2	1	**3**	0	0	**0**	**21**	110	4	**114**
16:45 - 17:00	5	0	**5**	13	0	**13**	1	0	**1**	0	0	**0**	**19**	2	0	**2**	14	0	**14**	1	1	**2**	0	0	**0**	**18**	110	1	**111**
17:00 - 17:15	4	1	**5**	13	0	**13**	5	0	**5**	0	0	**0**	**23**	0	0	**0**	16	0	**16**	0	0	**0**	1	0	**1**	**17**	115	2	**117**
17:15 - 17:30	1	3	**4**	13	0	**13**	1	0	**1**	0	0	**0**	**18**	0	0	**0**	13	0	**13**	5	1	**6**	0	0	**0**	**19**	119	5	**124**
17:30 - 17:45	11	0	**11**	9	0	**9**	2	0	**2**	1	0	**1**	**23**	0	0	**0**	20	0	**20**	2	1	**3**	0	0	**0**	**23**	115	1	**116**
17:45 - 18:00	5	1	**6**	5	0	**5**	3	0	**3**	0	0	**0**	**14**	2	0	**2**	17	0	**17**	2	0	**2**	0	0	**0**	**21**	104	2	**106**
Period End	**42**	**6**	**48**	**95**	**0**	**95**	**13**	**0**	**13**	**1**	**0**	**1**	**157**	**5**	**0**	**5**	**122**	**0**	**122**	**15**	**5**	**20**	**1**	**0**	**1**	**148**	**856**	**17**	**873**

Location	Mercury Street	Duration	7:00 - 9:00
	Edgbaston Road		16:00 - 18:00
	Mercury Street		-
	Edgbaston Road	Day/Date	Wednesday, 28 October 2020
Suburb	BEVERLY HILLS	Weather	Dry

All Vehicles	NORTH WEST													NORTH EAST												TOTAL		
Time Per Hour	Mercury Street													Edgbaston Road														
	L			T			R			U				L			T			R			U					
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
7:00 - 8:00	39	2	41	24	1	25	2	0	2	0	1	1	69	8	1	9	33	1	34	17	0	17	1	1	2	62	325	18	343
7:15 - 8:15	51	0	51	24	1	25	2	0	2	0	0	0	78	7	1	8	51	0	51	29	0	29	0	0	0	88	428	9	437
7:30 - 8:30	52	1	53	30	1	31	2	0	2	0	0	0	86	10	0	10	61	0	61	39	0	39	0	0	0	110	500	10	510
7:45 - 8:45	55	1	56	33	0	33	2	0	2	0	0	0	91	11	1	12	86	0	86	42	0	42	0	0	0	140	569	10	579
8:00 - 9:00	56	1	57	37	1	38	3	0	3	0	0	0	98	9	1	10	100	0	100	49	0	49	0	0	0	159	564	10	574
Period End																													
16:00 - 17:00	25	0	25	59	1	60	5	0	5	2	0	2	92	18	0	18	122	0	122	26	2	28	3	0	3	171	403	7	410
16:15 - 17:15	30	0	30	63	1	64	6	0	6	2	0	2	102	19	0	19	129	1	130	30	2	32	2	0	2	183	435	8	443
16:30 - 17:30	36	0	36	62	1	63	8	0	8	2	0	2	109	26	1	27	135	1	136	33	1	34	3	0	3	200	454	12	466
16:45 - 17:45	36	0	36	66	0	66	8	0	8	1	0	1	111	24	1	25	138	1	139	31	0	31	2	0	2	197	459	9	468
17:00 - 18:00	35	0	35	64	0	64	9	0	9	2	0	2	110	27	2	29	135	1	136	29	0	29	1	0	1	195	453	10	463
Period End																													

All Vehicles	SOUTH EAST													SOUTH WEST												TOTAL		
Time Per Hour	Mercury Street													Edgbaston Road														
	L			T			R			U				L			T			R			U					
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
7:00 - 8:00	12	3	15	40	2	42	39	1	40	0	1	1	98	7	0	7	99	2	101	4	2	6	0	0	0	114	325	18	343
7:15 - 8:15	11	3	14	52	0	52	57	1	58	0	0	0	124	8	0	8	130	1	131	6	2	8	0	0	0	147	428	9	437
7:30 - 8:30	10	3	13	59	0	59	62	1	63	0	0	0	135	6	0	6	163	1	164	6	3	9	0	0	0	179	500	10	510
7:45 - 8:45	9	3	12	78	1	79	64	1	65	0	0	0	156	7	0	7	177	0	177	5	3	8	0	0	0	192	569	10	579
8:00 - 9:00	9	2	11	78	2	80	57	0	57	0	0	0	148	10	0	10	150	0	150	6	3	9	0	0	0	169	564	10	574
Period End																													
16:00 - 17:00	21	1	22	55	0	55	2	0	2	0	0	0	79	3	0	3	56	0	56	6	3	9	0	0	0	68	403	7	410
16:15 - 17:15	22	2	24	54	0	54	6	0	6	0	0	0	84	3	0	3	62	0	62	6	2	8	1	0	1	74	435	8	443
16:30 - 17:30	17	5	22	53	0	53	7	0	7	0	0	0	82	2	0	2	61	0	61	8	3	11	1	0	1	75	454	12	466
16:45 - 17:45	21	4	25	48	0	48	9	0	9	1	0	1	83	2	0	2	63	0	63	8	3	11	1	0	1	77	459	9	468
17:00 - 18:00	21	5	26	40	0	40	11	0	11	1	0	1	78	2	0	2	66	0	66	9	2	11	1	0	1	80	453	10	463
Period End																													

Location	Penshurst Street	Duration	14:00 - 15:00
	Edgbaston Road		-
	Penshurst Street		-
	Edgbaston Road	Day/Date	Wednesday, 28 October 2020
Suburb	BEVERLY HILLS	Weather	Dry

All Vehicles	NORTH WEST													NORTH EAST														
Time Per 15 Mins	*Penshurst Street*													*Edgbaston Road*														
	L			T			R			U				L			T			R			U					TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 14:15	17	0	**17**	48	2	**50**	1	0	**1**	1	0	1	**69**	10	0	**10**	12	1	**13**	10	0	**10**	2	0	2	**35**	211	6	**217**
14:15 - 14:30	14	2	**16**	43	1	**44**	0	0	**0**	0	0	0	**60**	15	1	**16**	17	0	**17**	13	0	**13**	1	0	1	**47**	189	6	**195**
14:30 - 14:45	26	0	**26**	68	1	**69**	0	0	**0**	0	0	0	**95**	14	0	**14**	13	2	**15**	8	0	**8**	0	0	0	**37**	257	5	**262**
14:45 - 15:00	21	0	**21**	65	1	**66**	5	0	**5**	1	0	1	**93**	15	0	**15**	21	0	**21**	12	0	**12**	0	0	0	**48**	273	5	**278**
Period End	**78**	**2**	**80**	**224**	**5**	**229**	**6**	**0**	**6**	**2**	**0**	**2**	**317**	**54**	**1**	**55**	**63**	**3**	**66**	**43**	**0**	**43**	**3**	**0**	**3**	**167**	**930**	**22**	**952**

All Vehicles	SOUTH EAST													SOUTH WEST														
Time Per 15 Mins	*Penshurst Street*													*Edgbaston Road*														
	L			T			R			U				L			T			R			U					TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 14:15	10	1	**11**	62	0	**62**	14	2	**16**	0	0	**0**	**89**	2	0	**2**	11	0	**11**	11	0	**11**	0	0	**0**	**24**	211	6	**217**
14:15 - 14:30	11	0	**11**	45	2	**47**	10	0	**10**	1	0	**1**	**69**	0	0	**0**	5	0	**5**	14	0	**14**	0	0	**0**	**19**	189	6	**195**
14:30 - 14:45	14	0	**14**	79	2	**81**	7	0	**7**	0	0	**0**	**102**	0	0	**0**	14	0	**14**	14	0	**14**	0	0	**0**	**28**	257	5	**262**
14:45 - 15:00	13	0	**13**	70	3	**73**	9	1	**10**	0	0	**0**	**96**	3	0	**3**	21	0	**21**	17	0	**17**	0	0	**0**	**41**	273	5	**278**
Period End	**48**	**1**	**49**	**256**	**7**	**263**	**40**	**3**	**43**	**1**	**0**	**1**	**356**	**5**	**0**	**5**	**51**	**0**	**51**	**56**	**0**	**56**	**0**	**0**	**0**	**112**	**930**	**22**	**952**

Location	Penshurst Street	Duration	14:00 - 15:00
	Edgbaston Road		-
	Penshurst Street		-
	Edgbaston Road	Day/Date	Wednesday, 28 October 2020
Suburb	BEVERLY HILLS	Weather	Dry

All Vehicles	NORTH WEST													NORTH EAST													
Time Per Hour	Penshurst Street													Edgbaston Road													
	L			T			R			U				L			T			R			U				
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	TOTAL LIGHT	TOTAL HEAVY	TOTAL
14:00 - 15:00	78	2	**80**	224	5	**229**	6	0	**6**	2	0	**2**	**317**	54	1	**55**	63	3	**66**	43	0	**43**	3	0	**3**	**167**	930	22	**952**
Period End																													

All Vehicles	SOUTH EAST													SOUTH WEST													
Time Per Hour	Penshurst Street													Edgbaston Road													
	L			T			R			U				L			T			R			U				
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	TOTAL LIGHT	TOTAL HEAVY	TOTAL
14:00 - 15:00	48	1	**49**	256	7	**263**	40	3	**43**	1	0	**1**	**356**	5	0	**5**	51	0	**51**	56	0	**56**	0	0	**0**	**112**	930	22	**952**
Period End																													

Location	Penshurst Street		Duration	7:00 - 9:00	
	Edgbaston Road			16:00 - 18:00	
	Penshurst Street			-	
	Edgbaston Road		Day/Date	Wednesday, 28 October 2020	
Suburb	BEVERLY HILLS		Weather	Dry	

All Vehicles	NORTH WEST													NORTH EAST													
Time Per 15 Mins	Penshurst Street													Edgbaston Road													
	L			T			R			U				L			T			R			U				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
7:00 - 7:15	13	0	13	39	2	41	1	0	1	0	0	0	55	10	1	11	3	0	3	2	1	3	0	0	0	17	148	7	155
7:15 - 7:30	6	0	6	39	2	41	0	0	0	0	0	0	47	6	0	6	6	1	7	1	0	1	0	0	0	14	149	6	155
7:30 - 7:45	16	0	16	60	4	64	0	0	0	0	0	0	80	9	1	10	11	0	11	11	0	11	0	0	0	32	276	11	287
7:45 - 8:00	15	2	17	70	3	73	2	0	2	1	0	1	93	13	0	13	16	0	16	4	0	4	1	0	1	34	319	6	325
8:00 - 8:15	23	2	25	84	1	85	1	0	1	2	0	2	113	11	1	12	14	0	14	4	0	4	0	0	0	30	345	5	350
8:15 - 8:30	32	0	32	76	3	79	1	0	1	0	0	0	112	6	2	8	9	0	9	7	0	7	0	0	0	24	324	8	332
8:30 - 8:45	29	0	29	77	1	78	6	0	6	0	0	0	113	13	0	13	14	1	15	12	0	12	0	0	0	40	336	2	338
8:45 - 9:00	27	0	27	71	0	71	2	0	2	3	0	3	103	3	1	4	18	0	18	9	0	9	0	0	0	31	316	5	321
Period End	161	4	165	516	16	532	13	0	13	6	0	6	716	71	6	77	91	2	93	50	1	51	1	0	1	222	2213	50	2263
16:00 - 16:15	19	0	19	75	5	80	2	0	2	0	0	0	101	17	0	17	21	0	21	11	0	11	0	0	0	49	257	6	263
16:15 - 16:30	17	0	17	84	2	86	2	0	2	2	0	2	107	18	0	18	20	1	21	14	0	14	1	0	1	54	274	4	278
16:30 - 16:45	25	0	25	79	1	80	2	0	2	2	0	2	109	27	0	27	22	0	22	12	0	12	0	0	0	61	305	4	309
16:45 - 17:00	20	0	20	93	0	93	1	0	1	1	0	1	115	18	0	18	25	0	25	11	0	11	1	0	1	55	293	1	294
17:00 - 17:15	23	0	23	77	1	78	3	0	3	0	0	0	104	34	0	34	29	0	29	11	0	11	0	0	0	74	301	2	303
17:15 - 17:30	16	0	16	78	0	78	3	1	4	0	0	0	98	26	0	26	32	0	32	7	0	7	0	0	0	65	289	2	291
17:30 - 17:45	27	0	27	113	1	114	4	0	4	0	0	0	145	12	0	12	24	0	24	9	0	9	0	0	0	45	319	2	321
17:45 - 18:00	26	0	26	91	2	93	1	0	1	1	0	1	121	12	0	12	30	1	31	15	0	15	0	0	0	58	310	5	315
Period End	173	0	173	690	12	702	18	1	19	6	0	6	900	164	0	164	203	2	205	90	0	90	2	0	2	461	2348	26	2374

All Vehicles	SOUTH EAST													SOUTH WEST													
Time Per 15 Mins	Penshurst Street													Edgbaston Road													
	L			T			R			U				L			T			R			U				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
7:00 - 7:15	7	0	7	38	0	38	13	0	13	0	0	0	58	3	1	4	12	0	12	7	0	7	0	2	2	25	148	7	155
7:15 - 7:30	1	0	1	52	2	54	10	0	10	0	0	0	65	1	1	2	16	0	16	11	0	11	0	0	0	29	149	6	155
7:30 - 7:45	5	0	5	82	4	86	33	1	34	0	0	0	125	0	0	0	36	1	37	13	0	13	0	0	0	50	276	11	287
7:45 - 8:00	10	0	10	71	1	72	37	0	37	1	0	1	120	1	0	1	52	0	52	25	0	25	0	0	0	78	319	6	325
8:00 - 8:15	21	0	21	74	0	74	25	0	25	0	0	0	120	1	0	1	52	1	53	33	0	33	0	0	0	87	345	5	350
8:15 - 8:30	20	0	20	73	1	74	28	1	29	0	0	0	123	6	0	6	44	0	44	22	1	23	0	0	0	73	324	8	332
8:30 - 8:45	27	0	27	68	0	68	19	0	19	1	0	1	115	4	0	4	50	0	50	16	0	16	0	0	0	70	336	2	338
8:45 - 9:00	24	0	24	84	4	88	24	0	24	2	0	2	138	3	0	3	23	0	23	23	0	23	0	0	0	49	316	5	321
Period End	115	0	115	542	12	554	189	2	191	4	0	4	864	19	2	21	285	2	287	150	1	151	0	2	2	461	2213	50	2263
16:00 - 16:15	15	0	15	73	1	74	7	0	7	0	0	0	96	0	0	0	8	0	8	9	0	9	0	0	0	17	257	6	263
16:15 - 16:30	17	0	17	71	1	72	8	0	8	0	0	0	97	0	0	0	9	0	9	11	0	11	0	0	0	20	274	4	278
16:30 - 16:45	26	1	27	67	1	68	18	1	19	0	0	0	114	0	0	0	11	0	11	13	0	13	1	0	1	25	305	4	309
16:45 - 17:00	21	0	21	67	1	68	8	0	8	0	0	0	97	1	0	1	14	0	14	12	0	12	0	0	0	27	293	1	294
17:00 - 17:15	18	1	19	66	0	66	13	0	13	0	0	0	98	1	0	1	12	0	12	14	0	14	0	0	0	27	301	2	303
17:15 - 17:30	18	0	18	70	1	71	9	0	9	0	0	0	98	3	0	3	11	0	11	16	0	16	0	0	0	30	289	2	291
17:30 - 17:45	19	0	19	72	1	73	11	0	11	0	0	0	103	1	0	1	13	0	13	14	0	14	0	0	0	28	319	2	321
17:45 - 18:00	15	0	15	80	2	82	9	0	9	1	0	1	107	1	0	1	7	0	7	21	0	21	0	0	0	29	310	5	315
Period End	149	2	151	566	8	574	83	1	84	1	0	1	810	7	0	7	85	0	85	110	0	110	1	0	1	203	2348	26	2374

Location	Penshurst Street		Duration	7:00 - 9:00	
	Edgbaston Road			16:00 - 18:00	
	Penshurst Street			-	
	Edgbaston Road		Day/Date	Wednesday, 28 October 2020	
Suburb	BEVERLY HILLS		Weather	Dry	

All Vehicles	NORTH WEST													NORTH EAST													
Time Per Hour	Penshurst Street													Edgbaston Road													
	L			T			R			U				L			T			R			U				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
7:00 - 8:00	50	2	**52**	208	11	**219**	3	0	**3**	1	0	**1**	**275**	38	2	**40**	36	1	**37**	18	1	**19**	1	0	**1**	**97**	892	30	**922**
7:15 - 8:15	60	4	**64**	253	10	**263**	3	0	**3**	3	0	**3**	**333**	39	2	**41**	47	1	**48**	20	0	**20**	1	0	**1**	**110**	1089	28	**1117**
7:30 - 8:30	86	4	**90**	290	11	**301**	4	0	**4**	3	0	**3**	**398**	39	4	**43**	50	0	**50**	26	0	**26**	1	0	**1**	**120**	1264	30	**1294**
7:45 - 8:45	99	4	**103**	307	8	**315**	10	0	**10**	3	0	**3**	**431**	43	3	**46**	53	1	**54**	27	0	**27**	1	0	**1**	**128**	1324	21	**1345**
8:00 - 9:00	111	2	**113**	308	5	**313**	10	0	**10**	5	0	**5**	**441**	33	4	**37**	55	1	**56**	32	0	**32**	0	0	**0**	**125**	1321	20	**1341**
Period End																													
16:00 - 17:00	81	0	**81**	331	8	**339**	7	0	**7**	5	0	**5**	**432**	80	0	**80**	88	1	**89**	48	0	**48**	2	0	**2**	**219**	1129	15	**1144**
16:15 - 17:15	85	0	**85**	333	4	**337**	8	0	**8**	5	0	**5**	**435**	97	0	**97**	96	1	**97**	48	0	**48**	2	0	**2**	**244**	1173	11	**1184**
16:30 - 17:30	84	0	**84**	327	2	**329**	9	1	**10**	3	0	**3**	**426**	105	0	**105**	108	0	**108**	41	0	**41**	1	0	**1**	**255**	1188	9	**1197**
16:45 - 17:45	86	0	**86**	361	2	**363**	11	1	**12**	1	0	**1**	**462**	90	0	**90**	110	0	**110**	38	0	**38**	1	0	**1**	**239**	1202	7	**1209**
17:00 - 18:00	92	0	**92**	359	4	**363**	11	1	**12**	1	0	**1**	**468**	84	0	**84**	115	1	**116**	42	0	**42**	0	0	**0**	**242**	1219	11	**1230**
Period End																													

All Vehicles	SOUTH EAST													SOUTH WEST													
Time Per Hour	Penshurst Street													Edgbaston Road													
	L			T			R			U				L			T			R			U				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
7:00 - 8:00	23	0	**23**	243	7	**250**	93	1	**94**	1	0	**1**	**368**	5	2	**7**	116	1	**117**	56	0	**56**	0	2	**2**	**182**	892	30	**922**
7:15 - 8:15	37	0	**37**	279	7	**286**	105	1	**106**	1	0	**1**	**430**	3	1	**4**	156	2	**158**	82	0	**82**	0	0	**0**	**244**	1089	28	**1117**
7:30 - 8:30	56	0	**56**	300	6	**306**	123	2	**125**	1	0	**1**	**488**	8	0	**8**	184	2	**186**	93	1	**94**	0	0	**0**	**288**	1264	30	**1294**
7:45 - 8:45	78	0	**78**	286	2	**288**	109	1	**110**	2	0	**2**	**478**	12	0	**12**	198	1	**199**	96	1	**97**	0	0	**0**	**308**	1324	21	**1345**
8:00 - 9:00	92	0	**92**	299	5	**304**	96	1	**97**	3	0	**3**	**496**	14	0	**14**	169	1	**170**	94	1	**95**	0	0	**0**	**279**	1321	20	**1341**
Period End																													
16:00 - 17:00	79	1	**80**	278	4	**282**	41	1	**42**	0	0	**0**	**404**	1	0	**1**	42	0	**42**	45	0	**45**	1	0	**1**	**89**	1129	15	**1144**
16:15 - 17:15	82	2	**84**	271	3	**274**	47	1	**48**	0	0	**0**	**406**	2	0	**2**	46	0	**46**	50	0	**50**	1	0	**1**	**99**	1173	11	**1184**
16:30 - 17:30	83	2	**85**	270	3	**273**	48	1	**49**	0	0	**0**	**407**	5	0	**5**	48	0	**48**	55	0	**55**	1	0	**1**	**109**	1188	9	**1197**
16:45 - 17:45	76	1	**77**	275	3	**278**	41	0	**41**	0	0	**0**	**396**	6	0	**6**	50	0	**50**	56	0	**56**	0	0	**0**	**112**	1202	7	**1209**
17:00 - 18:00	70	1	**71**	288	4	**292**	42	0	**42**	1	0	**1**	**406**	6	0	**6**	43	0	**43**	65	0	**65**	0	0	**0**	**114**	1219	11	**1230**
Period End																													

Location	Mercury Street	**Duration**	14:00 - 15:00
	-		-
	Mercury Street		-
	Belfour Road	**Day/Date**	Thursday, 17 September 2020
Suburb	NARWEE	**Weather**	Dry

All Vehicles	NORTH WEST										EAST										TOTAL		
Time Per 15 Mins	Mercury Street										-												
	L			T			R				L			T			R				TOTAL		TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 14:15				12	0	**12**	0	0	**0**	**12**											29	0	**29**
14:15 - 14:30				13	0	**13**	5	0	**5**	**18**											41	0	**41**
14:30 - 14:45				11	0	**11**	2	1	**3**	**14**											39	1	**40**
14:45 - 15:00				20	0	**20**	2	0	**2**	**22**											48	0	**48**
Period End				**56**	**0**	**56**	**9**	**1**	**10**	**66**											**157**	**1**	**158**

All Vehicles	SOUTH EAST										SOUTH WEST										TOTAL		
Time Per 15 Mins	Mercury Street										Belfour Road												
	L			T			R				L			T			R				TOTAL		TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 14:15	2	0	**2**	12	0	**12**				**14**	2	0	**2**				1	0	**1**	**3**	29	0	**29**
14:15 - 14:30	1	0	**1**	18	0	**18**				**19**	0	0	**0**				4	0	**4**	**4**	41	0	**41**
14:30 - 14:45	3	0	**3**	18	0	**18**				**21**	3	0	**3**				2	0	**2**	**5**	39	1	**40**
14:45 - 15:00	2	0	**2**	17	0	**17**				**19**	2	0	**2**				5	0	**5**	**7**	48	0	**48**
Period End	**8**	**0**	**8**	**65**	**0**	**65**				**73**	**7**	**0**	**7**				**12**	**0**	**12**	**19**	**157**	**1**	**158**

Location	**Mercury Street**	**Duration**	**14:00 - 15:00**
	-		**-**
	Mercury Street		**-**
	Belfour Road	**Day/Date**	**Thursday, 17 September 2020**
Suburb	**NARWEE**	**Weather**	**Dry**

All Vehicles	**NORTH WEST**										**EAST**											
Time Per Hour	***Mercury Street***										**-**											
	L			**T**			**R**				**L**			**T**			**R**				**TOTAL**	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	**TOTAL**
14:00 - 15:00				56	0	**56**	9	1	**10**	**66**											157	1	**158**
Period End																							

All Vehicles	**SOUTH EAST**										**SOUTH WEST**											
Time Per Hour	***Mercury Street***										***Belfour Road***											
	L			**T**			**R**				**L**			**T**			**R**				**TOTAL**	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	**TOTAL**
14:00 - 15:00	8	0	**8**	65	0	**65**				**73**	7	0	**7**				12	0	**12**	**19**	157	1	**158**
Period End																							

Location	Mercury Street	**Duration**	7:00 - 9:00
	-		16:00 - 18:00
	Belfour Road		-
	Mercury Street	**Day/Date**	Thursday, 17 September 2020
Suburb	NARWEE	**Weather**	Dry

All Vehicles Time Per 15 Mins		NORTH WEST *Mercury Street*									EAST -										TOTAL		TOTAL
		L			T			R			L			T			R						
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 7:15					3	1	**4**	0	0	**0**	**4**											19	1	**20**
7:15 - 7:30					7	0	**7**	3	0	**3**	**10**											35	1	**36**
7:30 - 7:45					6	0	**6**	1	0	**1**	**7**											35	0	**35**
7:45 - 8:00					7	0	**7**	2	0	**2**	**9**											39	2	**41**
8:00 - 8:15					10	1	**11**	4	0	**4**	**15**											53	1	**54**
8:15 - 8:30					14	0	**14**	5	0	**5**	**19**											59	0	**59**
8:30 - 8:45					14	1	**15**	4	0	**4**	**19**											53	3	**56**
8:45 - 9:00					19	0	**19**	1	0	**1**	**20**											59	0	**59**
Period End					**80**	**3**	**83**	**20**	**0**	**20**	**103**											**352**	**8**	**360**
16:00 - 16:15					23	0	**23**	6	0	**6**	**29**											60	0	**60**
16:15 - 16:30					18	0	**18**	3	0	**3**	**21**											52	0	**52**
16:30 - 16:45					16	0	**16**	4	0	**4**	**20**											48	2	**50**
16:45 - 17:00					25	0	**25**	6	0	**6**	**31**											63	0	**63**
17:00 - 17:15					16	0	**16**	2	0	**2**	**18**											46	0	**46**
17:15 - 17:30					30	0	**30**	2	0	**2**	**32**											71	0	**71**
17:30 - 17:45					22	0	**22**	3	0	**3**	**25**											46	0	**46**
17:45 - 18:00					15	0	**15**	2	0	**2**	**17**											46	0	**46**
Period End					**165**	**0**	**165**	**28**	**0**	**28**	**193**											**432**	**2**	**434**

All Vehicles Time Per 15 Mins		SOUTH EAST *Belfour Road*									SOUTH WEST *Mercury Street*										TOTAL		TOTAL
		L			T			R			L			T			R						
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 7:15		0	0	**0**	11	0	**11**				**11**	3	0	**3**				2	0	**2**	**5**	19	1	**20**
7:15 - 7:30		2	0	**2**	17	0	**17**				**19**	3	0	**3**				3	1	**4**	**7**	35	1	**36**
7:30 - 7:45		1	0	**1**	20	0	**20**				**21**	5	0	**5**				2	0	**2**	**7**	35	0	**35**
7:45 - 8:00		2	0	**2**	18	1	**19**				**21**	4	0	**4**				6	1	**7**	**11**	39	2	**41**
8:00 - 8:15		5	0	**5**	27	0	**27**				**32**	4	0	**4**				3	0	**3**	**7**	53	1	**54**
8:15 - 8:30		4	0	**4**	28	0	**28**				**32**	4	0	**4**				4	0	**4**	**8**	59	0	**59**
8:30 - 8:45		5	0	**5**	23	0	**23**				**28**	2	0	**2**				5	2	**7**	**9**	53	3	**56**
8:45 - 9:00		0	0	**0**	20	0	**20**				**20**	13	0	**13**				6	0	**6**	**19**	59	0	**59**
Period End		**19**	**0**	**19**	**164**	**1**	**165**				**184**	**38**	**0**	**38**				**31**	**4**	**35**	**73**	**352**	**8**	**360**
16:00 - 16:15		3	0	**3**	22	0	**22**				**25**	3	0	**3**				3	0	**3**	**6**	60	0	**60**
16:15 - 16:30		4	0	**4**	16	0	**16**				**20**	7	0	**7**				4	0	**4**	**11**	52	0	**52**
16:30 - 16:45		5	0	**5**	14	2	**16**				**21**	5	0	**5**				4	0	**4**	**9**	48	2	**50**
16:45 - 17:00		6	0	**6**	19	0	**19**				**25**	2	0	**2**				5	0	**5**	**7**	63	0	**63**
17:00 - 17:15		3	0	**3**	15	0	**15**				**18**	2	0	**2**				8	0	**8**	**10**	46	0	**46**
17:15 - 17:30		10	0	**10**	22	0	**22**				**32**	2	0	**2**				5	0	**5**	**7**	71	0	**71**
17:30 - 17:45		2	0	**2**	13	0	**13**				**15**	3	0	**3**				3	0	**3**	**6**	46	0	**46**
17:45 - 18:00		5	0	**5**	15	0	**15**				**20**	1	0	**1**				8	0	**8**	**9**	46	0	**46**
Period End		**38**	**0**	**38**	**136**	**2**	**138**				**176**	**25**	**0**	**25**				**40**	**0**	**40**	**65**	**432**	**2**	**434**

Location	Mercury Street		**Duration**	7:00 - 9:00	
	-			16:00 - 18:00	
	Belfour Road			-	
	Mercury Street		**Day/Date**	Thursday, 17 September 2020	
Suburb	NARWEE		**Weather**	Dry	

All Vehicles Time Per Hour	NORTH WEST *Mercury Street*										EAST -										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 8:00				23	1	**24**	6	0	**6**	**30**											128	4	**132**
7:15 - 8:15				30	1	**31**	10	0	**10**	**41**											162	4	**166**
7:30 - 8:30				37	1	**38**	12	0	**12**	**50**											186	3	**189**
7:45 - 8:45				45	2	**47**	15	0	**15**	**62**											204	6	**210**
8:00 - 9:00				57	2	**59**	14	0	**14**	**73**											224	4	**228**
Period End																							
16:00 - 17:00				82	0	**82**	19	0	**19**	**101**											223	2	**225**
16:15 - 17:15				75	0	**75**	15	0	**15**	**90**											209	2	**211**
16:30 - 17:30				87	0	**87**	14	0	**14**	**101**											228	2	**230**
16:45 - 17:45				93	0	**93**	13	0	**13**	**106**											226	0	**226**
17:00 - 18:00				83	0	**83**	9	0	**9**	**92**											209	0	**209**
Period End																							

All Vehicles Time Per Hour	SOUTH EAST *Belfour Road*										SOUTH WEST *Mercury Street*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 8:00	5	0	**5**	66	1	**67**				**72**	15	0	**15**				13	2	**15**	**30**	128	4	**132**
7:15 - 8:15	10	0	**10**	82	1	**83**				**93**	16	0	**16**				14	2	**16**	**32**	162	4	**166**
7:30 - 8:30	12	0	**12**	93	1	**94**				**106**	17	0	**17**				15	1	**16**	**33**	186	3	**189**
7:45 - 8:45	16	0	**16**	96	1	**97**				**113**	14	0	**14**				18	3	**21**	**35**	204	6	**210**
8:00 - 9:00	14	0	**14**	98	0	**98**				**112**	23	0	**23**				18	2	**20**	**43**	224	4	**228**
Period End	**57**	**0**	**57**	**435**	**4**	**439**				**496**	**85**	**0**	**85**				**78**	**10**	**88**	**173**	**904**	**21**	**925**
16:00 - 17:00	18	0	**18**	71	2	**73**				**91**	17	0	**17**				16	0	**16**	**33**	223	2	**225**
16:15 - 17:15	18	0	**18**	64	2	**66**				**84**	16	0	**16**				21	0	**21**	**37**	209	2	**211**
16:30 - 17:30	24	0	**24**	70	2	**72**				**96**	11	0	**11**				22	0	**22**	**33**	228	2	**230**
16:45 - 17:45	21	0	**21**	69	0	**69**				**90**	9	0	**9**				21	0	**21**	**30**	226	0	**226**
17:00 - 18:00	20	0	**20**	65	0	**65**				**85**	8	0	**8**				24	0	**24**	**32**	209	0	**209**
Period End																							

Location	Mercury Street		**Duration**	14:00 - 15:00	
	Berrille Road			-	
	Mercury Street			-	
	-		**Day/Date**	Thursday, 17 September 2020	
Suburb	NARWEE		**Weather**	Dry	

All Vehicles Time Per 15 Mins	NORTH WEST *Mercury Street*										EAST *Berrille Road*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 14:15	2	0	**2**	10	0	**10**				**12**	0	0	**0**				0	0	**0**	**0**	28	0	**28**
14:15 - 14:30	1	0	**1**	18	0	**18**				**19**	0	0	**0**				0	0	**0**	**0**	37	0	**37**
14:30 - 14:45	0	1	**1**	13	1	**14**				**15**	1	0	**1**				2	0	**2**	**3**	36	2	**38**
14:45 - 15:00	0	0	**0**	21	0	**21**				**21**	0	0	**0**				1	0	**1**	**1**	40	0	**40**
Period End	**3**	**1**	**4**	**62**	**1**	**63**				**67**	**1**	**0**	**1**				**3**	**0**	**3**	**4**	**141**	**2**	**143**

All Vehicles Time Per 15 Mins	SOUTH EAST *Mercury Street*										WEST -										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 14:15				16	0	**16**	0	0	**0**	**16**											28	0	**28**
14:15 - 14:30				18	0	**18**	0	0	**0**	**18**											37	0	**37**
14:30 - 14:45				20	0	**20**	0	0	**0**	**20**											36	2	**38**
14:45 - 15:00				17	0	**17**	1	0	**1**	**18**											40	0	**40**
Period End				**71**	**0**	**71**	**1**	**0**	**1**	**72**											**141**	**2**	**143**

Location	**Mercury Street**	**Duration**	**14:00 - 15:00**
	Berrille Road		**-**
	Mercury Street		**-**
	-	**Day/Date**	**Thursday, 17 September 2020**
Suburb	**NARWEE**	**Weather**	**Dry**

All Vehicles	**NORTH WEST**										**EAST**											
Time Per Hour	***Mercury Street***										***Berrille Road***											
	L			**T**			**R**				**L**			**T**			**R**				**TOTAL**	**TOTAL**
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT HEAVY	
14:00 - 15:00	3	1	**4**	62	1	**63**				**67**	1	0	**1**				3	0	**3**	**4**	141 2	**143**
Period End																						

All Vehicles	**SOUTH EAST**										**WEST**											
Time Per Hour	***Mercury Street***										**-**											
	L			**T**			**R**				**L**			**T**			**R**				**TOTAL**	**TOTAL**
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT HEAVY	
14:00 - 15:00				71	0	**71**	1	0	**1**	**72**											141 2	**143**
Period End																						

Location	Mercury Street		Duration	7:00 - 9:00	
	Berrille Road			16:00 - 18:00	
	Mercury Street			-	
	-		Day/Date	Thursday, 17 September 2020	
Suburb	NARWEE		Weather	Dry	

All Vehicles Time Per 15 Mins	NORTH WEST *Mercury Street*										EAST *Berrille Road*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 7:15	0	0	**0**	3	1	**4**				**4**	0	0	**0**				0	0	**0**	**0**	17	1	**18**
7:15 - 7:30	0	0	**0**	9	0	**9**				**9**	0	0	**0**				1	0	**1**	**1**	33	0	**33**
7:30 - 7:45	0	0	**0**	8	0	**8**				**8**	0	0	**0**				2	0	**2**	**2**	35	0	**35**
7:45 - 8:00	1	0	**1**	6	0	**6**				**7**	2	0	**2**				1	0	**1**	**3**	33	1	**34**
8:00 - 8:15	0	0	**0**	13	1	**14**				**14**	0	0	**0**				3	0	**3**	**3**	49	1	**50**
8:15 - 8:30	1	0	**1**	19	0	**19**				**20**	3	0	**3**				3	0	**3**	**6**	58	0	**58**
8:30 - 8:45	2	0	**2**	16	1	**17**				**19**	0	0	**0**				2	0	**2**	**2**	47	1	**48**
8:45 - 9:00	4	0	**4**	24	0	**24**				**28**	0	0	**0**				3	0	**3**	**3**	62	0	**62**
Period End	**8**	**0**	**8**	**98**	**3**	**101**				**109**	**5**	**0**	**5**				**15**	**0**	**15**	**20**	**334**	**4**	**338**
16:00 - 16:15	2	0	**2**	29	0	**29**				**31**	0	0	**0**				0	0	**0**	**0**	55	0	**55**
16:15 - 16:30	2	0	**2**	23	0	**23**				**25**	0	0	**0**				1	0	**1**	**1**	49	0	**49**
16:30 - 16:45	3	0	**3**	20	0	**20**				**23**	0	0	**0**				5	0	**5**	**5**	49	2	**51**
16:45 - 17:00	3	0	**3**	32	0	**32**				**35**	0	0	**0**				2	0	**2**	**2**	56	0	**56**
17:00 - 17:15	4	0	**4**	21	0	**21**				**25**	0	0	**0**				4	0	**4**	**4**	49	0	**49**
17:15 - 17:30	3	0	**3**	31	0	**31**				**34**	0	0	**0**				1	0	**1**	**1**	58	0	**58**
17:30 - 17:45	4	0	**4**	26	0	**26**				**30**	1	0	**1**				1	0	**1**	**2**	48	0	**48**
17:45 - 18:00	2	0	**2**	14	0	**14**				**16**	1	0	**1**				3	0	**3**	**4**	38	0	**38**
Period End	**23**	**0**	**23**	**196**	**0**	**196**				**219**	**2**	**0**	**2**				**17**	**0**	**17**	**19**	**402**	**2**	**404**

All Vehicles Time Per 15 Mins	SOUTH EAST *Mercury Street*										WEST -										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 7:15				13	0	**13**	1	0	**1**	**14**											17	1	**18**
7:15 - 7:30				23	0	**23**	0	0	**0**	**23**											33	0	**33**
7:30 - 7:45				24	0	**24**	1	0	**1**	**25**											35	0	**35**
7:45 - 8:00				20	1	**21**	3	0	**3**	**24**											33	1	**34**
8:00 - 8:15				33	0	**33**	0	0	**0**	**33**											49	1	**50**
8:15 - 8:30				32	0	**32**	0	0	**0**	**32**											58	0	**58**
8:30 - 8:45				26	0	**26**	1	0	**1**	**27**											47	1	**48**
8:45 - 9:00				29	0	**29**	2	0	**2**	**31**											62	0	**62**
Period End				**200**	**1**	**201**	**8**	**0**	**8**	**209**											**334**	**4**	**338**
16:00 - 16:15				24	0	**24**	0	0	**0**	**24**											55	0	**55**
16:15 - 16:30				22	0	**22**	1	0	**1**	**23**											49	0	**49**
16:30 - 16:45				21	2	**23**	0	0	**0**	**23**											49	2	**51**
16:45 - 17:00				18	0	**18**	1	0	**1**	**19**											56	0	**56**
17:00 - 17:15				20	0	**20**	0	0	**0**	**20**											49	0	**49**
17:15 - 17:30				22	0	**22**	1	0	**1**	**23**											58	0	**58**
17:30 - 17:45				14	0	**14**	2	0	**2**	**16**											48	0	**48**
17:45 - 18:00				18	0	**18**	0	0	**0**	**18**											38	0	**38**
Period End				**159**	**2**	**161**	**5**	**0**	**5**	**166**											**402**	**2**	**404**

Location	Mercury Street		Duration	7:00 - 9:00	
	Berrille Road			16:00 - 18:00	
	Mercury Street			-	
	-		Day/Date	Thursday, 17 September 2020	
Suburb	NARWEE		Weather	Dry	

All Vehicles Time Per Hour	NORTH WEST *Mercury Street*										EAST *Berrille Road*										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 8:00	1	0	**1**	26	1	**27**				**28**	2	0	**2**				4	0	**4**	**6**	118	2	**120**
7:15 - 8:15	1	0	**1**	36	1	**37**				**38**	2	0	**2**				7	0	**7**	**9**	150	2	**152**
7:30 - 8:30	2	0	**2**	46	1	**47**				**49**	5	0	**5**				9	0	**9**	**14**	175	2	**177**
7:45 - 8:45	4	0	**4**	54	2	**56**				**60**	5	0	**5**				9	0	**9**	**14**	187	3	**190**
8:00 - 9:00	7	0	**7**	72	2	**74**				**81**	3	0	**3**				11	0	**11**	**14**	216	2	**218**
Period End																							
16:00 - 17:00	10	0	**10**	104	0	**104**				**114**	0	0	**0**				8	0	**8**	**8**	209	2	**211**
16:15 - 17:15	12	0	**12**	96	0	**96**				**108**	0	0	**0**				12	0	**12**	**12**	203	2	**205**
16:30 - 17:30	13	0	**13**	104	0	**104**				**117**	0	0	**0**				12	0	**12**	**12**	212	2	**214**
16:45 - 17:45	14	0	**14**	110	0	**110**				**124**	1	0	**1**				8	0	**8**	**9**	211	0	**211**
17:00 - 18:00	13	0	**13**	92	0	**92**				**105**	2	0	**2**				9	0	**9**	**11**	193	0	**193**
Period End																							

All Vehicles Time Per Hour	SOUTH EAST *Mercury Street*										WEST -										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 8:00				80	1	**81**	5	0	**5**	**86**											118	2	**120**
7:15 - 8:15				100	1	**101**	4	0	**4**	**105**											150	2	**152**
7:30 - 8:30				109	1	**110**	4	0	**4**	**114**											175	2	**177**
7:45 - 8:45				111	1	**112**	4	0	**4**	**116**											187	3	**190**
8:00 - 9:00				120	0	**120**	3	0	**3**	**123**											216	2	**218**
Period End																							
16:00 - 17:00				85	2	**87**	2	0	**2**	**89**											209	2	**211**
16:15 - 17:15				81	2	**83**	2	0	**2**	**85**											203	2	**205**
16:30 - 17:30				81	2	**83**	2	0	**2**	**85**											212	2	**214**
16:45 - 17:45				74	0	**74**	4	0	**4**	**78**											211	0	**211**
17:00 - 18:00				74	0	**74**	3	0	**3**	**77**											193	0	**193**
Period End																							

Location	-	**Duration**	14:00 - 15:00
	Broadarrow Road		-
	Chamberlain Street		-
	Broadarrow Road	**Day/Date**	Thursday, 17 September 2020
Suburb	NARWEE	**Weather**	Dry

All Vehicles	NORTH										EAST										TOTAL			TOTAL
Time Per 15 Mins	-										*Broadarrow Road*													
	L			T			R				L			T			R				TOTAL			
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 14:15											7	0	**7**	57	5	**62**				**69**	124	10	**134**
14:15 - 14:30											7	0	**7**	75	3	**78**				**85**	132	4	**136**
14:30 - 14:45											10	0	**10**	86	4	**90**				**100**	166	8	**174**
14:45 - 15:00											4	0	**4**	87	3	**90**				**94**	162	5	**167**
Period End											**28**	**0**	**28**	**305**	**15**	**320**				**348**	**584**	**27**	**611**

All Vehicles	SOUTH										WEST										TOTAL			TOTAL
Time Per 15 Mins	*Chamberlain Street*										*Broadarrow Road*													
	L			T			R				L			T			R				TOTAL			
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 14:15	3	0	**3**				3	0	**3**	**6**				52	5	**57**	2	0	**2**	**59**	124	10	**134**
14:15 - 14:30	2	0	**2**				5	0	**5**	**7**				41	1	**42**	2	0	**2**	**44**	132	4	**136**
14:30 - 14:45	2	0	**2**				4	0	**4**	**6**				62	4	**66**	2	0	**2**	**68**	166	8	**174**
14:45 - 15:00	1	0	**1**				8	1	**9**	**10**				60	1	**61**	2	0	**2**	**63**	162	5	**167**
Period End	**8**	**0**	**8**				**20**	**1**	**21**	**29**				**215**	**11**	**226**	**8**	**0**	**8**	**234**	**584**	**27**	**611**

Location	-	**Duration**	14:00 - 15:00
	Broadarrow Road		-
	Chamberlain Street		-
	Broadarrow Road	**Day/Date**	Thursday, 17 September 2020
Suburb	NARWEE	**Weather**	Dry

All Vehicles	NORTH										EAST											
Time Per Hour	-										*Broadarrow Road*											
	L			T			R				L			T			R				TOTAL	TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 15:00											28	0	**28**	305	15	**320**				**348**	584	27	**611**
Period End																							

All Vehicles	SOUTH										WEST											
Time Per Hour	*Chamberlain Street*										*Broadarrow Road*											
	L			T			R				L			T			R				TOTAL	TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00 - 15:00	8	0	**8**				20	1	**21**	**29**				215	11	**226**	8	0	**8**	**234**	584	27	**611**
Period End																							

Location	-		**Duration**	7:00 - 9:00	
	Broadarrow Road			16:00 - 18:00	
	Chamberlain Street			-	
	Broadarrow Road		**Day/Date**	Thursday, 17 September 2020	
Suburb	NARWEE		**Weather**	Dry	

All Vehicles Time Per 15 Mins			NORTH -									EAST *Broadarrow Road*											
			L			T			R				L			T			R			TOTAL		TOTAL
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	7:15											1	0	1	36	3	39				40	95	8	103
7:15	-	7:30											1	1	2	36	1	37				39	118	4	122
7:30	-	7:45											4	0	4	46	2	48				52	136	6	142
7:45	-	8:00											6	0	6	49	3	52				58	157	7	164
8:00	-	8:15											4	0	4	51	1	52				56	163	4	167
8:15	-	8:30											1	0	1	61	4	65				66	196	5	201
8:30	-	8:45											7	2	9	67	0	67				76	173	6	179
8:45	-	9:00											15	0	15	87	4	91				106	202	6	208
Period End													39	3	42	433	18	451				493	1240	46	1286
16:00	-	16:15											8	0	8	99	4	103				111	169	7	176
16:15	-	16:30											11	0	11	117	7	124				135	209	8	217
16:30	-	16:45											18	0	18	131	1	132				150	210	3	213
16:45	-	17:00											8	0	8	113	4	117				125	195	5	200
17:00	-	17:15											9	0	9	114	3	117				126	198	8	206
17:15	-	17:30											7	0	7	120	2	122				129	204	3	207
17:30	-	17:45											5	0	5	126	1	127				132	212	3	215
17:45	-	18:00											11	0	11	100	1	101				112	164	1	165
Period End													77	0	77	920	23	943				1020	1561	38	1599

All Vehicles Time Per 15 Mins			SOUTH *Chamberlain Street*										WEST *Broadarrow Road*											
			L			T			R				L			T			R			TOTAL		TOTAL
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	7:15	2	0	2				5	0	5	7				51	5	56	0	0	0	56	95	8	103
7:15	-	7:30	1	0	1				5	0	5	6				73	2	75	2	0	2	77	118	4	122
7:30	-	7:45	0	0	0				2	0	2	2				84	4	88	0	0	0	88	136	6	142
7:45	-	8:00	3	0	3				5	0	5	8				88	3	91	6	1	7	98	157	7	164
8:00	-	8:15	3	0	3				6	0	6	9				96	3	99	3	0	3	102	163	4	167
8:15	-	8:30	1	0	1				9	0	9	10				123	1	124	1	0	1	125	196	5	201
8:30	-	8:45	3	0	3				8	0	8	11				86	4	90	2	0	2	92	173	6	179
8:45	-	9:00	3	0	3				5	0	5	8				85	2	87	7	0	7	94	202	6	208
Period End			16	0	16				45	0	45	61				686	24	710	21	1	22	732	1240	46	1286
16:00	-	16:15	3	0	3				3	0	3	6				55	3	58	1	0	1	59	169	7	176
16:15	-	16:30	6	0	6				5	0	5	11				68	1	69	2	0	2	71	209	8	217
16:30	-	16:45	0	0	0				5	0	5	5				53	2	55	3	0	3	58	210	3	213
16:45	-	17:00	3	0	3				11	0	11	14				59	1	60	1	0	1	61	195	5	200
17:00	-	17:15	3	0	3				4	1	5	8				64	3	67	4	1	5	72	198	8	206
17:15	-	17:30	6	0	6				3	0	3	9				67	1	68	1	0	1	69	204	3	207
17:30	-	17:45	0	0	0				3	0	3	3				74	2	76	4	0	4	80	212	3	215
17:45	-	18:00	0	0	0				4	0	4	4				48	0	48	1	0	1	49	164	1	165
Period End			21	0	21				38	1	39	60				488	13	501	17	1	18	519	1561	38	1599

Location	-		**Duration**	7:00 - 9:00	
	Broadarrow Road			16:00 - 18:00	
	Chamberlain Street			-	
	Broadarrow Road		**Day/Date**	Thursday, 17 September 2020	
Suburb	NARWEE		**Weather**	Dry	

All Vehicles Time Per Hour	NORTH -										EAST *Broadarrow Road*										TOTAL		
	L			T			R			TOTAL	L			T			R			TOTAL			TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	
7:00 - 8:00											12	1	**13**	167	9	**176**				**189**	506	25	**531**
7:15 - 8:15											15	1	**16**	182	7	**189**				**205**	574	21	**595**
7:30 - 8:30											15	0	**15**	207	10	**217**				**232**	652	22	**674**
7:45 - 8:45											18	2	**20**	228	8	**236**				**256**	689	22	**711**
8:00 - 9:00											27	2	**29**	266	9	**275**				**304**	734	21	**755**
Period End																							
16:00 - 17:00											45	0	**45**	460	16	**476**				**521**	783	23	**806**
16:15 - 17:15											46	0	**46**	475	15	**490**				**536**	812	24	**836**
16:30 - 17:30											42	0	**42**	478	10	**488**				**530**	807	19	**826**
16:45 - 17:45											29	0	**29**	473	10	**483**				**512**	809	19	**828**
17:00 - 18:00											32	0	**32**	460	7	**467**				**499**	778	15	**793**
Period End																							

All Vehicles Time Per Hour	SOUTH *Chamberlain Street*										WEST *Broadarrow Road*										TOTAL		
	L			T			R			TOTAL	L			T			R			TOTAL			TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	
7:00 - 8:00	6	0	**6**				17	0	**17**	**23**				296	14	**310**	8	1	**9**	**319**	506	25	**531**
7:15 - 8:15	7	0	**7**				18	0	**18**	**25**				341	12	**353**	11	1	**12**	**365**	574	21	**595**
7:30 - 8:30	7	0	**7**				22	0	**22**	**29**				391	11	**402**	10	1	**11**	**413**	652	22	**674**
7:45 - 8:45	10	0	**10**				28	0	**28**	**38**				393	11	**404**	12	1	**13**	**417**	689	22	**711**
8:00 - 9:00	10	0	**10**				28	0	**28**	**38**				390	10	**400**	13	0	**13**	**413**	734	21	**755**
Period End																							
16:00 - 17:00	12	0	**12**				24	0	**24**	**36**				235	7	**242**	7	0	**7**	**249**	783	23	**806**
16:15 - 17:15	12	0	**12**				25	1	**26**	**38**				244	7	**251**	10	1	**11**	**262**	812	24	**836**
16:30 - 17:30	12	0	**12**				23	1	**24**	**36**				243	7	**250**	9	1	**10**	**260**	807	19	**826**
16:45 - 17:45	12	0	**12**				21	1	**22**	**34**				264	7	**271**	10	1	**11**	**282**	809	19	**828**
17:00 - 18:00	9	0	**9**				14	1	**15**	**24**				253	6	**259**	10	1	**11**	**270**	778	15	**793**
Period End																							

Location	Kadella Crescent		**Duration**	14:00 - 15:00	
	Broadarrow Road			-	
	Broadarrow Road			-	
	Hannans Road		**Day/Date**	Thursday, 17 September 2020	
Suburb	NARWEE		**Weather**	Dry	

All Vehicles	NORTH										EAST										TOTAL		
Time Per 15 Mins	*Kadella Crescent*										*Broadarrow Road*												
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 14:15											35	2	**37**	46	2	**48**				**85**	274	14	**288**
14:15 - 14:30											51	0	**51**	39	0	**39**				**90**	328	6	**334**
14:30 - 14:45											54	2	**56**	48	3	**51**				**107**	381	13	**394**
14:45 - 15:00											50	2	**52**	73	2	**75**				**127**	393	11	**404**
Period End											**190**	**6**	**196**	**206**	**7**	**213**				**409**	**1376**	**44**	**1420**

All Vehicles	SOUTH										WEST										TOTAL		
Time Per 15 Mins	*Broadarrow Road*										*Hannans Road*												
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 14:15	50	3	**53**	0	0	**0**	27	3	**30**	**83**	0	0	**0**	38	2	**40**	78	2	**80**	**120**	274	14	**288**
14:15 - 14:30	71	2	**73**	0	0	**0**	29	0	**29**	**102**	0	0	**0**	45	3	**48**	93	1	**94**	**142**	328	6	**334**
14:30 - 14:45	82	1	**83**	1	0	**1**	46	1	**47**	**131**	2	0	**2**	75	3	**78**	73	3	**76**	**156**	381	13	**394**
14:45 - 15:00	76	1	**77**	0	0	**0**	46	1	**47**	**124**	2	0	**2**	51	2	**53**	95	3	**98**	**153**	393	11	**404**
Period End	**279**	**7**	**286**	**1**	**0**	**1**	**148**	**5**	**153**	**440**	**4**	**0**	**4**	**209**	**10**	**219**	**339**	**9**	**348**	**571**	**1376**	**44**	**1420**

Location	Kadella Crescent	**Duration**	14:00 - 15:00
	Broadarrow Road		-
	Broadarrow Road		-
	Hannans Road	**Day/Date**	Thursday, 17 September 2020
Suburb	NARWEE	**Weather**	Dry

All Vehicles	NORTH										EAST											
Time Per Hour	*Kadella Crescent*										*Broadarrow Road*											
	L			T			R				L			T			R				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 15:00											190	6	**196**	206	7	**213**				**409**	1376	44	**1420**
Period End																							

All Vehicles	SOUTH										WEST											
Time Per Hour	*Broadarrow Road*										*Hannans Road*											
	L			T			R				L			T			R				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 15:00	279	7	**286**	1	0	**1**	148	5	**153**	**440**	4	0	**4**	209	10	**219**	339	9	**348**	**571**	1376	44	**1420**
Period End																							

Location	Kadella Crescent		**Duration**	7:00 - 9:00	
	Broadarrow Road			16:00 - 18:00	
	Broadarrow Road			-	
	Hannans Road		**Day/Date**	Thursday, 17 September 2020	
Suburb	NARWEE		**Weather**	Dry	

All Vehicles Time Per 15 Mins		NORTH *Kadella Crescent*										EAST *Broadarrow Road*										TOTAL		TOTAL
		L			T			R				L			T			R						
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 7:15												15	1	16	34	2	36				52	231	13	244
7:15 - 7:30												22	0	22	31	2	33				55	276	7	283
7:30 - 7:45												26	0	26	34	2	36				62	315	11	326
7:45 - 8:00												29	0	29	37	2	39				68	384	7	391
8:00 - 8:15												42	0	42	41	2	43				85	410	9	419
8:15 - 8:30												48	4	52	60	3	63				115	456	8	464
8:30 - 8:45												58	3	61	93	2	95				156	479	17	496
8:45 - 9:00												75	0	75	54	1	55				130	423	6	429
Period End												315	8	323	384	16	400				723	2974	78	3052
16:00 - 16:15												77	3	80	69	1	70				150	425	13	438
16:15 - 16:30												74	1	75	53	1	54				129	446	10	456
16:30 - 16:45												94	0	94	74	2	76				170	442	11	453
16:45 - 17:00												71	1	72	56	4	60				132	429	12	441
17:00 - 17:15												65	3	68	68	2	70				138	413	10	423
17:15 - 17:30												102	0	102	64	0	64				166	463	4	467
17:30 - 17:45												87	0	87	59	0	59				146	463	4	467
17:45 - 18:00												69	0	69	45	1	46				115	400	3	403
Period End												639	8	647	488	11	499				1146	3481	67	3548

All Vehicles Time Per 15 Mins		SOUTH *Broadarrow Road*										WEST *Hannans Road*										TOTAL		TOTAL
		L			T			R				L			T			R						
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 7:15		53	3	56	0	0	0	38	0	38	94	0	0	0	46	3	49	45	4	49	98	231	13	244
7:15 - 7:30		65	1	66	0	0	0	51	1	52	118	0	0	0	50	3	53	57	0	57	110	276	7	283
7:30 - 7:45		91	5	96	0	0	0	64	0	64	160	0	0	0	47	3	50	53	1	54	104	315	11	326
7:45 - 8:00		109	3	112	0	0	0	58	1	59	171	1	0	1	60	0	60	90	1	91	152	384	7	391
8:00 - 8:15		101	2	103	0	0	0	74	1	75	178	0	0	0	71	2	73	81	2	83	156	410	9	419
8:15 - 8:30		94	0	94	0	0	0	91	0	91	185	0	0	0	82	1	83	81	0	81	164	456	8	464
8:30 - 8:45		104	5	109	0	0	0	53	1	54	163	1	0	1	63	4	67	107	2	109	177	479	17	496
8:45 - 9:00		115	0	115	1	0	1	46	2	48	164	2	0	2	46	2	48	84	1	85	135	423	6	429
Period End		732	19	751	1	0	1	475	6	481	1233	4	0	4	465	18	483	598	11	609	1096	2974	78	3052
16:00 - 16:15		91	3	94	0	0	0	38	0	38	132	1	0	1	45	1	46	104	5	109	156	425	13	438
16:15 - 16:30		101	1	102	0	0	0	47	0	47	149	1	0	1	45	3	48	125	4	129	178	446	10	456
16:30 - 16:45		76	2	78	0	0	0	28	1	29	107	0	0	0	48	3	51	122	3	125	176	442	11	453
16:45 - 17:00		74	0	74	1	0	1	41	2	43	118	0	0	0	50	2	52	136	3	139	191	429	12	441
17:00 - 17:15		65	1	66	0	0	0	27	1	28	94	1	0	1	63	2	65	124	1	125	191	413	10	423
17:15 - 17:30		77	1	78	0	0	0	34	2	36	114	1	0	1	61	1	62	124	0	124	187	463	4	467
17:30 - 17:45		67	2	69	0	0	0	42	0	42	111	2	0	2	53	0	53	153	2	155	210	463	4	467
17:45 - 18:00		71	0	71	0	0	0	29	0	29	100	0	0	0	54	0	54	132	2	134	188	400	3	403
Period End		622	10	632	1	0	1	286	6	292	925	6	0	6	419	12	431	1020	20	1040	1477	3481	67	3548

Location	Kadella Crescent		Duration	7:00 - 9:00	
	Broadarrow Road			16:00 - 18:00	
	Broadarrow Road			-	
	Hannans Road		Day/Date	Thursday, 17 September 2020	
Suburb	NARWEE		Weather	Dry	

All Vehicles Time Per Hour	NORTH Kadella Crescent										EAST Broadarrow Road										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 8:00											92	1	**93**	136	8	**144**				**237**	1206	38	**1244**
7:15 - 8:15											119	0	**119**	143	8	**151**				**270**	1385	34	**1419**
7:30 - 8:30											145	4	**149**	172	9	**181**				**330**	1565	35	**1600**
7:45 - 8:45											177	7	**184**	231	9	**240**				**424**	1729	41	**1770**
8:00 - 9:00											223	7	**230**	248	8	**256**				**486**	1768	40	**1808**
Period End																							
16:00 - 17:00											316	5	**321**	252	8	**260**				**581**	1742	46	**1788**
16:15 - 17:15											304	5	**309**	251	9	**260**				**569**	1730	43	**1773**
16:30 - 17:30											332	4	**336**	262	8	**270**				**606**	1747	37	**1784**
16:45 - 17:45											325	4	**329**	247	6	**253**				**582**	1768	30	**1798**
17:00 - 18:00											323	3	**326**	236	3	**239**				**565**	1739	21	**1760**
Period End																							

All Vehicles Time Per Hour	SOUTH Broadarrow Road										WEST Hannans Road										TOTAL		TOTAL
	L			T			R				L			T			R						
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00 - 8:00	318	12	**330**	0	0	**0**	211	2	**213**	**543**	1	0	**1**	203	9	**212**	245	6	**251**	**464**	1206	38	**1244**
7:15 - 8:15	366	11	**377**	0	0	**0**	247	3	**250**	**627**	1	0	**1**	228	8	**236**	281	4	**285**	**522**	1385	34	**1419**
7:30 - 8:30	395	10	**405**	0	0	**0**	287	2	**289**	**694**	1	0	**1**	260	6	**266**	305	4	**309**	**576**	1565	35	**1600**
7:45 - 8:45	408	10	**418**	0	0	**0**	276	3	**279**	**697**	2	0	**2**	276	7	**283**	359	5	**364**	**649**	1729	41	**1770**
8:00 - 9:00	414	7	**421**	1	0	**1**	264	4	**268**	**690**	3	0	**3**	262	9	**271**	353	5	**358**	**632**	1768	40	**1808**
16:00 - 17:00	342	6	**348**	1	0	**1**	154	3	**157**	**506**	2	0	**2**	188	9	**197**	487	15	**502**	**701**	1742	46	**1788**
16:15 - 17:15	316	4	**320**	1	0	**1**	143	4	**147**	**468**	2	0	**2**	206	10	**216**	507	11	**518**	**736**	1730	43	**1773**
16:30 - 17:30	292	4	**296**	1	0	**1**	130	6	**136**	**433**	2	0	**2**	222	8	**230**	506	7	**513**	**745**	1747	37	**1784**
16:45 - 17:45	283	4	**287**	1	0	**1**	144	5	**149**	**437**	4	0	**4**	227	5	**232**	537	6	**543**	**779**	1768	30	**1798**
17:00 - 18:00	280	4	**284**	0	0	**0**	132	3	**135**	**419**	4	0	**4**	231	3	**234**	533	5	**538**	**776**	1739	21	**1760**

Location	Hurst Place		**Duration**	14:00 - 15:00	
	Broadarrow Road			-	
	Mercury Street			-	
	Broadarrow Road		**Day/Date**	Thursday, 17 September 2020	
Suburb	NARWEE		**Weather**	Dry	

All Vehicles Time Per 15 Mins			NORTH *Hurst Place*										EAST *Broadarrow Road*										TOTAL		TOTAL
			L			T			R				L			T			R						
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00	-	**14:15**	2	0	**2**	0	0	**0**	1	1	**2**	**4**	11	0	**11**	57	4	**61**	2	0	**2**	**74**	150	10	**160**
14:15	-	**14:30**	3	0	**3**	2	0	**2**	3	0	**3**	**8**	13	0	**13**	68	2	**70**	8	1	**9**	**92**	162	4	**166**
14:30	-	**14:45**	1	0	**1**	0	0	**0**	3	0	**3**	**4**	12	2	**14**	90	4	**94**	3	0	**3**	**111**	204	10	**214**
14:45	-	**15:00**	3	0	**3**	1	0	**1**	4	0	**4**	**8**	16	0	**16**	89	5	**94**	5	0	**5**	**115**	216	8	**224**
Period End			**9**	**0**	**9**	**3**	**0**	**3**	**11**	**1**	**12**	**24**	**52**	**2**	**54**	**304**	**15**	**319**	**18**	**1**	**19**	**392**	**732**	**32**	**764**

All Vehicles Time Per 15 Mins			SOUTH *Mercury Street*										WEST *Broadarrow Road*										TOTAL		TOTAL
			L			T			R				L			T			R						
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
14:00	-	**14:15**	10	0	**10**	3	0	**3**	6	0	**6**	**19**	7	0	**7**	45	5	**50**	6	0	**6**	**63**	150	10	**160**
14:15	-	**14:30**	10	0	**10**	2	0	**2**	8	0	**8**	**20**	2	0	**2**	39	1	**40**	4	0	**4**	**46**	162	4	**166**
14:30	-	**14:45**	11	0	**11**	0	0	**0**	12	0	**12**	**23**	6	1	**7**	60	3	**63**	6	0	**6**	**76**	204	10	**214**
14:45	-	**15:00**	6	0	**6**	0	0	**0**	12	0	**12**	**18**	10	0	**10**	65	3	**68**	5	0	**5**	**83**	216	8	**224**
Period End			**37**	**0**	**37**	**5**	**0**	**5**	**38**	**0**	**38**	**80**	**25**	**1**	**26**	**209**	**12**	**221**	**21**	**0**	**21**	**268**	**732**	**32**	**764**

Location	**Hurst Place**	**Duration**	**14:00 - 15:00**
	Broadarrow Road		**-**
	Mercury Street		**-**
	Broadarrow Road	**Day/Date**	**Thursday, 17 September 2020**
Suburb	**NARWEE**	**Weather**	**Dry**

All Vehicles	**NORTH**										**EAST**												
Time Per Hour	***Hurst Place***										***Broadarrow Road***												
	L			**T**			**R**				**L**			**T**			**R**				**TOTAL**		**TOTAL**
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	
14:00 - 15:00	9	0	**9**	3	0	**3**	11	1	**12**	**24**	52	2	**54**	304	15	**319**	18	1	**19**	**392**	732	32	**764**
Period End																							

All Vehicles	**SOUTH**										**WEST**												
Time Per Hour	***Mercury Street***										***Broadarrow Road***												
	L			**T**			**R**				**L**			**T**			**R**				**TOTAL**		**TOTAL**
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	
14:00 - 15:00	37	0	**37**	5	0	**5**	38	0	**38**	**80**	25	1	**26**	209	12	**221**	21	0	**21**	**268**	732	32	**764**
Period End																							

Location	Hurst Place		**Duration**	7:00 - 9:00	
	Broadarrow Road			16:00 - 18:00	
	Mercury Street			-	
	Broadarrow Road		**Day/Date**	Thursday, 17 September 2020	
Suburb	NARWEE		**Weather**	Dry	

All Vehicles Time Per 15 Mins			NORTH *Hurst Place*										EAST *Broadarrow Road*										TOTAL		TOTAL
			L			T			R				L			T			R						
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	7:15	1	0	**1**	0	0	**0**	1	0	**1**	**2**	1	0	**1**	30	3	**33**	2	0	**2**	**36**	104	8	**112**
7:15	-	7:30	2	0	**2**	1	0	**1**	1	0	**1**	**4**	8	0	**8**	31	2	**33**	4	1	**5**	**46**	151	4	**155**
7:30	-	7:45	3	0	**3**	1	0	**1**	4	0	**4**	**8**	0	0	**0**	43	3	**46**	4	0	**4**	**50**	177	8	**185**
7:45	-	8:00	6	0	**6**	1	0	**1**	3	0	**3**	**10**	7	0	**7**	43	2	**45**	6	0	**6**	**58**	180	6	**186**
8:00	-	8:15	0	0	**0**	2	0	**2**	4	0	**4**	**6**	9	1	**10**	51	1	**52**	7	0	**7**	**69**	217	4	**221**
8:15	-	8:30	1	0	**1**	1	0	**1**	2	0	**2**	**4**	12	0	**12**	58	4	**62**	7	1	**8**	**82**	250	6	**256**
8:30	-	8:45	4	1	**5**	1	1	**2**	1	0	**1**	**8**	10	1	**11**	77	3	**80**	5	0	**5**	**96**	223	12	**235**
8:45	-	9:00	4	1	**5**	0	0	**0**	0	0	**0**	**5**	18	0	**18**	101	3	**104**	7	0	**7**	**129**	263	5	**268**
Period End			**21**	**2**	**23**	**7**	**1**	**8**	**16**	**0**	**16**	**47**	**65**	**2**	**67**	**434**	**21**	**455**	**42**	**2**	**44**	**566**	**1565**	**53**	**1618**
16:00	-	16:15	6	0	**6**	2	0	**2**	6	1	**7**	**15**	23	0	**23**	96	3	**99**	11	0	**11**	**133**	238	7	**245**
16:15	-	16:30	6	0	**6**	0	0	**0**	6	1	**7**	**13**	17	0	**17**	117	6	**123**	9	0	**9**	**149**	263	8	**271**
16:30	-	16:45	5	1	**6**	3	0	**3**	2	0	**2**	**11**	17	0	**17**	153	1	**154**	6	0	**6**	**177**	269	5	**274**
16:45	-	17:00	5	0	**5**	1	0	**1**	2	0	**2**	**8**	28	0	**28**	92	5	**97**	5	1	**6**	**131**	233	11	**244**
17:00	-	17:15	1	0	**1**	0	0	**0**	3	0	**3**	**4**	16	0	**16**	108	2	**110**	9	0	**9**	**135**	227	6	**233**
17:15	-	17:30	2	0	**2**	2	0	**2**	2	1	**3**	**7**	26	0	**26**	121	1	**122**	9	0	**9**	**157**	261	4	**265**
17:30	-	17:45	5	0	**5**	5	0	**5**	2	0	**2**	**12**	19	0	**19**	130	1	**131**	7	0	**7**	**157**	270	3	**273**
17:45	-	18:00	2	0	**2**	0	0	**0**	5	0	**5**	**7**	13	0	**13**	93	1	**94**	6	0	**6**	**113**	205	1	**206**
Period End			**32**	**1**	**33**	**13**	**0**	**13**	**28**	**3**	**31**	**77**	**159**	**0**	**159**	**910**	**20**	**930**	**62**	**1**	**63**	**1152**	**1966**	**45**	**2011**

All Vehicles Time Per 15 Mins			SOUTH *Mercury Street*										WEST *Broadarrow Road*										TOTAL		TOTAL
			L			T			R				L			T			R						
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	7:15	7	0	**7**	1	0	**1**	2	0	**2**	**10**	3	0	**3**	53	4	**57**	3	1	**4**	**64**	104	8	**112**
7:15	-	7:30	7	0	**7**	0	0	**0**	18	0	**18**	**25**	6	0	**6**	68	1	**69**	5	0	**5**	**80**	151	4	**155**
7:30	-	7:45	10	0	**10**	2	0	**2**	16	0	**16**	**28**	6	0	**6**	84	5	**89**	4	0	**4**	**99**	177	8	**185**
7:45	-	8:00	7	0	**7**	0	0	**0**	14	0	**14**	**21**	9	0	**9**	81	4	**85**	3	0	**3**	**97**	180	6	**186**
8:00	-	8:15	9	0	**9**	3	0	**3**	26	0	**26**	**38**	3	0	**3**	97	2	**99**	6	0	**6**	**108**	217	4	**221**
8:15	-	8:30	9	0	**9**	2	0	**2**	25	0	**25**	**36**	4	1	**5**	124	0	**124**	5	0	**5**	**134**	250	6	**256**
8:30	-	8:45	12	0	**12**	1	1	**2**	16	0	**16**	**30**	5	0	**5**	77	5	**82**	14	0	**14**	**101**	223	12	**235**
8:45	-	9:00	12	0	**12**	3	0	**3**	16	0	**16**	**31**	5	0	**5**	82	1	**83**	15	0	**15**	**103**	263	5	**268**
Period End			**73**	**0**	**73**	**12**	**1**	**13**	**133**	**0**	**133**	**219**	**41**	**1**	**42**	**666**	**22**	**688**	**55**	**1**	**56**	**786**	**1565**	**53**	**1618**
16:00	-	16:15	9	0	**9**	4	0	**4**	17	0	**17**	**30**	7	1	**8**	48	2	**50**	9	0	**9**	**67**	238	7	**245**
16:15	-	16:30	8	0	**8**	2	0	**2**	18	0	**18**	**28**	8	0	**8**	63	1	**64**	9	0	**9**	**81**	263	8	**271**
16:30	-	16:45	10	1	**11**	1	0	**1**	12	0	**12**	**24**	5	0	**5**	54	2	**56**	1	0	**1**	**62**	269	5	**274**
16:45	-	17:00	15	1	**16**	2	0	**2**	13	0	**13**	**31**	6	1	**7**	54	3	**57**	10	0	**10**	**74**	233	11	**244**
17:00	-	17:15	11	0	**11**	0	0	**0**	11	0	**11**	**22**	10	0	**10**	51	3	**54**	7	1	**8**	**72**	227	6	**233**
17:15	-	17:30	11	0	**11**	6	0	**6**	9	1	**10**	**27**	1	0	**1**	62	1	**63**	10	0	**10**	**74**	261	4	**265**
17:30	-	17:45	5	0	**5**	2	0	**2**	10	0	**10**	**17**	5	0	**5**	72	2	**74**	8	0	**8**	**87**	270	3	**273**
17:45	-	18:00	11	0	**11**	1	0	**1**	15	0	**15**	**27**	7	0	**7**	47	0	**47**	5	0	**5**	**59**	205	1	**206**
Period End			**80**	**2**	**82**	**18**	**0**	**18**	**105**	**1**	**106**	**206**	**49**	**2**	**51**	**451**	**14**	**465**	**59**	**1**	**60**	**576**	**1966**	**45**	**2011**

Location	Hurst Place		Duration	7:00	-	9:00
	Broadarrow Road			16:00	-	18:00
	Mercury Street				-	
	Broadarrow Road		Day/Date	Thursday, 17 September 2020		
Suburb	NARWEE		Weather	Dry		

All Vehicles Time Per Hour			NORTH Hurst Place										EAST Broadarrow Road										TOTAL		TOTAL
			L			T			R				L			T			R						
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	8:00	12	0	12	3	0	3	9	0	9	24	16	0	16	147	10	157	16	1	17	190	612	26	638
7:15	-	8:15	11	0	11	5	0	5	12	0	12	28	24	1	25	168	8	176	21	1	22	223	725	22	747
7:30	-	8:30	10	0	10	5	0	5	13	0	13	28	28	1	29	195	10	205	24	1	25	259	824	24	848
7:45	-	8:45	11	1	12	5	1	6	10	0	10	28	38	2	40	229	10	239	25	1	26	305	870	28	898
8:00	-	9:00	9	2	11	4	1	5	7	0	7	23	49	2	51	287	11	298	26	1	27	376	953	27	980
Period End																									
16:00	-	17:00	22	1	23	6	0	6	16	2	18	47	85	0	85	458	15	473	31	1	32	590	1003	31	1034
16:15	-	17:15	17	1	18	4	0	4	13	1	14	36	78	0	78	470	14	484	29	1	30	592	992	30	1022
16:30	-	17:30	13	1	14	6	0	6	9	1	10	30	87	0	87	474	9	483	29	1	30	600	990	26	1016
16:45	-	17:45	13	0	13	8	0	8	9	1	10	31	89	0	89	451	9	460	30	1	31	580	991	24	1015
17:00	-	18:00	10	0	10	7	0	7	12	1	13	30	74	0	74	452	5	457	31	0	31	562	963	14	977
Period End																									

All Vehicles Time Per Hour			SOUTH Mercury Street										WEST Broadarrow Road										TOTAL		TOTAL
			L			T			R				L			T			R						
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	8:00	31	0	31	3	0	3	50	0	50	84	24	0	24	286	14	300	15	1	16	340	612	26	638
7:15	-	8:15	33	0	33	5	0	5	74	0	74	112	24	0	24	330	12	342	18	0	18	384	725	22	747
7:30	-	8:30	35	0	35	7	0	7	81	0	81	123	22	1	23	386	11	397	18	0	18	438	824	24	848
7:45	-	8:45	37	0	37	6	1	7	81	0	81	125	21	1	22	379	11	390	28	0	28	440	870	28	898
8:00	-	9:00	42	0	42	9	1	10	83	0	83	135	17	1	18	380	8	388	40	0	40	446	953	27	980
Period End																									
16:00	-	17:00	42	2	44	9	0	9	60	0	60	113	26	2	28	219	8	227	29	0	29	284	1003	31	1034
16:15	-	17:15	44	2	46	5	0	5	54	0	54	105	29	1	30	222	9	231	27	1	28	289	992	30	1022
16:30	-	17:30	47	2	49	9	0	9	45	1	46	104	22	1	23	221	9	230	28	1	29	282	990	26	1016
16:45	-	17:45	42	1	43	10	0	10	43	1	44	97	22	1	23	239	9	248	35	1	36	307	991	24	1015
17:00	-	18:00	38	0	38	9	0	9	45	1	46	93	23	0	23	232	6	238	30	1	31	292	963	14	977
Period End																									

Location	Mercury Street	**Duration**	14:00 - 15:00
	Stoney Creek Road		-
	-		-
	Stoney Creek Road	**Day/Date**	Thursday, 17 September 2020
Suburb	BEVERLY HILLS	**Weather**	Dry

All Vehicles	NORTH WEST										NORTH EAST											
Time Per 15 Mins	*Mercury Street*										*Stoney Creek Road*											
	L			T			R				L			T			R				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 14:15	5	0	**5**				5	1	**6**	**11**				174	10	**184**	7	0	**7**	**191**	347	22	**369**
14:15 - 14:30	6	1	**7**				10	1	**11**	**18**				170	11	**181**	8	1	**9**	**190**	390	26	**416**
14:30 - 14:45	7	1	**8**				11	0	**11**	**19**				169	9	**178**	12	0	**12**	**190**	375	18	**393**
14:45 - 15:00	5	0	**5**				9	0	**9**	**14**				225	12	**237**	10	1	**11**	**248**	440	22	**462**
Period End	**23**	**2**	**25**				**35**	**2**	**37**	**62**				**738**	**42**	**780**	**37**	**2**	**39**	**819**	**1552**	**88**	**1640**

All Vehicles	SOUTH										SOUTH WEST											
Time Per 15 Mins	-										*Stoney Creek Road*											
	L			T			R				L			T			R				TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
14:00 - 14:15											6	0	**6**	150	11	**161**				**167**	347	22	**369**
14:15 - 14:30											10	1	**11**	186	11	**197**				**208**	390	26	**416**
14:30 - 14:45											8	0	**8**	168	8	**176**				**184**	375	18	**393**
14:45 - 15:00											7	0	**7**	184	9	**193**				**200**	440	22	**462**
Period End											**31**	**1**	**32**	**688**	**39**	**727**				**759**	**1552**	**88**	**1640**

Location	**Mercury Street**	**Duration**	**14:00 - 15:00**
	Stoney Creek Road		**-**
	-		**-**
	Stoney Creek Road	**Day/Date**	**Thursday, 17 September 2020**
Suburb	**BEVERLY HILLS**	**Weather**	**Dry**

All Vehicles	**NORTH WEST**										**NORTH EAST**											
Time Per Hour	***Mercury Street***										***Stoney Creek Road***											
	L			**T**			**R**				**L**			**T**			**R**				**TOTAL**	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	**TOTAL**
14:00 - 15:00	23	2	**25**				35	2	**37**	**62**				738	42	**780**	37	2	**39**	**819**	1552	88	**1640**
Period End																							

All Vehicles	**SOUTH**										**SOUTH WEST**											
Time Per Hour	**-**										***Stoney Creek Road***											
	L			**T**			**R**				**L**			**T**			**R**				**TOTAL**	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	**TOTAL**
14:00 - 15:00											31	1	**32**	688	39	**727**				**759**	1552	88	**1640**
Period End																							

Location	Mercury Street	**Duration**	7:00 - 9:00
	Stoney Creek Road		16:00 - 18:00
	-		-
	Stoney Creek Road	**Day/Date**	Thursday, 17 September 2020
Suburb	BEVERLY HILLS	**Weather**	Dry

All Vehicles Time Per 15 Mins			NORTH WEST *Mercury Street*									NORTH EAST *Stoney Creek Road*									TOTAL		TOTAL
			L			T			R			L			T			R					
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	7:15	3	2	5				5	0	5	10				98	4	102	5	0	5	107	311	23	334
7:15	-	7:30	6	0	6				1	1	2	8				102	10	112	6	1	7	119	349	32	381
7:30	-	7:45	7	0	7				2	0	2	9				106	11	117	6	0	6	123	361	24	385
7:45	-	8:00	5	1	6				7	1	8	14				130	13	143	4	2	6	149	343	24	367
8:00	-	8:15	3	2	5				11	1	12	17				128	15	143	10	0	10	153	384	26	410
8:15	-	8:30	3	0	3				12	0	12	15				160	8	168	8	1	9	177	375	14	389
8:30	-	8:45	6	0	6				9	2	11	17				187	17	204	16	0	16	220	416	33	449
8:45	-	9:00	7	1	8				9	0	9	17				176	16	192	12	1	13	205	407	27	434
Period End			40	6	46				56	5	61	107				1087	94	1181	67	5	72	1253	2946	203	3149
16:00	-	16:15	8	0	8				16	2	18	26				234	9	243	13	1	14	257	478	16	494
16:15	-	16:30	12	1	13				13	0	13	26				236	11	247	17	1	18	265	474	18	492
16:30	-	16:45	6	0	6				9	1	10	16				266	9	275	14	1	15	290	506	16	522
16:45	-	17:00	8	1	9				15	0	15	24				316	7	323	21	0	21	344	550	14	564
17:00	-	17:15	9	1	10				17	0	17	27				229	11	240	14	1	15	255	477	19	496
17:15	-	17:30	9	0	9				20	0	20	29				259	7	266	13	0	13	279	502	14	516
17:30	-	17:45	8	0	8				14	0	14	22				252	1	253	2	1	3	256	492	4	496
17:45	-	18:00	9	1	10				7	0	7	17				238	9	247	13	0	13	260	429	11	440
Period End			69	4	73				111	3	114	187				2030	64	2094	107	5	112	2206	3908	112	4020

All Vehicles Time Per 15 Mins			SOUTH -										SOUTH WEST *Stoney Creek Road*											
			L			T			R				L			T			R					
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL
7:00	-	7:15											8	0	8	192	17	209				217	311	23	334
7:15	-	7:30											12	0	12	222	20	242				254	349	32	381
7:30	-	7:45											18	0	18	222	13	235				253	361	24	385
7:45	-	8:00											12	0	12	185	7	192				204	343	24	367
8:00	-	8:15											34	0	34	198	8	206				240	384	26	410
8:15	-	8:30											31	0	31	161	5	166				197	375	14	389
8:30	-	8:45											17	1	18	181	13	194				212	416	33	449
8:45	-	9:00											17	0	17	186	9	195				212	407	27	434
Period End													149	1	150	1547	92	1639				1789	2946	203	3149
16:00	-	16:15											9	0	9	198	4	202				211	478	16	494
16:15	-	16:30											5	0	5	191	5	196				201	474	18	492
16:30	-	16:45											7	1	8	204	4	208				216	506	16	522
16:45	-	17:00											3	0	3	187	6	193				196	550	14	564
17:00	-	17:15											7	0	7	201	6	207				214	477	19	496
17:15	-	17:30											3	0	3	198	7	205				208	502	14	516
17:30	-	17:45											5	0	5	211	2	213				218	492	4	496
17:45	-	18:00											5	0	5	157	1	158				163	429	11	440
Period End													44	1	45	1547	35	1582				1627	3908	112	4020

Location	Mercury Street		Duration	7:00 - 9:00	
	Stoney Creek Road			16:00 - 18:00	
	-			-	
	Stoney Creek Road		Day/Date	Thursday, 17 September 2020	
Suburb	BEVERLY HILLS		Weather	Dry	

All Vehicles Time Per Hour			NORTH WEST *Mercury Street*									NORTH EAST *Stoney Creek Road*									TOTAL		TOTAL
			L			T			R			L			T			R					
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	8:00	21	3	**24**				15	2	**17**	**41**				436	38	**474**	21	3	**24**	**498**	1364	103	**1467**
7:15	-	8:15	21	3	**24**				21	3	**24**	**48**				466	49	**515**	26	3	**29**	**544**	1437	106	**1543**
7:30	-	8:30	18	3	**21**				32	2	**34**	**55**				524	47	**571**	28	3	**31**	**602**	1463	88	**1551**
7:45	-	8:45	17	3	**20**				39	4	**43**	**63**				605	53	**658**	38	3	**41**	**699**	1518	97	**1615**
8:00	-	9:00	19	3	**22**				41	3	**44**	**66**				651	56	**707**	46	2	**48**	**755**	1582	100	**1682**
Period End																									
16:00	-	17:00	34	2	**36**				53	3	**56**	**92**				1052	36	**1088**	65	3	**68**	**1156**	2008	64	**2072**
16:15	-	17:15	35	3	**38**				54	1	**55**	**93**				1047	38	**1085**	66	3	**69**	**1154**	2007	67	**2074**
16:30	-	17:30	32	2	**34**				61	1	**62**	**96**				1070	34	**1104**	62	2	**64**	**1168**	2035	63	**2098**
16:45	-	17:45	34	2	**36**				66	0	**66**	**102**				1056	26	**1082**	50	2	**52**	**1134**	2021	51	**2072**
17:00	-	18:00	35	2	**37**				58	0	**58**	**95**				978	28	**1006**	42	2	**44**	**1050**	1900	48	**1948**
Period End																									

All Vehicles Time Per Hour			SOUTH -									SOUTH WEST *Stoney Creek Road*									TOTAL		TOTAL
			L			T			R			L			T			R					
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	8:00											50	0	**50**	821	57	**878**				**928**	1364	103	**1467**
7:15	-	8:15											76	0	**76**	827	48	**875**				**951**	1437	106	**1543**
7:30	-	8:30											95	0	**95**	766	33	**799**				**894**	1463	88	**1551**
7:45	-	8:45											94	1	**95**	725	33	**758**				**853**	1518	97	**1615**
8:00	-	9:00											99	1	**100**	726	35	**761**				**861**	1582	100	**1682**
Period End																									
16:00	-	17:00											24	1	**25**	780	19	**799**				**824**	2008	64	**2072**
16:15	-	17:15											22	1	**23**	783	21	**804**				**827**	2007	67	**2074**
16:30	-	17:30											20	1	**21**	790	23	**813**				**834**	2035	63	**2098**
16:45	-	17:45											18	0	**18**	797	21	**818**				**836**	2021	51	**2072**
17:00	-	18:00											20	0	**20**	767	16	**783**				**803**	1900	48	**1948**
Period End																									

Location	**Penhurst Street**	**Duration**	**14:00 - 15:00**
	Stoney Creek Road		**-**
	Penhurst Street		-
	Stoney Creek Road	**Day/Date**	**Thursday, 17 September 2020**
Suburb	**BEVERLY HILLS**	**Weather**	**Dry**

All Vehicles			**NORTH WEST**										**NORTH EAST**											
Time Per 15 Mins			***Penhurst Street***										***Stoney Creek Road***											
			L			**T**			**R**				**L**			**T**			**R**				**TOTAL**	
			LIGHT	HEAVY	**Σ**	LIGHT	HEAVY	**Σ**	LIGHT	HEAVY	**Σ**	**TOTAL**	LIGHT	HEAVY	**Σ**	LIGHT	HEAVY	**Σ**	LIGHT	HEAVY	**Σ**	**TOTAL**	LIGHT	HEAVY	**TOTAL**
14:00	**-**	**14:15**	12	0	**12**	57	2	**59**	9	1	**10**	**81**	32	1	**33**	161	11	**172**	33	0	**33**	**238**	520	29	**549**
14:15	**-**	**14:30**	24	2	**26**	84	2	**86**	10	0	**10**	**122**	37	4	**41**	157	10	**167**	54	2	**56**	**264**	617	37	**654**
14:30	**-**	**14:45**	19	1	**20**	46	1	**47**	7	1	**8**	**75**	30	1	**31**	153	6	**159**	50	1	**51**	**241**	613	20	**633**
14:45	**-**	**15:00**	31	1	**32**	43	1	**44**	7	0	**7**	**83**	15	0	**15**	200	12	**212**	50	1	**51**	**278**	633	28	**661**
Period End			**86**	**4**	**90**	**230**	**6**	**236**	**33**	**2**	**35**	**361**	**114**	**6**	**120**	**671**	**39**	**710**	**187**	**4**	**191**	**1021**	**2383**	**114**	**2497**

All Vehicles			**SOUTH EAST**										**SOUTH WEST**											
Time Per 15 Mins			***Penhurst Street***										***Stoney Creek Road***											
			L			**T**			**R**				**L**			**T**			**R**				**TOTAL**	
			LIGHT	HEAVY	**Σ**	LIGHT	HEAVY	**Σ**	LIGHT	HEAVY	**Σ**	**TOTAL**	LIGHT	HEAVY	**Σ**	LIGHT	HEAVY	**Σ**	LIGHT	HEAVY	**Σ**	**TOTAL**	LIGHT	HEAVY	**TOTAL**
14:00	**-**	**14:15**	11	0	**11**	36	2	**38**	19	0	**19**	**68**	3	0	**3**	147	12	**159**	0	0	**0**	**162**	520	29	**549**
14:15	**-**	**14:30**	13	2	**15**	41	2	**43**	21	1	**22**	**80**	7	2	**9**	169	9	**178**	0	1	**1**	**188**	617	37	**654**
14:30	**-**	**14:45**	18	1	**19**	78	1	**79**	19	0	**19**	**117**	8	0	**8**	185	7	**192**	0	0	**0**	**200**	613	20	**633**
14:45	**-**	**15:00**	23	1	**24**	58	2	**60**	21	0	**21**	**105**	2	0	**2**	183	10	**193**	0	0	**0**	**195**	633	28	**661**
Period End			**65**	**4**	**69**	**213**	**7**	**220**	**80**	**1**	**81**	**370**	**20**	**2**	**22**	**684**	**38**	**722**	**0**	**1**	**1**	**745**	**2383**	**114**	**2497**

Location	**Penhurst Street**	**Duration**	**14:00 - 15:00**
	Stoney Creek Road		**-**
	Penhurst Street		**-**
	Stoney Creek Road	**Day/Date**	**Thursday, 17 September 2020**
Suburb	**BEVERLY HILLS**	**Weather**	**Dry**

All Vehicles	**NORTH WEST**										**NORTH EAST**												
Time Per Hour	***Penhurst Street***										***Stoney Creek Road***												
	L			**T**			**R**				**L**			**T**			**R**					**TOTAL**	**TOTAL**
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	
14:00 - 15:00	86	4	**90**	230	6	**236**	33	2	**35**	**361**	114	6	**120**	671	39	**710**	187	4	**191**	**1021**	2383	114	**2497**
Period End																							

All Vehicles	**SOUTH EAST**										**SOUTH WEST**												
Time Per Hour	***Penhurst Street***										***Stoney Creek Road***												
	L			**T**			**R**				**L**			**T**			**R**					**TOTAL**	**TOTAL**
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	**TOTAL**	LIGHT	HEAVY	
14:00 - 15:00	65	4	**69**	213	7	**220**	80	1	**81**	**370**	20	2	**22**	684	38	**722**	0	1	**1**	**745**	2383	114	**2497**
Period End																							

Location	Penhurst Street		**Duration**	7:00 - 9:00	
	Stoney Creek Road			16:00 - 18:00	
	Penhurst Street			-	
	Stoney Creek Road		**Day/Date**	Thursday, 17 September 2020	
Suburb	BEVERLY HILLS		**Weather**	Dry	

All Vehicles Time Per 15 Mins			NORTH WEST *Penhurst Street*										NORTH EAST *Stoney Creek Road*										TOTAL		TOTAL
			L			T			R				L			T			R						
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	**7:15**	14	0	**14**	40	2	**42**	1	0	**1**	**57**	14	1	**15**	97	5	**102**	29	0	**29**	**146**	451	26	**477**
7:15	-	**7:30**	12	0	**12**	53	2	**55**	2	1	**3**	**70**	14	1	**15**	102	7	**109**	23	1	**24**	**148**	485	35	**520**
7:30	-	**7:45**	8	0	**8**	50	3	**53**	6	2	**8**	**69**	18	0	**18**	97	11	**108**	33	0	**33**	**159**	519	32	**551**
7:45	-	**8:00**	18	1	**19**	76	0	**76**	2	0	**2**	**97**	26	1	**27**	120	14	**134**	47	1	**48**	**209**	551	29	**580**
8:00	-	**8:15**	9	0	**9**	102	1	**103**	7	0	**7**	**119**	24	0	**24**	121	14	**135**	45	1	**46**	**205**	540	26	**566**
8:15	-	**8:30**	12	0	**12**	85	1	**86**	8	0	**8**	**106**	26	0	**26**	144	9	**153**	38	0	**38**	**217**	579	18	**597**
8:30	-	**8:45**	27	0	**27**	83	3	**86**	2	1	**3**	**116**	23	2	**25**	181	14	**195**	56	1	**57**	**277**	632	38	**670**
8:45	-	**9:00**	19	0	**19**	72	1	**73**	8	0	**8**	**100**	23	0	**23**	159	14	**173**	40	0	**40**	**236**	621	28	**649**
Period End			**119**	**1**	**120**	**561**	**13**	**574**	**36**	**4**	**40**	**734**	**168**	**5**	**173**	**1021**	**88**	**1109**	**311**	**4**	**315**	**1597**	**4378**	**232**	**4610**
16:00	-	**16:15**	19	1	**20**	68	1	**69**	12	1	**13**	**102**	32	2	**34**	216	9	**225**	57	1	**58**	**317**	689	18	**707**
16:15	-	**16:30**	22	0	**22**	79	3	**82**	7	0	**7**	**111**	31	0	**31**	229	12	**241**	51	2	**53**	**325**	730	28	**758**
16:30	-	**16:45**	23	1	**24**	95	2	**97**	11	0	**11**	**132**	30	0	**30**	258	9	**267**	52	0	**52**	**349**	747	17	**764**
16:45	-	**17:00**	22	1	**23**	83	1	**84**	17	0	**17**	**124**	33	0	**33**	306	6	**312**	46	0	**46**	**391**	781	18	**799**
17:00	-	**17:15**	30	0	**30**	95	1	**96**	14	1	**15**	**141**	37	0	**37**	212	10	**222**	34	1	**35**	**294**	708	18	**726**
17:15	-	**17:30**	12	0	**12**	92	0	**92**	12	0	**12**	**116**	42	1	**43**	244	6	**250**	55	0	**55**	**348**	751	18	**769**
17:30	-	**17:45**	24	1	**25**	122	1	**123**	10	0	**10**	**158**	33	1	**34**	231	1	**232**	45	0	**45**	**311**	742	8	**750**
17:45	-	**18:00**	21	0	**21**	86	2	**88**	9	0	**9**	**118**	26	0	**26**	233	8	**241**	41	0	**41**	**308**	661	16	**677**
Period End			**173**	**4**	**177**	**720**	**11**	**731**	**92**	**2**	**94**	**1002**	**264**	**4**	**268**	**1929**	**61**	**1990**	**381**	**4**	**385**	**2643**	**5809**	**141**	**5950**

All Vehicles Time Per 15 Mins			SOUTH EAST *Penhurst Street*										SOUTH WEST *Stoney Creek Road*										TOTAL		TOTAL
			L			T			R				L			T			R						
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	**7:15**	4	0	**4**	36	1	**37**	6	0	**6**	**47**	3	0	**3**	207	17	**224**	0	0	**0**	**227**	451	26	**477**
7:15	-	**7:30**	4	1	**5**	44	1	**45**	12	0	**12**	**62**	7	0	**7**	212	20	**232**	0	1	**1**	**240**	485	35	**520**
7:30	-	**7:45**	8	0	**8**	59	3	**62**	13	0	**13**	**83**	3	0	**3**	223	13	**236**	1	0	**1**	**240**	519	32	**551**
7:45	-	**8:00**	8	1	**9**	62	1	**63**	7	1	**8**	**80**	6	0	**6**	179	8	**187**	0	1	**1**	**194**	551	29	**580**
8:00	-	**8:15**	8	0	**8**	59	1	**60**	3	0	**3**	**71**	9	0	**9**	152	8	**160**	1	1	**2**	**171**	540	26	**566**
8:15	-	**8:30**	10	1	**11**	60	1	**61**	1	0	**1**	**73**	13	0	**13**	182	5	**187**	0	1	**1**	**201**	579	18	**597**
8:30	-	**8:45**	16	2	**18**	62	2	**64**	3	0	**3**	**85**	7	0	**7**	172	13	**185**	0	0	**0**	**192**	632	38	**670**
8:45	-	**9:00**	19	2	**21**	72	1	**73**	13	0	**13**	**107**	13	0	**13**	183	9	**192**	0	1	**1**	**206**	621	28	**649**
Period End			**77**	**7**	**84**	**454**	**11**	**465**	**58**	**1**	**59**	**608**	**61**	**0**	**61**	**1510**	**93**	**1603**	**2**	**5**	**7**	**1671**	**4378**	**232**	**4610**
16:00	-	**16:15**	16	0	**16**	65	1	**66**	11	0	**11**	**93**	5	0	**5**	187	2	**189**	1	0	**1**	**195**	689	18	**707**
16:15	-	**16:30**	18	1	**19**	62	2	**64**	15	0	**15**	**98**	10	0	**10**	206	7	**213**	0	1	**1**	**224**	730	28	**758**
16:30	-	**16:45**	18	1	**19**	49	1	**50**	11	1	**12**	**81**	5	0	**5**	195	2	**197**	0	0	**0**	**202**	747	17	**764**
16:45	-	**17:00**	14	0	**14**	41	1	**42**	14	0	**14**	**70**	6	0	**6**	199	8	**207**	0	1	**1**	**214**	781	18	**799**
17:00	-	**17:15**	20	1	**21**	57	0	**57**	17	0	**17**	**95**	3	0	**3**	189	4	**193**	0	0	**0**	**196**	708	18	**726**
17:15	-	**17:30**	15	1	**16**	52	1	**53**	22	1	**23**	**92**	6	0	**6**	199	7	**206**	0	1	**1**	**213**	751	18	**769**
17:30	-	**17:45**	13	1	**14**	47	0	**47**	7	0	**7**	**68**	9	1	**10**	201	2	**203**	0	0	**0**	**213**	742	8	**750**
17:45	-	**18:00**	11	1	**12**	43	3	**46**	19	0	**19**	**77**	5	0	**5**	167	1	**168**	0	1	**1**	**174**	661	16	**677**
Period End			**125**	**6**	**131**	**416**	**9**	**425**	**116**	**2**	**118**	**674**	**49**	**1**	**50**	**1543**	**33**	**1576**	**1**	**4**	**5**	**1631**	**5809**	**141**	**5950**

Location	Penhurst Street			Duration	7:00 - 9:00	
	Stoney Creek Road				16:00 - 18:00	
	Penhurst Street				-	
	Stoney Creek Road			Day/Date	Thursday, 17 September 2020	
Suburb	BEVERLY HILLS			Weather	Dry	

All Vehicles Time Per Hour			NORTH WEST *Penhurst Street*										NORTH EAST *Stoney Creek Road*										TOTAL		TOTAL
			L			T			R				L			T			R						
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	8:00	52	1	**53**	219	7	**226**	11	3	**14**	**293**	72	3	**75**	416	37	**453**	132	2	**134**	**662**	2006	122	**2128**
7:15	-	8:15	47	1	**48**	281	6	**287**	17	3	**20**	**355**	82	2	**84**	440	46	**486**	148	3	**151**	**721**	2095	122	**2217**
7:30	-	8:30	47	1	**48**	313	5	**318**	23	2	**25**	**391**	94	1	**95**	482	48	**530**	163	2	**165**	**790**	2189	105	**2294**
7:45	-	8:45	66	1	**67**	346	5	**351**	19	1	**20**	**438**	99	3	**102**	566	51	**617**	186	3	**189**	**908**	2302	111	**2413**
8:00	-	9:00	67	0	**67**	342	6	**348**	25	1	**26**	**441**	96	2	**98**	605	51	**656**	179	2	**181**	**935**	2372	110	**2482**
Period End																									
16:00	-	17:00	86	3	**89**	325	7	**332**	47	1	**48**	**469**	126	2	**128**	1009	36	**1045**	206	3	**209**	**1382**	2947	81	**3028**
16:15	-	17:15	97	2	**99**	352	7	**359**	49	1	**50**	**508**	131	0	**131**	1005	37	**1042**	183	3	**186**	**1359**	2966	81	**3047**
16:30	-	17:30	87	2	**89**	365	4	**369**	54	1	**55**	**513**	142	1	**143**	1020	31	**1051**	187	1	**188**	**1382**	2987	71	**3058**
16:45	-	17:45	88	2	**90**	392	3	**395**	53	1	**54**	**539**	145	2	**147**	993	23	**1016**	180	1	**181**	**1344**	2982	62	**3044**
17:00	-	18:00	87	1	**88**	395	4	**399**	45	1	**46**	**533**	138	2	**140**	920	25	**945**	175	1	**176**	**1261**	2862	60	**2922**
Period End																									

All Vehicles Time Per Hour			SOUTH EAST *Penhurst Street*										SOUTH WEST *Stoney Creek Road*										TOTAL		TOTAL
			L			T			R				L			T			R						
			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	
7:00	-	8:00	24	2	**26**	201	6	**207**	38	1	**39**	**272**	19	0	**19**	821	58	**879**	1	2	**3**	**901**	2006	122	**2128**
7:15	-	8:15	28	2	**30**	224	6	**230**	35	1	**36**	**296**	25	0	**25**	766	49	**815**	2	3	**5**	**845**	2095	122	**2217**
7:30	-	8:30	34	2	**36**	240	6	**246**	24	1	**25**	**307**	31	0	**31**	736	34	**770**	2	3	**5**	**806**	2189	105	**2294**
7:45	-	8:45	42	4	**46**	243	5	**248**	14	1	**15**	**309**	35	0	**35**	685	34	**719**	1	3	**4**	**758**	2302	111	**2413**
8:00	-	9:00	53	5	**58**	253	5	**258**	20	0	**20**	**336**	42	0	**42**	689	35	**724**	1	3	**4**	**770**	2372	110	**2482**
Period End																									
16:00	-	17:00	66	2	**68**	217	5	**222**	51	1	**52**	**342**	26	0	**26**	787	19	**806**	1	2	**3**	**835**	2947	81	**3028**
16:15	-	17:15	70	3	**73**	209	4	**213**	57	1	**58**	**344**	24	0	**24**	789	21	**810**	0	2	**2**	**836**	2966	81	**3047**
16:30	-	17:30	67	3	**70**	199	3	**202**	64	2	**66**	**338**	20	0	**20**	782	21	**803**	0	2	**2**	**825**	2987	71	**3058**
16:45	-	17:45	62	3	**65**	197	2	**199**	60	1	**61**	**325**	24	1	**25**	788	21	**809**	0	2	**2**	**836**	2982	62	**3044**
17:00	-	18:00	59	4	**63**	199	4	**203**	65	1	**66**	**332**	23	1	**24**	756	14	**770**	0	2	**2**	**796**	2862	60	**2922**
Period End																									

Appendix B

SIDRA Model Results

MOVEMENT SUMMARY

Site: 5 [Broadarrow Rd & King Georges Rd EX AM]

Broadarrow Road and King Georges Road
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	103	0.0	0.083	6.1	LOS A	0.1	1.0	0.02	0.58	0.02	52.3
2	T1	2939	0.0	1.079	105.6	LOS F	111.1	777.4	0.96	1.38	1.58	16.5
Approach		3042	0.0	1.079	102.2	LOS F	111.1	777.4	0.93	1.36	1.53	17.0
East: Ponyara Road												
4	L2	21	0.0	0.078	59.7	LOS E	1.3	9.3	0.88	0.70	0.88	25.4
5	T1	95	0.0	0.312	56.6	LOS E	5.7	39.7	0.93	0.73	0.93	33.0
Approach		116	0.0	0.312	57.2	LOS E	5.7	39.7	0.92	0.73	0.92	31.8
North: King Georges Road												
7	L2	80	0.0	0.671	8.6	LOS A	7.9	55.4	0.17	0.21	0.17	54.8
8	T1	2132	0.0	0.671	3.1	LOS A	8.0	55.7	0.17	0.18	0.17	55.5
9	R2	63	0.0	0.464	70.5	LOS F	4.2	29.6	0.97	0.73	0.99	28.4
Approach		2275	0.0	0.671	5.1	LOS A	8.0	55.7	0.20	0.19	0.20	53.3
West: Broadarrow Road												
10	L2	122	0.0	0.152	30.7	LOS C	5.0	34.7	0.64	0.73	0.64	40.0
11	T1	248	0.0	0.612	43.6	LOS D	19.8	138.6	0.91	0.85	1.02	36.3
12	R2	100	0.0	0.612	49.3	LOS D	19.8	138.6	0.91	0.85	1.03	32.0
Approach		471	0.0	0.612	41.5	LOS C	19.8	138.6	0.84	0.82	0.92	36.3
All Vehicles		5903	0.0	1.079	59.1	LOS E	111.1	777.4	0.64	0.85	0.95	25.3

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		211	64.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 5 [Broadarrow Rd & King Georges Rd EX AM - PLUS DEV]

Broadarrow Road and King Georges Road
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	104	0.0	0.084	6.1	LOS A	0.2	1.1	0.02	0.58	0.02	52.3
2	T1	2939	0.0	1.079	105.8	LOS F	111.2	778.2	0.96	1.38	1.58	16.5
Approach		3043	0.0	1.079	102.4	LOS F	111.2	778.2	0.93	1.36	1.53	17.0
East: Ponyara Road												
4	L2	21	0.0	0.078	59.7	LOS E	1.3	9.3	0.88	0.70	0.88	25.4
5	T1	95	0.0	0.312	56.6	LOS E	5.7	39.7	0.93	0.73	0.93	33.0
Approach		116	0.0	0.312	57.2	LOS E	5.7	39.7	0.92	0.73	0.92	31.8
North: King Georges Road												
7	L2	80	0.0	0.671	8.6	LOS A	7.9	55.4	0.17	0.21	0.17	54.8
8	T1	2132	0.0	0.671	3.1	LOS A	8.0	55.7	0.17	0.18	0.17	55.5
9	R2	79	0.0	0.580	72.5	LOS F	5.3	37.4	0.98	0.81	1.19	28.0
Approach		2291	0.0	0.671	5.7	LOS A	8.0	55.7	0.20	0.20	0.21	52.8
West: Broadarrow Road												
10	L2	185	0.0	0.229	31.7	LOS C	7.8	54.5	0.67	0.75	0.67	39.5
11	T1	248	0.0	0.613	43.7	LOS D	19.8	138.8	0.91	0.85	1.03	36.2
12	R2	100	0.0	0.613	49.3	LOS D	19.8	138.8	0.91	0.85	1.03	32.0
Approach		534	0.0	0.613	40.6	LOS C	19.8	138.8	0.83	0.82	0.90	36.6
All Vehicles		5983	0.0	1.079	59.0	LOS E	111.2	778.2	0.64	0.85	0.96	25.4

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		211	64.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 5 [Broadarrow Rd & King Georges Rd EX MD]

Broadarrow Road and King Georges Road
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	196	0.0	0.157	6.1	LOS A	0.3	2.2	0.03	0.58	0.03	52.3
2	T1	2454	0.0	0.924	22.8	LOS B	50.5	353.5	0.76	0.77	0.85	38.4
Approach		2649	0.0	0.924	21.5	LOS B	50.5	353.5	0.71	0.75	0.78	39.4
East: Ponyara Road												
4	L2	27	0.0	0.099	60.0	LOS E	1.7	11.8	0.89	0.72	0.89	25.3
5	T1	115	0.0	0.397	57.4	LOS E	7.0	48.9	0.94	0.75	0.94	32.8
Approach		142	0.0	0.397	57.9	LOS E	7.0	48.9	0.93	0.74	0.93	31.6
North: King Georges Road												
7	L2	39	0.0	0.777	8.9	LOS A	12.6	88.3	0.24	0.24	0.24	54.8
8	T1	2524	0.0	0.777	3.4	LOS A	12.6	88.5	0.24	0.23	0.24	55.3
9	R2	115	0.0	0.824	70.2	LOS E	8.4	58.5	1.00	1.00	1.56	28.5
Approach		2678	0.0	0.824	6.3	LOS A	12.6	88.5	0.27	0.26	0.30	52.0
West: Broadarrow Road												
10	L2	125	0.0	0.155	30.7	LOS C	5.1	35.5	0.64	0.73	0.64	39.9
11	T1	152	0.0	0.552	45.1	LOS D	16.1	112.9	0.91	0.85	1.01	35.5
12	R2	129	0.0	0.552	50.7	LOS D	16.1	112.9	0.91	0.85	1.01	31.2
Approach		406	0.0	0.552	42.5	LOS C	16.1	112.9	0.83	0.81	0.90	35.5
All Vehicles		5876	0.0	0.924	16.9	LOS B	50.5	353.5	0.52	0.53	0.57	43.1

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		211	64.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 5 [Broadarrow Rd & King Georges Rd EX MD - PLUS DEV]

Broadarrow Road and King Georges Road
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	197	0.0	0.158	6.1	LOS A	0.3	2.2	0.03	0.58	0.03	52.3
2	T1	2454	0.0	0.925	22.8	LOS B	50.6	354.0	0.76	0.77	0.85	38.4
Approach		2651	0.0	0.925	21.6	LOS B	50.6	354.0	0.71	0.75	0.78	39.4
East: Ponyara Road												
4	L2	27	0.0	0.099	60.0	LOS E	1.7	11.8	0.89	0.72	0.89	25.3
5	T1	115	0.0	0.397	57.4	LOS E	7.0	48.9	0.94	0.75	0.94	32.8
Approach		142	0.0	0.397	57.9	LOS E	7.0	48.9	0.93	0.74	0.93	31.6
North: King Georges Road												
7	L2	39	0.0	0.777	8.9	LOS A	12.6	88.3	0.24	0.24	0.24	54.8
8	T1	2524	0.0	0.777	3.4	LOS A	12.6	88.5	0.24	0.23	0.24	55.3
9	R2	133	0.0	0.953	90.2	LOS F	11.2	78.4	1.00	1.11	1.88	24.8
Approach		2696	0.0	0.953	7.8	LOS A	12.6	88.5	0.28	0.27	0.32	50.6
West: Broadarrow Road												
10	L2	144	0.0	0.178	31.0	LOS C	5.9	41.4	0.65	0.74	0.65	39.8
11	T1	152	0.0	0.552	45.1	LOS D	16.1	112.9	0.91	0.85	1.01	35.5
12	R2	129	0.0	0.552	50.7	LOS D	16.1	112.9	0.91	0.85	1.01	31.2
Approach		425	0.0	0.552	42.0	LOS C	16.1	112.9	0.82	0.81	0.89	35.6
All Vehicles		5914	0.0	0.953	17.6	LOS B	50.6	354.0	0.52	0.54	0.58	42.7

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		211	64.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 5 [Broadarrow Rd & King Georges Rd EX PM]

Broadarrow Road and King Georges Road
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	167	0.0	0.142	6.1	LOS A	0.3	1.8	0.02	0.58	0.02	52.2
2	T1	2137	0.0	0.833	16.2	LOS B	33.1	232.0	0.67	0.62	0.68	42.9
Approach		2304	0.0	0.833	15.4	LOS B	33.1	232.0	0.62	0.61	0.63	43.6
East: Ponyara Road												
4	L2	27	0.0	0.188	61.0	LOS E	3.3	23.4	0.91	0.72	0.91	25.8
5	T1	225	0.0	0.756	61.9	LOS E	13.2	92.3	0.98	0.85	1.06	31.6
Approach		253	0.0	0.756	61.8	LOS E	13.2	92.3	0.97	0.84	1.05	31.1
North: King Georges Road												
7	L2	78	0.0	0.834	7.7	LOS A	11.4	79.8	0.20	0.22	0.20	55.8
8	T1	2741	0.0	0.834	2.1	LOS A	11.5	80.2	0.20	0.20	0.20	56.8
9	R2	147	0.0	0.691	52.0	LOS D	9.0	62.7	0.89	0.97	1.34	32.9
Approach		2966	0.0	0.834	4.8	LOS A	11.5	80.2	0.23	0.24	0.25	53.8
West: Broadarrow Road												
10	L2	125	0.0	0.148	28.8	LOS C	4.9	34.1	0.62	0.73	0.62	40.7
11	T1	147	0.0	0.560	51.3	LOS D	14.4	100.7	0.93	0.90	1.16	33.8
12	R2	95	0.0	0.560	56.9	LOS E	14.4	100.7	0.93	0.90	1.16	29.6
Approach		367	0.0	0.560	45.1	LOS D	14.4	100.7	0.82	0.84	0.98	34.8
All Vehicles		5891	0.0	0.834	13.9	LOS A	33.1	232.0	0.45	0.45	0.48	45.5

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		211	64.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 5 [Broadarrow Rd & King Georges Rd EX PM - PLUS DEV]

Broadarrow Road and King Georges Road
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	172	0.0	0.150	6.2	LOS A	0.3	1.9	0.02	0.58	0.02	52.2
2	T1	2137	0.0	0.865	20.0	LOS B	38.1	266.9	0.74	0.70	0.77	40.2
Approach		2308	0.0	0.865	19.0	LOS B	38.1	266.9	0.68	0.69	0.71	41.1
East: Ponyara Road												
4	L2	27	0.0	0.188	61.0	LOS E	3.3	23.4	0.91	0.72	0.91	25.8
5	T1	225	0.0	0.756	61.9	LOS E	13.2	92.3	0.98	0.85	1.06	31.6
Approach		253	0.0	0.756	61.8	LOS E	13.2	92.3	0.97	0.84	1.05	31.1
North: King Georges Road												
7	L2	78	0.0	0.824	6.9	LOS A	7.6	53.1	0.13	0.17	0.13	56.5
8	T1	2741	0.0	0.824	1.4	LOS A	7.6	53.3	0.13	0.14	0.13	57.8
9	R2	206	0.0	0.824	60.5	LOS E	13.7	96.2	0.96	1.06	1.61	30.7
Approach		3025	0.0	0.824	5.6	LOS A	13.7	96.2	0.19	0.20	0.23	52.9
West: Broadarrow Road												
10	L2	142	0.0	0.162	27.8	LOS B	5.4	38.0	0.61	0.73	0.61	41.2
11	T1	147	0.0	0.579	52.3	LOS D	14.5	101.6	0.94	0.91	1.18	33.6
12	R2	95	0.0	0.579	57.9	LOS E	14.5	101.6	0.94	0.91	1.18	29.3
Approach		384	0.0	0.579	44.7	LOS D	14.5	101.6	0.82	0.84	0.97	34.9
All Vehicles		5971	0.0	0.865	15.7	LOS B	38.1	266.9	0.45	0.46	0.50	44.3

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		211	64.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 13 [King Georges Rd & Edgbaston Rd EX AM]

King Georges Road and Edgbaston Road
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	20	5.3	0.637	6.2	LOS A	3.3	24.3	0.06	0.07	0.06	52.4
2	T1	2776	5.8	0.637	0.6	LOS A	3.3	24.3	0.06	0.06	0.06	58.3
Approach		2796	5.8	0.637	0.7	LOS A	3.3	24.3	0.06	0.06	0.06	58.2
North: King Georges Road												
8	T1	2084	9.9	0.487	0.5	LOS A	1.8	13.4	0.04	0.04	0.04	58.7
9	R2	66	4.8	0.214	3.9	LOS A	0.3	1.9	0.06	0.55	0.06	45.4
Approach		2151	9.8	0.487	0.6	LOS A	1.8	13.4	0.04	0.05	0.04	58.0
West: Edgbaston Road												
10	L2	214	1.5	0.428	65.5	LOS E	6.8	48.4	0.96	0.78	0.96	17.6
Approach		214	1.5	0.428	65.5	LOS E	6.8	48.4	0.96	0.78	0.96	17.6
All Vehicles		5160	7.3	0.637	3.3	LOS A	6.8	48.4	0.09	0.09	0.09	51.9

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		53	64.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 13 [King Georges Rd & Edgbaston Rd EX AM - PLUS DEV]

King Georges Road and Edgbaston Road
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	20	5.3	0.637	6.2	LOS A	3.3	24.3	0.06	0.07	0.06	52.4
2	T1	2776	5.8	0.637	0.6	LOS A	3.3	24.3	0.06	0.06	0.06	58.3
Approach		2796	5.8	0.637	0.7	LOS A	3.3	24.3	0.06	0.06	0.06	58.2
North: King Georges Road												
8	T1	2084	9.9	0.487	0.5	LOS A	1.8	13.4	0.04	0.04	0.04	58.7
9	R2	77	4.1	0.247	4.1	LOS A	0.6	4.2	0.11	0.57	0.11	45.2
Approach		2161	9.7	0.487	0.7	LOS A	1.8	13.4	0.04	0.06	0.04	57.9
West: Edgbaston Road												
10	L2	255	1.2	0.510	66.3	LOS E	8.2	58.3	0.98	0.80	0.98	17.4
Approach		255	1.2	0.510	66.3	LOS E	8.2	58.3	0.98	0.80	0.98	17.4
All Vehicles		5212	7.2	0.637	3.9	LOS A	8.2	58.3	0.10	0.09	0.10	50.8

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		53	64.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 13 [King Georges Rd & Edgbaston Rd EX MD]

King Georges Road and Edgbaston Road
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	36	5.9	0.503	6.1	LOS A	1.9	14.7	0.04	0.07	0.04	52.4
2	T1	2184	9.3	0.503	0.5	LOS A	1.9	14.7	0.04	0.05	0.04	58.6
Approach		2220	9.2	0.503	0.6	LOS A	1.9	14.7	0.04	0.05	0.04	58.3
North: King Georges Road												
8	T1	2294	7.0	0.512	0.5	LOS A	2.0	15.2	0.04	0.04	0.04	58.8
9	R2	152	4.9	0.505	7.6	LOS A	2.1	15.4	0.21	0.70	0.43	41.5
Approach		2445	6.8	0.512	0.9	LOS A	2.1	15.4	0.05	0.08	0.07	56.9
West: Edgbaston Road												
10	L2	117	6.3	0.288	67.1	LOS E	3.7	27.6	0.96	0.75	0.96	17.3
Approach		117	6.3	0.288	67.1	LOS E	3.7	27.6	0.96	0.75	0.96	17.3
All Vehicles		4782	7.9	0.512	2.4	LOS A	3.7	27.6	0.07	0.08	0.08	53.7

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		53	64.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 13 [King Georges Rd & Edgbaston Rd EX MD - PLUS DEV]

King Georges Road and Edgbaston Road
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	36	5.9	0.512	6.1	LOS A	2.0	14.9	0.04	0.07	0.04	52.3
2	T1	2184	9.3	0.512	0.5	LOS A	2.0	15.0	0.04	0.05	0.04	58.5
Approach		2220	9.2	0.512	0.6	LOS A	2.0	15.0	0.04	0.05	0.04	58.3
North: King Georges Road												
8	T1	2294	7.0	0.522	0.5	LOS A	2.1	15.4	0.04	0.04	0.04	58.7
9	R2	164	4.5	0.503	8.1	LOS A	2.3	16.4	0.21	0.71	0.46	41.1
Approach		2458	6.8	0.522	1.0	LOS A	2.3	16.4	0.06	0.09	0.07	56.6
West: Edgbaston Road												
10	L2	129	5.7	0.282	65.1	LOS E	4.1	29.9	0.94	0.76	0.94	17.6
Approach		129	5.7	0.282	65.1	LOS E	4.1	29.9	0.94	0.76	0.94	17.6
All Vehicles		4807	7.9	0.522	2.6	LOS A	4.1	29.9	0.07	0.09	0.08	53.3

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		53	64.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 13 [King Georges Rd & Edgbaston Rd EX PM]

King Georges Road and Edgbaston Road
Site Category: Narwee
Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	66	1.6	0.524	14.3	LOS A	21.1	152.9	0.48	0.47	0.48	45.4
2	T1	2101	4.5	0.524	8.8	LOS A	21.1	153.7	0.48	0.45	0.48	43.5
Approach		2167	4.4	0.524	8.9	LOS A	21.1	153.7	0.48	0.45	0.48	43.7
North: King Georges Road												
8	T1	2763	2.5	0.840	15.1	LOS B	54.8	391.5	0.71	0.68	0.73	36.5
9	R2	289	1.5	0.665	45.0	LOS D	17.1	121.5	0.97	1.06	1.42	22.5
Approach		3053	2.4	0.840	18.0	LOS B	54.8	391.5	0.73	0.72	0.79	34.0
West: Edgbaston Road												
10	L2	113	0.0	0.163	56.1	LOS D	3.2	22.6	0.88	0.74	0.88	19.3
Approach		113	0.0	0.163	56.1	LOS D	3.2	22.6	0.88	0.74	0.88	19.3
All Vehicles		5333	3.1	0.840	15.1	LOS B	54.8	391.5	0.63	0.61	0.67	36.6

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		53	64.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 13 [King Georges Rd & Edgbaston Rd EX PM - PLUS DEV]

King Georges Road and Edgbaston Road
Site Category: Narwee
Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	66	1.6	0.540	15.8	LOS B	22.8	165.1	0.51	0.50	0.51	44.4
2	T1	2101	4.5	0.540	10.2	LOS A	22.8	165.9	0.51	0.48	0.51	41.7
Approach		2167	4.4	0.540	10.4	LOS A	22.8	165.9	0.51	0.48	0.51	41.9
North: King Georges Road												
8	T1	2763	2.5	0.880	19.3	LOS B	61.8	441.5	0.79	0.76	0.82	33.0
9	R2	331	1.3	0.699	46.6	LOS D	19.1	134.9	0.97	1.07	1.45	22.1
Approach		3094	2.3	0.880	22.2	LOS B	61.8	441.5	0.81	0.80	0.88	31.0
West: Edgbaston Road												
10	L2	123	0.0	0.160	53.4	LOS D	3.4	24.1	0.86	0.74	0.86	19.9
Approach		123	0.0	0.160	53.4	LOS D	3.4	24.1	0.86	0.74	0.86	19.9
All Vehicles		5384	3.1	0.880	18.2	LOS B	61.8	441.5	0.69	0.67	0.74	34.0

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		53	64.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 11 [Stoney Creek Rd & King Georges Rd EX AM]

Stoney Creek Road and King Georges Road, Narwee
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	9	0.0	0.983	92.7	LOS F	64.0	447.7	1.00	1.20	1.37	23.8
2	T1	2027	0.0	0.983	87.1	LOS F	64.0	448.1	1.00	1.20	1.37	22.4
3	R2	109	0.0	1.032	133.7	LOS F	10.8	75.6	1.00	1.15	1.87	16.5
Approach		2146	0.0	1.032	89.5	LOS F	64.0	448.1	1.00	1.20	1.40	22.0
East: Stoney Creek Road												
4	L2	54	0.0	0.086	27.8	LOS B	1.7	11.7	0.48	0.67	0.48	38.0
5	T1	362	0.0	0.394	38.5	LOS C	8.9	62.1	0.76	0.63	0.76	33.7
6	R2	616	0.0	0.967	79.2	LOS F	24.7	173.1	1.00	1.01	1.31	20.9
Approach		1032	0.0	0.967	62.2	LOS E	24.7	173.1	0.89	0.86	1.07	25.2
North: King Georges Road												
7	L2	709	0.0	0.330	6.4	LOS A	0.7	4.9	0.03	0.56	0.03	51.2
8	T1	1216	0.0	0.571	16.2	LOS B	12.7	89.1	0.50	0.44	0.50	45.7
9	R2	144	0.0	0.679	75.3	LOS F	5.0	35.2	1.00	0.77	1.03	23.5
Approach		2069	0.0	0.679	17.0	LOS B	12.7	89.1	0.37	0.50	0.37	44.2
West: Stoney Creek Road												
10	L2	177	0.0	0.142	28.4	LOS B	2.8	19.9	0.50	0.68	0.50	37.5
11	T1	855	0.0	0.963	64.0	LOS E	33.8	236.3	1.00	1.06	1.25	26.1
12	R2	57	0.0	0.179	51.8	LOS D	2.9	20.5	0.79	0.72	0.79	31.5
Approach		1088	0.0	0.963	57.6	LOS E	33.8	236.3	0.91	0.98	1.11	27.7
All Vehicles		6336	0.0	1.032	55.9	LOS D	64.0	448.1	0.76	0.88	0.96	28.1

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3B	North Slip/Bypass Lane Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4B	West Slip/Bypass Lane Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		316	64.3	LOS F			0.96	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.

MOVEMENT SUMMARY

Site: 11 [Stoney Creek Rd & King Georges Rd EX AM - PLUS DEV]

Stoney Creek Road and King Georges Road, Narwee
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	15	0.0	0.985	94.1	LOS F	64.6	452.2	1.00	1.20	1.38	23.6
2	T1	2027	0.0	0.985	88.5	LOS F	64.7	452.8	1.00	1.21	1.38	22.2
3	R2	109	0.0	1.032	133.7	LOS F	10.8	75.6	1.00	1.15	1.87	16.5
Approach		2152	0.0	1.032	90.8	LOS F	64.7	452.8	1.00	1.20	1.41	21.8
East: Stoney Creek Road												
4	L2	54	0.0	0.084	27.0	LOS B	1.6	11.3	0.47	0.67	0.47	38.4
5	T1	373	0.0	0.393	37.4	LOS C	9.0	62.9	0.75	0.62	0.75	34.1
6	R2	616	0.0	1.009	98.3	LOS F	27.5	192.8	1.00	1.08	1.45	18.0
Approach		1042	0.0	1.009	72.9	LOS F	27.5	192.8	0.88	0.89	1.15	22.9
North: King Georges Road												
7	L2	709	0.0	0.334	6.4	LOS A	0.7	4.9	0.03	0.56	0.03	51.2
8	T1	1216	0.0	0.571	16.2	LOS B	12.7	89.1	0.50	0.44	0.50	45.7
9	R2	144	0.0	0.679	75.3	LOS F	5.0	35.2	1.00	0.77	1.03	23.5
Approach		2069	0.0	0.679	17.0	LOS B	12.7	89.1	0.37	0.50	0.38	44.2
West: Stoney Creek Road												
10	L2	177	0.0	0.139	27.5	LOS B	2.8	19.4	0.49	0.67	0.49	37.9
11	T1	896	0.0	0.989	73.1	LOS F	37.7	263.9	1.00	1.12	1.33	24.2
12	R2	78	0.0	0.255	53.7	LOS D	4.2	29.3	0.82	0.74	0.82	30.9
Approach		1151	0.0	0.989	64.8	LOS E	37.7	263.9	0.91	1.03	1.16	26.0
All Vehicles		6414	0.0	1.032	59.4	LOS E	64.7	452.8	0.76	0.90	0.99	27.2

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3B	North Slip/Bypass Lane Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4B	West Slip/Bypass Lane Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		316	64.3	LOS F			0.96	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.

MOVEMENT SUMMARY

Site: 11 [Stoney Creek Rd & King Georges Rd EX MD]

Stoney Creek Road and King Georges Road, Narwee
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	23	0.0	0.769	51.0	LOS D	30.1	210.7	0.96	0.86	0.97	33.2
2	T1	1405	0.0	0.769	45.2	LOS D	30.2	211.3	0.95	0.85	0.96	32.1
3	R2	107	0.0	0.623	74.1	LOS F	7.4	51.5	1.00	0.80	1.03	24.5
Approach		1536	0.0	0.769	47.3	LOS D	30.2	211.3	0.96	0.85	0.97	31.4
East: Stoney Creek Road												
4	L2	79	0.0	0.124	27.3	LOS B	2.4	17.1	0.48	0.68	0.48	38.2
5	T1	602	0.0	0.778	47.9	LOS D	19.7	137.9	0.94	0.82	0.97	30.4
6	R2	566	0.0	0.762	54.5	LOS D	17.7	124.0	0.95	0.85	0.98	26.2
Approach		1247	0.0	0.778	49.6	LOS D	19.7	137.9	0.91	0.83	0.95	28.9
North: King Georges Road												
7	L2	687	0.0	0.324	6.4	LOS A	0.7	4.7	0.03	0.56	0.03	51.2
8	T1	1285	0.0	0.669	22.1	LOS B	17.8	124.4	0.66	0.57	0.66	42.1
9	R2	272	0.0	0.787	68.9	LOS E	9.3	65.0	1.00	0.82	1.05	24.8
Approach		2244	0.0	0.787	22.9	LOS B	17.8	124.4	0.51	0.60	0.51	40.6
West: Stoney Creek Road												
10	L2	184	0.0	0.145	27.6	LOS B	2.9	20.2	0.49	0.67	0.49	37.9
11	T1	592	0.0	0.732	46.8	LOS D	17.9	125.6	0.93	0.80	0.94	30.8
12	R2	124	0.0	0.334	48.8	LOS D	6.4	44.7	0.79	0.75	0.79	32.3
Approach		900	0.0	0.732	43.2	LOS D	17.9	125.6	0.82	0.77	0.83	32.2
All Vehicles		5927	0.0	0.787	37.9	LOS C	30.2	211.3	0.76	0.74	0.77	33.8

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3B	North Slip/Bypass Lane Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4B	West Slip/Bypass Lane Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		316	64.3	LOS F			0.96	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.

MOVEMENT SUMMARY

Site: 11 [Stoney Creek Rd & King Georges Rd EX MD - PLUS DEV]

Stoney Creek Road and King Georges Road, Narwee
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	36	0.0	0.776	51.4	LOS D	30.5	213.8	0.97	0.86	0.98	33.0
2	T1	1405	0.0	0.776	45.6	LOS D	30.7	214.8	0.96	0.86	0.97	31.9
3	R2	107	0.0	0.623	74.1	LOS F	7.4	51.5	1.00	0.80	1.03	24.5
Approach		1548	0.0	0.776	47.7	LOS D	30.7	214.8	0.96	0.85	0.98	31.3
East: Stoney Creek Road												
4	L2	79	0.0	0.121	26.5	LOS B	2.4	16.6	0.47	0.68	0.47	38.7
5	T1	615	0.0	0.768	46.5	LOS D	19.8	138.7	0.93	0.81	0.96	30.9
6	R2	566	0.0	0.791	56.5	LOS D	18.2	127.3	0.97	0.86	1.01	25.7
Approach		1260	0.0	0.791	49.7	LOS D	19.8	138.7	0.92	0.83	0.95	28.9
North: King Georges Road												
7	L2	687	0.0	0.328	6.4	LOS A	0.7	4.7	0.03	0.56	0.03	51.2
8	T1	1285	0.0	0.669	22.1	LOS B	17.8	124.4	0.66	0.57	0.66	42.1
9	R2	272	0.0	0.787	68.9	LOS E	9.3	65.0	1.00	0.82	1.05	24.8
Approach		2244	0.0	0.787	22.9	LOS B	17.8	124.4	0.51	0.60	0.51	40.6
West: Stoney Creek Road												
10	L2	184	0.0	0.142	26.7	LOS B	2.8	19.7	0.48	0.67	0.48	38.3
11	T1	604	0.0	0.723	45.5	LOS D	18.1	126.4	0.92	0.79	0.93	31.2
12	R2	137	0.0	0.382	50.4	LOS D	7.3	50.9	0.82	0.76	0.82	31.9
Approach		925	0.0	0.723	42.5	LOS D	18.1	126.4	0.82	0.76	0.82	32.5
All Vehicles		5978	0.0	0.791	38.0	LOS C	30.7	214.8	0.76	0.74	0.77	33.8

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3B	North Slip/Bypass Lane Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4B	West Slip/Bypass Lane Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		316	64.3	LOS F			0.96	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.

MOVEMENT SUMMARY

Site: 11 [Stoney Creek Rd & King Georges Rd EX PM]

Stoney Creek Road and King Georges Road, Narwee
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	31	0.0	0.783	50.3	LOS D	32.1	224.8	0.96	0.87	0.98	33.3
2	T1	1482	0.0	0.783	44.5	LOS D	32.2	225.6	0.95	0.86	0.97	32.3
3	R2	121	0.0	0.608	71.9	LOS F	8.1	57.0	1.00	0.80	1.00	25.0
Approach		1634	0.0	0.783	46.7	LOS D	32.2	225.6	0.96	0.85	0.97	31.6
East: Stoney Creek Road												
4	L2	41	0.0	0.056	21.3	LOS B	1.0	6.9	0.37	0.65	0.37	41.4
5	T1	835	0.0	0.905	51.0	LOS D	30.0	210.1	0.99	0.96	1.12	29.5
6	R2	442	0.0	0.877	69.2	LOS E	15.7	110.1	1.00	0.91	1.15	22.8
Approach		1318	0.0	0.905	56.2	LOS D	30.0	210.1	0.97	0.93	1.11	27.3
North: King Georges Road												
7	L2	719	0.0	0.371	6.5	LOS A	0.8	5.3	0.03	0.56	0.03	51.1
8	T1	1737	0.0	0.932	28.6	LOS C	39.6	277.5	0.86	0.83	0.94	38.7
9	R2	358	0.0	0.899	69.3	LOS E	12.7	88.9	1.00	0.87	1.12	24.7
Approach		2814	0.0	0.932	28.1	LOS B	39.6	277.5	0.67	0.77	0.73	38.0
West: Stoney Creek Road												
10	L2	183	0.0	0.126	21.9	LOS B	2.3	16.1	0.40	0.65	0.40	40.9
11	T1	743	0.0	0.785	43.2	LOS D	22.6	157.9	0.93	0.82	0.96	32.0
12	R2	151	0.0	0.597	61.6	LOS E	9.4	65.8	0.94	0.80	0.94	28.9
Approach		1077	0.0	0.785	42.1	LOS C	22.6	157.9	0.84	0.79	0.86	32.6
All Vehicles		6842	0.0	0.932	40.2	LOS C	39.6	277.5	0.82	0.82	0.88	33.1

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3B	North Slip/Bypass Lane Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4B	West Slip/Bypass Lane Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		316	64.3	LOS F			0.96	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.

MOVEMENT SUMMARY

Site: 11 [Stoney Creek Rd & King Georges Rd EX PM - PLUS DEV]

Stoney Creek Road and King Georges Road, Narwee
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: King Georges Road												
1	L2	52	0.0	0.794	51.1	LOS D	32.9	230.4	0.97	0.88	0.99	33.0
2	T1	1482	0.0	0.794	45.3	LOS D	33.1	231.8	0.96	0.87	0.98	32.0
3	R2	121	0.0	0.608	71.9	LOS F	8.1	57.0	1.00	0.80	1.00	25.0
Approach		1655	0.0	0.794	47.4	LOS D	33.1	231.8	0.96	0.86	0.98	31.4
East: Stoney Creek Road												
4	L2	41	0.0	0.055	20.6	LOS B	0.9	6.6	0.36	0.64	0.36	41.8
5	T1	876	0.0	0.923	52.6	LOS D	32.4	226.7	0.99	0.99	1.15	29.0
6	R2	442	0.0	0.926	75.1	LOS F	16.6	116.0	1.00	0.95	1.24	21.6
Approach		1359	0.0	0.926	59.0	LOS E	32.4	226.7	0.97	0.96	1.15	26.6
North: King Georges Road												
7	L2	719	0.0	0.376	6.5	LOS A	0.8	5.3	0.03	0.56	0.03	51.1
8	T1	1737	0.0	0.932	28.6	LOS C	39.6	277.5	0.86	0.83	0.94	38.7
9	R2	358	0.0	0.899	69.3	LOS E	12.7	88.9	1.00	0.87	1.12	24.7
Approach		2814	0.0	0.932	28.1	LOS B	39.6	277.5	0.67	0.77	0.73	38.0
West: Stoney Creek Road												
10	L2	183	0.0	0.123	21.1	LOS B	2.2	15.6	0.38	0.65	0.38	41.4
11	T1	754	0.0	0.773	41.7	LOS C	22.5	157.3	0.92	0.81	0.94	32.5
12	R2	156	0.0	0.652	63.4	LOS E	10.0	69.9	0.96	0.81	0.97	28.5
Approach		1093	0.0	0.773	41.4	LOS C	22.5	157.3	0.83	0.78	0.85	32.9
All Vehicles		6920	0.0	0.932	40.9	LOS C	39.6	277.5	0.83	0.83	0.89	32.8

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P3B	North Slip/Bypass Lane Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P4B	West Slip/Bypass Lane Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		316	64.3	LOS F			0.96	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.

MOVEMENT SUMMARY

Site: 4 [Broadarrow Rd & Hannans Rd EX AM]

Broadarrow Road and Hannans Road, Narwee
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Broadarrow Road												
1	L2	443	1.7	0.502	14.7	LOS B	12.3	87.3	0.52	0.72	0.52	21.0
2	T1	1	0.0	0.814	41.8	LOS C	14.8	105.0	0.84	0.86	1.01	14.9
3	R2	282	1.5	0.814	45.2	LOS D	14.8	105.0	0.84	0.86	1.01	27.9
Approach		726	1.6	0.814	26.6	LOS B	14.8	105.0	0.64	0.77	0.71	25.6
East: Broadarrow Road												
4	L2	242	3.0	0.205	9.5	LOS A	2.3	16.2	0.17	0.62	0.17	46.8
5	T1	269	3.1	0.824	46.4	LOS D	13.8	99.1	0.84	0.80	0.99	29.4
Approach		512	3.1	0.824	28.9	LOS C	13.8	99.1	0.53	0.72	0.60	35.3
West: Hannans Road												
10	L2	3	0.0	0.267	6.2	LOS A	0.4	3.2	0.03	0.03	0.03	53.1
11	T1	285	3.3	0.267	0.6	LOS A	0.4	3.2	0.03	0.03	0.03	59.1
12	R2	377	1.4	0.598	15.5	LOS B	7.6	53.6	0.40	0.80	0.65	20.4
Approach		665	2.2	0.598	9.1	LOS A	7.6	53.6	0.24	0.46	0.38	42.1
All Vehicles		1903	2.2	0.824	21.1	LOS B	14.8	105.0	0.47	0.65	0.57	33.3

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		105	54.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 4 [Broadarrow Rd & Hannans Rd EX MD]

Broadarrow Road and Hannans Road, Narwee
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Broadarrow Road												
1	L2	301	2.4	0.291	17.8	LOS B	9.0	64.2	0.56	0.72	0.56	18.8
2	T1	1	0.0	0.429	44.9	LOS D	8.3	60.0	0.92	0.80	0.92	14.1
3	R2	161	3.3	0.429	48.4	LOS D	8.3	60.0	0.92	0.80	0.92	26.9
Approach		463	2.7	0.429	28.5	LOS B	9.0	64.2	0.68	0.75	0.68	23.8
East: Broadarrow Road												
4	L2	206	3.1	0.192	12.7	LOS A	2.9	21.2	0.27	0.65	0.27	44.1
5	T1	224	3.3	0.443	31.0	LOS C	8.6	61.9	0.70	0.59	0.70	35.4
Approach		431	3.2	0.443	22.2	LOS B	8.6	61.9	0.49	0.62	0.49	38.9
West: Hannans Road												
10	L2	4	0.0	0.179	6.0	LOS A	0.3	2.4	0.03	0.03	0.03	53.5
11	T1	231	4.6	0.179	0.4	LOS A	0.3	2.4	0.03	0.03	0.03	59.3
12	R2	366	2.6	0.441	6.2	LOS A	0.8	5.8	0.04	0.60	0.04	31.1
Approach		601	3.3	0.441	4.0	LOS A	0.8	5.8	0.04	0.38	0.04	48.5
All Vehicles		1495	3.1	0.443	16.8	LOS B	9.0	64.2	0.37	0.56	0.37	36.1

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		105	54.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 4 [Broadarrow Rd & Hannans Rd EX PM]

Broadarrow Road and Hannans Road, Narwee
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Broadarrow Road												
1	L2	302	1.4	0.278	16.1	LOS B	8.5	60.0	0.52	0.71	0.52	19.9
2	T1	1	0.0	0.746	59.5	LOS E	9.6	68.9	1.00	0.86	1.13	11.5
3	R2	157	3.4	0.746	62.9	LOS E	9.6	68.9	1.00	0.86	1.13	23.2
Approach		460	2.1	0.746	32.2	LOS C	9.6	68.9	0.69	0.76	0.73	22.0
East: Broadarrow Road												
4	L2	346	1.2	0.521	22.9	LOS B	9.8	69.3	0.52	0.73	0.52	37.3
5	T1	266	2.4	0.756	37.6	LOS C	11.8	84.5	0.77	0.69	0.84	32.6
Approach		613	1.7	0.756	29.3	LOS C	11.8	84.5	0.63	0.71	0.66	35.0
West: Hannans Road												
10	L2	4	0.0	0.165	5.9	LOS A	0.3	2.4	0.03	0.03	0.03	53.9
11	T1	244	2.2	0.165	0.3	LOS A	0.3	2.4	0.03	0.03	0.03	59.5
12	R2	572	1.1	0.584	6.4	LOS A	1.5	10.6	0.06	0.67	0.24	30.8
Approach		820	1.4	0.584	4.6	LOS A	1.5	10.6	0.05	0.48	0.18	45.6
All Vehicles		1893	1.7	0.756	19.3	LOS B	11.8	84.5	0.39	0.62	0.47	33.9

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		105	54.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 4 [Broadarrow Rd & Hannans Rd FUT AM]

Broadarrow Road and Hannans Road, Narwee
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Broadarrow Road												
1	L2	458	1.6	0.525	13.8	LOS A	12.3	87.0	0.50	0.71	0.50	21.7
2	T1	1	0.0	0.906	55.1	LOS D	21.2	150.2	0.83	0.94	1.18	12.2
3	R2	345	1.2	0.906	58.5	LOS E	21.2	150.2	0.83	0.94	1.18	24.2
Approach		804	1.4	0.906	33.1	LOS C	21.2	150.2	0.64	0.81	0.79	23.6
East: Broadarrow Road												
4	L2	255	2.9	0.210	8.7	LOS A	2.0	14.3	0.15	0.62	0.15	47.5
5	T1	269	3.1	0.892	55.5	LOS D	15.4	111.0	0.87	0.90	1.14	26.7
Approach		524	3.0	0.892	32.8	LOS C	15.4	111.0	0.52	0.76	0.66	33.6
West: Hannans Road												
10	L2	3	0.0	0.283	6.2	LOS A	0.5	3.3	0.03	0.03	0.03	53.0
11	T1	285	3.3	0.283	0.7	LOS A	0.5	3.3	0.03	0.03	0.03	59.0
12	R2	381	1.4	0.655	20.0	LOS B	10.2	72.4	0.55	0.86	0.86	17.5
Approach		669	2.2	0.655	11.7	LOS A	10.2	72.4	0.32	0.50	0.50	39.0
All Vehicles		1998	2.1	0.906	25.8	LOS B	21.2	150.2	0.50	0.69	0.66	30.6

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		105	54.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 4 [Broadarrow Rd & Hannans Rd FUT MD]

Broadarrow Road and Hannans Road, Narwee
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Broadarrow Road												
1	L2	305	2.4	0.295	17.8	LOS B	9.1	65.3	0.56	0.72	0.56	18.8
2	T1	1	0.0	0.459	44.5	LOS D	9.3	66.8	0.92	0.80	0.92	14.2
3	R2	180	2.9	0.459	47.9	LOS D	9.3	66.8	0.92	0.80	0.92	27.0
Approach		486	2.6	0.459	29.0	LOS C	9.3	66.8	0.69	0.75	0.69	24.0
East: Broadarrow Road												
4	L2	221	2.9	0.202	12.2	LOS A	3.0	21.7	0.25	0.65	0.25	44.5
5	T1	224	3.3	0.454	31.0	LOS C	8.6	61.9	0.70	0.59	0.70	35.4
Approach		445	3.1	0.454	21.7	LOS B	8.6	61.9	0.48	0.62	0.48	39.2
West: Hannans Road												
10	L2	4	0.0	0.181	6.0	LOS A	0.3	2.4	0.03	0.03	0.03	53.5
11	T1	231	4.6	0.181	0.5	LOS A	0.3	2.4	0.03	0.03	0.03	59.3
12	R2	371	2.6	0.456	6.3	LOS A	0.8	6.0	0.04	0.60	0.04	31.0
Approach		605	3.3	0.456	4.0	LOS A	0.8	6.0	0.04	0.38	0.04	48.4
All Vehicles		1537	3.0	0.459	17.0	LOS B	9.3	66.8	0.37	0.57	0.37	36.0

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		105	54.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 4 [Broadarrow Rd & Hannans Rd FUT PM]

Broadarrow Road and Hannans Road, Narwee
Site Category: Narwee
Signals - Fixed Time Coordinated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Broadarrow Road												
1	L2	306	1.4	0.286	16.7	LOS B	8.8	62.3	0.53	0.72	0.53	19.5
2	T1	1	0.0	0.872	63.9	LOS E	11.2	80.2	0.99	0.95	1.35	10.9
3	R2	174	3.0	0.872	67.4	LOS E	11.2	80.2	0.99	0.95	1.35	22.3
Approach		481	2.0	0.872	35.1	LOS C	11.2	80.2	0.70	0.80	0.83	21.4
East: Broadarrow Road												
4	L2	409	1.0	0.577	19.7	LOS B	10.5	73.8	0.47	0.72	0.47	39.2
5	T1	266	2.4	0.826	41.1	LOS C	12.5	89.2	0.75	0.73	0.91	31.2
Approach		676	1.6	0.826	28.2	LOS B	12.5	89.2	0.58	0.72	0.65	35.4
West: Hannans Road												
10	L2	4	0.0	0.172	5.9	LOS A	0.3	2.4	0.03	0.03	0.03	53.7
11	T1	244	2.2	0.172	0.4	LOS A	0.3	2.4	0.03	0.03	0.03	59.4
12	R2	586	1.1	0.652	6.6	LOS A	1.8	12.6	0.07	0.70	0.31	30.5
Approach		835	1.4	0.652	4.8	LOS A	1.8	12.6	0.06	0.50	0.22	45.2
All Vehicles		1992	1.6	0.872	20.0	LOS B	12.5	89.2	0.39	0.65	0.51	33.6

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		105	54.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 3 [Broadarrow Rd & Bryant St EX AM]

Broadarrow Road & Bryant Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Bryant Street												
21a	L1	112	3.8	0.088	6.3	LOS A	0.4	2.6	0.35	0.61	0.35	49.5
23b	R3	252	0.4	0.586	17.5	LOS B	2.9	20.2	0.83	1.09	1.38	40.9
Approach		363	1.4	0.586	14.1	LOS A	2.9	20.2	0.68	0.94	1.06	43.3
East: Broadarrow Road												
4b	L3	366	1.1	0.363	4.4	LOS A	0.0	0.0	0.00	0.39	0.00	55.0
5	T1	259	3.3	0.363	0.0	LOS A	0.0	0.0	0.00	0.39	0.00	45.5
Approach		625	2.0	0.363	2.6	NA	0.0	0.0	0.00	0.39	0.00	53.7
West: Broadarrow Road												
11	T1	439	3.1	0.351	1.8	LOS A	1.9	13.5	0.36	0.14	0.45	43.0
12a	R1	105	4.0	0.351	8.6	LOS A	1.9	13.5	0.36	0.14	0.45	54.3
Approach		544	3.3	0.351	3.1	NA	1.9	13.5	0.36	0.14	0.45	48.9
All Vehicles		1533	2.3	0.586	5.5	NA	2.9	20.2	0.29	0.43	0.41	48.4

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

MOVEMENT SUMMARY

Site: 3 [Broadarrow Rd & Bryant St EX MD]

Broadarrow Road & Bryant Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Bryant Street												
21a	L1	106	4.0	0.088	6.5	LOS A	0.4	2.5	0.38	0.62	0.38	49.4
23b	R3	227	1.4	0.400	12.3	LOS A	1.8	12.4	0.67	0.95	0.91	44.6
Approach		334	2.2	0.400	10.5	LOS A	1.8	12.4	0.58	0.85	0.74	46.1
East: Broadarrow Road												
4b	L3	265	2.0	0.325	4.4	LOS A	0.0	0.0	0.00	0.31	0.00	55.6
5	T1	304	3.1	0.325	0.0	LOS A	0.0	0.0	0.00	0.31	0.00	47.8
Approach		569	2.6	0.325	2.1	NA	0.0	0.0	0.00	0.31	0.00	54.0
West: Broadarrow Road												
11	T1	249	3.0	0.226	1.5	LOS A	1.0	7.5	0.38	0.18	0.38	43.4
12a	R1	88	4.8	0.226	7.2	LOS A	1.0	7.5	0.38	0.18	0.38	54.4
Approach		338	3.4	0.226	3.0	NA	1.0	7.5	0.38	0.18	0.38	50.2
All Vehicles		1241	2.7	0.400	4.6	NA	1.8	12.4	0.26	0.42	0.30	49.7

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

MOVEMENT SUMMARY

Site: 3 [Broadarrow Rd & Bryant St EX PM]

Broadarrow Road & Bryant Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Bryant Street												
21a	L1	133	2.4	0.121	7.0	LOS A	0.5	3.5	0.45	0.68	0.45	49.2
23b	R3	227	0.0	0.524	16.4	LOS B	2.4	16.7	0.80	1.05	1.23	41.6
Approach		360	0.9	0.524	12.9	LOS A	2.4	16.7	0.67	0.91	0.94	44.2
East: Broadarrow Road												
4b	L3	437	0.5	0.480	4.4	LOS A	0.0	0.0	0.00	0.35	0.00	55.3
5	T1	405	1.6	0.480	0.0	LOS A	0.0	0.0	0.00	0.35	0.00	46.7
Approach		842	1.0	0.480	2.3	NA	0.0	0.0	0.00	0.35	0.00	53.9
West: Broadarrow Road												
11	T1	271	1.6	0.261	3.2	LOS A	1.5	11.0	0.47	0.17	0.54	37.3
12a	R1	75	2.8	0.261	10.5	LOS A	1.5	11.0	0.47	0.17	0.54	52.6
Approach		345	1.8	0.261	4.8	NA	1.5	11.0	0.47	0.17	0.54	45.5
All Vehicles		1547	1.2	0.524	5.3	NA	2.4	16.7	0.26	0.44	0.34	48.9

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

MOVEMENT SUMMARY

Site: 3 [Broadarrow Rd & Bryant St FUT AM]

Broadarrow Road & Bryant Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Bryant Street												
21a	L1	112	3.8	0.088	6.3	LOS A	0.4	2.6	0.35	0.61	0.35	49.5
23b	R3	259	0.4	0.604	17.9	LOS B	3.0	21.2	0.83	1.10	1.42	40.7
Approach		371	1.4	0.604	14.4	LOS A	3.0	21.2	0.69	0.95	1.10	43.1
East: Broadarrow Road												
4b	L3	368	1.1	0.364	4.4	LOS A	0.0	0.0	0.00	0.39	0.00	55.0
5	T1	259	3.3	0.364	0.0	LOS A	0.0	0.0	0.00	0.39	0.00	45.5
Approach		627	2.0	0.364	2.6	NA	0.0	0.0	0.00	0.39	0.00	53.7
West: Broadarrow Road												
11	T1	439	3.1	0.351	1.8	LOS A	1.9	13.6	0.36	0.14	0.45	42.9
12a	R1	105	4.0	0.351	8.6	LOS A	1.9	13.6	0.36	0.14	0.45	54.3
Approach		544	3.3	0.351	3.1	NA	1.9	13.6	0.36	0.14	0.45	48.9
All Vehicles		1542	2.3	0.604	5.6	NA	3.0	21.2	0.29	0.44	0.42	48.3

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

MOVEMENT SUMMARY

Site: 3 [Broadarrow Rd & Bryant St FUT MD]

Broadarrow Road & Bryant Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Bryant Street												
21a	L1	106	4.0	0.088	6.5	LOS A	0.4	2.5	0.38	0.62	0.38	49.4
23b	R3	229	1.4	0.406	12.4	LOS A	1.8	12.7	0.68	0.96	0.92	44.5
Approach		336	2.2	0.406	10.6	LOS A	1.8	12.7	0.58	0.85	0.75	46.0
East: Broadarrow Road												
4b	L3	273	1.9	0.329	4.4	LOS A	0.0	0.0	0.00	0.32	0.00	55.5
5	T1	304	3.1	0.329	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	47.7
Approach		577	2.6	0.329	2.1	NA	0.0	0.0	0.00	0.32	0.00	54.0
West: Broadarrow Road												
11	T1	249	3.0	0.226	1.6	LOS A	1.0	7.5	0.39	0.18	0.39	43.2
12a	R1	88	4.8	0.226	7.3	LOS A	1.0	7.5	0.39	0.18	0.39	54.3
Approach		338	3.4	0.226	3.1	NA	1.0	7.5	0.39	0.18	0.39	50.1
All Vehicles		1251	2.7	0.406	4.6	NA	1.8	12.7	0.26	0.42	0.31	49.7

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

MOVEMENT SUMMARY

Site: 3 [Broadarrow Rd & Bryant St FUT PM]

Broadarrow Road & Bryant Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Bryant Street												
21a	L1	133	2.4	0.121	7.0	LOS A	0.5	3.5	0.45	0.68	0.45	49.2
23b	R3	229	0.0	0.532	16.6	LOS B	2.4	17.0	0.81	1.05	1.25	41.5
Approach		362	0.9	0.532	13.1	LOS A	2.4	17.0	0.68	0.92	0.96	44.1
East: Broadarrow Road												
4b	L3	444	0.5	0.484	4.4	LOS A	0.0	0.0	0.00	0.35	0.00	55.3
5	T1	405	1.6	0.484	0.0	LOS A	0.0	0.0	0.00	0.35	0.00	46.7
Approach		849	1.0	0.484	2.3	NA	0.0	0.0	0.00	0.35	0.00	53.9
West: Broadarrow Road												
11	T1	271	1.6	0.262	3.3	LOS A	1.6	11.2	0.48	0.17	0.55	37.0
12a	R1	75	2.8	0.262	10.6	LOS A	1.6	11.2	0.48	0.17	0.55	52.5
Approach		345	1.8	0.262	4.9	NA	1.6	11.2	0.48	0.17	0.55	45.3
All Vehicles		1557	1.1	0.532	5.4	NA	2.4	17.0	0.26	0.44	0.34	48.8

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

MOVEMENT SUMMARY

Site: 2 [Broadarrow Rd & Mercury St EX AM]

Broadarrow and Mercury Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mercury Street												
1	L2	44	0.0	0.273	7.1	LOS A	1.1	7.4	0.58	0.81	0.66	34.0
2	T1	11	10.0	0.273	11.6	LOS A	1.1	7.4	0.58	0.81	0.66	29.7
3	R2	87	0.0	0.273	13.6	LOS A	1.1	7.4	0.58	0.81	0.66	30.1
Approach		142	0.7	0.273	11.4	LOS A	1.1	7.4	0.58	0.81	0.66	31.4
East: Broadarrow Road												
4	L2	54	3.9	0.220	6.1	LOS A	0.4	3.0	0.13	0.12	0.13	48.0
5	T1	314	3.7	0.220	0.3	LOS A	0.4	3.0	0.13	0.12	0.13	53.4
6	R2	28	3.7	0.220	7.2	LOS A	0.4	3.0	0.13	0.12	0.13	33.3
Approach		396	3.7	0.220	1.6	NA	0.4	3.0	0.13	0.12	0.13	51.0
North: Hurst Place												
7	L2	12	18.2	0.043	6.1	LOS A	0.1	1.1	0.54	0.73	0.54	22.8
8	T1	5	20.0	0.043	10.0	LOS A	0.1	1.1	0.54	0.73	0.54	32.2
9	R2	7	0.0	0.043	11.1	LOS A	0.1	1.1	0.54	0.73	0.54	31.3
Approach		24	13.0	0.043	8.4	LOS A	0.1	1.1	0.54	0.73	0.54	27.4
West: Broadarrow Road												
10	L2	19	5.6	0.257	7.0	LOS A	0.5	3.5	0.13	0.08	0.13	34.4
11	T1	408	2.1	0.257	0.3	LOS A	0.5	3.5	0.13	0.08	0.13	54.6
12	R2	42	0.0	0.257	7.2	LOS A	0.5	3.5	0.13	0.08	0.13	49.4
Approach		469	2.0	0.257	1.2	NA	0.5	3.5	0.13	0.08	0.13	52.8
All Vehicles		1032	2.8	0.273	2.9	NA	1.1	7.4	0.20	0.21	0.21	46.4

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

MOVEMENT SUMMARY

Site: 2 [Broadarrow Rd & Mercury St EX MD]

Broadarrow and Mercury Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mercury Street												
1	L2	39	0.0	0.117	6.8	LOS A	0.4	2.9	0.48	0.72	0.48	37.7
2	T1	5	0.0	0.117	8.1	LOS A	0.4	2.9	0.48	0.72	0.48	33.6
3	R2	40	0.0	0.117	10.3	LOS A	0.4	2.9	0.48	0.72	0.48	33.5
Approach		84	0.0	0.117	8.5	LOS A	0.4	2.9	0.48	0.72	0.48	35.5
East: Broadarrow Road												
4	L2	57	3.7	0.224	5.5	LOS A	0.2	1.8	0.07	0.11	0.07	49.0
5	T1	336	4.7	0.224	0.1	LOS A	0.2	1.8	0.07	0.11	0.07	54.8
6	R2	20	5.3	0.224	6.3	LOS A	0.2	1.8	0.07	0.11	0.07	34.0
Approach		413	4.6	0.224	1.1	NA	0.2	1.8	0.07	0.11	0.07	52.8
North: Hurst Place												
7	L2	9	0.0	0.038	5.1	LOS A	0.1	0.9	0.44	0.66	0.44	24.4
8	T1	3	0.0	0.038	6.8	LOS A	0.1	0.9	0.44	0.66	0.44	36.1
9	R2	13	8.3	0.038	9.2	LOS A	0.1	0.9	0.44	0.66	0.44	32.1
Approach		25	4.2	0.038	7.4	LOS A	0.1	0.9	0.44	0.66	0.44	29.7
West: Broadarrow Road												
10	L2	27	3.8	0.157	6.5	LOS A	0.3	1.9	0.12	0.10	0.12	34.1
11	T1	233	5.4	0.157	0.2	LOS A	0.3	1.9	0.12	0.10	0.12	53.7
12	R2	22	0.0	0.157	7.1	LOS A	0.3	1.9	0.12	0.10	0.12	48.9
Approach		282	4.9	0.157	1.4	NA	0.3	1.9	0.12	0.10	0.12	50.7
All Vehicles		804	4.2	0.224	2.2	NA	0.4	2.9	0.14	0.19	0.14	48.2

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

MOVEMENT SUMMARY

Site: 2 [Broadarrow Rd & Mercury St EX PM]

Broadarrow and Mercury Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mercury Street												
1	L2	46	4.5	0.238	8.1	LOS A	0.9	6.1	0.64	0.84	0.68	33.6
2	T1	9	0.0	0.238	11.1	LOS A	0.9	6.1	0.64	0.84	0.68	29.8
3	R2	63	0.0	0.238	14.2	LOS A	0.9	6.1	0.64	0.84	0.68	30.0
Approach		119	1.8	0.238	11.6	LOS A	0.9	6.1	0.64	0.84	0.68	31.4
East: Broadarrow Road												
4	L2	89	0.0	0.334	5.6	LOS A	0.5	3.3	0.08	0.11	0.08	49.5
5	T1	498	3.2	0.334	0.1	LOS A	0.5	3.3	0.08	0.11	0.08	54.3
6	R2	34	3.1	0.334	6.5	LOS A	0.5	3.3	0.08	0.11	0.08	33.8
Approach		621	2.7	0.334	1.3	NA	0.5	3.3	0.08	0.11	0.08	52.2
North: Hurst Place												
7	L2	24	4.3	0.089	5.1	LOS A	0.3	2.2	0.47	0.68	0.47	23.0
8	T1	6	0.0	0.089	9.6	LOS A	0.3	2.2	0.47	0.68	0.47	34.0
9	R2	19	11.1	0.089	13.0	LOS A	0.3	2.2	0.47	0.68	0.47	30.1
Approach		49	6.4	0.089	8.7	LOS A	0.3	2.2	0.47	0.68	0.47	27.1
West: Broadarrow Road												
10	L2	29	7.1	0.174	7.7	LOS A	0.5	3.4	0.20	0.12	0.20	33.1
11	T1	239	3.5	0.174	0.6	LOS A	0.5	3.4	0.20	0.12	0.20	51.6
12	R2	31	0.0	0.174	8.5	LOS A	0.5	3.4	0.20	0.12	0.20	47.5
Approach		299	3.5	0.174	2.1	NA	0.5	3.4	0.20	0.12	0.20	48.7
All Vehicles		1088	3.0	0.334	3.0	NA	0.9	6.1	0.19	0.22	0.20	45.9

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

MOVEMENT SUMMARY

Site: 2 [Broadarrow Rd & Mercury St FUT AM]

Broadarrow and Mercury Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mercury Street												
1	L2	44	0.0	0.360	7.8	LOS A	1.5	10.9	0.63	0.87	0.82	32.6
2	T1	11	10.0	0.360	12.6	LOS A	1.5	10.9	0.63	0.87	0.82	28.3
3	R2	122	0.0	0.360	14.6	LOS B	1.5	10.9	0.63	0.87	0.82	28.7
Approach		177	0.6	0.360	12.8	LOS A	1.5	10.9	0.63	0.87	0.82	29.7
East: Broadarrow Road												
4	L2	59	3.6	0.223	6.0	LOS A	0.4	3.0	0.13	0.12	0.13	47.9
5	T1	314	3.7	0.223	0.3	LOS A	0.4	3.0	0.13	0.12	0.13	53.2
6	R2	28	3.7	0.223	7.2	LOS A	0.4	3.0	0.13	0.12	0.13	33.2
Approach		401	3.7	0.223	1.6	NA	0.4	3.0	0.13	0.12	0.13	50.8
North: Hurst Place												
7	L2	12	18.2	0.043	6.1	LOS A	0.1	1.1	0.54	0.73	0.54	22.8
8	T1	5	20.0	0.043	10.1	LOS A	0.1	1.1	0.54	0.73	0.54	32.2
9	R2	7	0.0	0.043	11.1	LOS A	0.1	1.1	0.54	0.73	0.54	31.3
Approach		24	13.0	0.043	8.5	LOS A	0.1	1.1	0.54	0.73	0.54	27.4
West: Broadarrow Road												
10	L2	19	5.6	0.259	7.1	LOS A	0.5	3.7	0.14	0.08	0.14	34.4
11	T1	408	2.1	0.259	0.3	LOS A	0.5	3.7	0.14	0.08	0.14	54.4
12	R2	44	0.0	0.259	7.3	LOS A	0.5	3.7	0.14	0.08	0.14	49.3
Approach		472	2.0	0.259	1.2	NA	0.5	3.7	0.14	0.08	0.14	52.6
All Vehicles		1074	2.6	0.360	3.4	NA	1.5	10.9	0.22	0.24	0.26	44.8

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

MOVEMENT SUMMARY

Site: 2 [Broadarrow Rd & Mercury St FUT MD]

Broadarrow and Mercury Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mercury Street												
1	L2	39	0.0	0.138	6.8	LOS A	0.5	3.4	0.50	0.74	0.50	37.3
2	T1	5	0.0	0.138	8.2	LOS A	0.5	3.4	0.50	0.74	0.50	33.2
3	R2	51	0.0	0.138	10.4	LOS A	0.5	3.4	0.50	0.74	0.50	33.2
Approach		95	0.0	0.138	8.8	LOS A	0.5	3.4	0.50	0.74	0.50	34.9
East: Broadarrow Road												
4	L2	63	3.3	0.227	5.5	LOS A	0.2	1.8	0.07	0.11	0.07	48.9
5	T1	336	4.7	0.227	0.1	LOS A	0.2	1.8	0.07	0.11	0.07	54.6
6	R2	20	5.3	0.227	6.3	LOS A	0.2	1.8	0.07	0.11	0.07	33.9
Approach		419	4.5	0.227	1.2	NA	0.2	1.8	0.07	0.11	0.07	52.5
North: Hurst Place												
7	L2	9	0.0	0.039	5.1	LOS A	0.1	0.9	0.44	0.66	0.44	24.4
8	T1	3	0.0	0.039	6.9	LOS A	0.1	0.9	0.44	0.66	0.44	36.0
9	R2	13	8.3	0.039	9.3	LOS A	0.1	0.9	0.44	0.66	0.44	32.0
Approach		25	4.2	0.039	7.4	LOS A	0.1	0.9	0.44	0.66	0.44	29.7
West: Broadarrow Road												
10	L2	27	3.8	0.159	6.6	LOS A	0.3	2.1	0.13	0.10	0.13	34.0
11	T1	233	5.4	0.159	0.3	LOS A	0.3	2.1	0.13	0.10	0.13	53.4
12	R2	24	0.0	0.159	7.2	LOS A	0.3	2.1	0.13	0.10	0.13	48.7
Approach		284	4.8	0.159	1.5	NA	0.3	2.1	0.13	0.10	0.13	50.4
All Vehicles		823	4.1	0.227	2.4	NA	0.5	3.4	0.15	0.20	0.15	47.7

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

MOVEMENT SUMMARY

Site: 2 [Broadarrow Rd & Mercury St FUT PM]

Broadarrow and Mercury Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mercury Street												
1	L2	46	4.5	0.269	8.4	LOS A	1.0	7.2	0.66	0.87	0.75	32.8
2	T1	9	0.0	0.269	11.7	LOS A	1.0	7.2	0.66	0.87	0.75	29.0
3	R2	73	0.0	0.269	14.9	LOS B	1.0	7.2	0.66	0.87	0.75	29.3
Approach		128	1.6	0.269	12.3	LOS A	1.0	7.2	0.66	0.87	0.75	30.6
East: Broadarrow Road												
4	L2	111	0.0	0.345	5.5	LOS A	0.5	3.4	0.08	0.13	0.08	49.1
5	T1	498	3.2	0.345	0.1	LOS A	0.5	3.4	0.08	0.13	0.08	53.8
6	R2	34	3.1	0.345	6.5	LOS A	0.5	3.4	0.08	0.13	0.08	33.5
Approach		642	2.6	0.345	1.4	NA	0.5	3.4	0.08	0.13	0.08	51.7
North: Hurst Place												
7	L2	24	4.3	0.090	5.1	LOS A	0.3	2.2	0.47	0.68	0.47	22.9
8	T1	6	0.0	0.090	10.1	LOS A	0.3	2.2	0.47	0.68	0.47	33.9
9	R2	19	11.1	0.090	13.1	LOS A	0.3	2.2	0.47	0.68	0.47	29.9
Approach		49	6.4	0.090	8.8	LOS A	0.3	2.2	0.47	0.68	0.47	27.0
West: Broadarrow Road												
10	L2	29	7.1	0.183	8.0	LOS A	0.6	4.2	0.24	0.13	0.24	32.5
11	T1	239	3.5	0.183	0.8	LOS A	0.6	4.2	0.24	0.13	0.24	50.4
12	R2	38	0.0	0.183	8.7	LOS A	0.6	4.2	0.24	0.13	0.24	46.8
Approach		306	3.4	0.183	2.5	NA	0.6	4.2	0.24	0.13	0.24	47.6
All Vehicles		1126	2.9	0.345	3.3	NA	1.0	7.2	0.21	0.24	0.22	45.0

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

MOVEMENT SUMMARY

Site: 1 [Broadarrow Rd & Chamberlain St EX AM]

Broadarrow and Chamberlain Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Chamberlain Street												
1	L2	11	0.0	0.057	6.5	LOS A	0.2	1.3	0.47	0.72	0.47	45.0
3	R2	29	0.0	0.057	9.4	LOS A	0.2	1.3	0.47	0.72	0.47	44.5
Approach		40	0.0	0.057	8.6	LOS A	0.2	1.3	0.47	0.72	0.47	44.7
East: Broadarrow Road												
4	L2	31	6.9	0.169	5.6	LOS A	0.0	0.0	0.00	0.06	0.00	55.4
5	T1	289	3.3	0.169	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	58.0
Approach		320	3.6	0.169	0.5	NA	0.0	0.0	0.00	0.06	0.00	57.5
West: Broadarrow Road												
11	T1	421	2.5	0.230	0.1	LOS A	0.1	1.0	0.04	0.02	0.04	58.7
12	R2	14	0.0	0.230	6.9	LOS A	0.1	1.0	0.04	0.02	0.04	55.1
Approach		435	2.4	0.230	0.3	NA	0.1	1.0	0.04	0.02	0.04	58.4
All Vehicles		795	2.8	0.230	0.8	NA	0.2	1.3	0.04	0.07	0.04	56.4

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

MOVEMENT SUMMARY

Site: 1 [Broadarrow Rd & Chamberlain St EX MD]

Broadarrow and Chamberlain Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Chamberlain Street												
1	L2	8	0.0	0.039	6.7	LOS A	0.1	0.9	0.45	0.69	0.45	45.8
3	R2	22	4.8	0.039	8.5	LOS A	0.1	0.9	0.45	0.69	0.45	44.9
Approach		31	3.4	0.039	8.0	LOS A	0.1	0.9	0.45	0.69	0.45	45.1
East: Broadarrow Road												
4	L2	29	0.0	0.194	5.5	LOS A	0.0	0.0	0.00	0.05	0.00	56.1
5	T1	337	4.7	0.194	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	58.2
Approach		366	4.3	0.194	0.5	NA	0.0	0.0	0.00	0.05	0.00	57.8
West: Broadarrow Road												
11	T1	238	4.9	0.133	0.1	LOS A	0.1	0.6	0.04	0.02	0.04	58.5
12	R2	8	0.0	0.133	6.9	LOS A	0.1	0.6	0.04	0.02	0.04	55.1
Approach		246	4.7	0.133	0.3	NA	0.1	0.6	0.04	0.02	0.04	58.3
All Vehicles		643	4.4	0.194	0.8	NA	0.1	0.9	0.04	0.07	0.04	56.6

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

MOVEMENT SUMMARY

Site: 1 [Broadarrow Rd & Chamberlain St EX PM]

Broadarrow and Chamberlain Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Chamberlain Street												
1	L2	13	0.0	0.066	7.6	LOS A	0.2	1.5	0.55	0.78	0.55	44.1
3	R2	27	3.8	0.066	10.5	LOS A	0.2	1.5	0.55	0.78	0.55	43.3
Approach		40	2.6	0.066	9.6	LOS A	0.2	1.5	0.55	0.78	0.55	43.5
East: Broadarrow Road												
4	L2	48	0.0	0.296	5.5	LOS A	0.0	0.0	0.00	0.05	0.00	56.1
5	T1	516	3.1	0.296	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	58.0
Approach		564	2.8	0.296	0.5	NA	0.0	0.0	0.00	0.05	0.00	57.7
West: Broadarrow Road												
11	T1	264	2.8	0.151	0.2	LOS A	0.2	1.2	0.07	0.03	0.07	57.7
12	R2	12	9.1	0.151	8.7	LOS A	0.2	1.2	0.07	0.03	0.07	53.9
Approach		276	3.1	0.151	0.6	NA	0.2	1.2	0.07	0.03	0.07	57.4
All Vehicles		880	2.9	0.296	0.9	NA	0.2	1.5	0.05	0.08	0.05	56.1

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

MOVEMENT SUMMARY

Site: 1 [Broadarrow Rd & Chamberlain St FUT AM]

Broadarrow and Chamberlain Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Chamberlain Street												
1	L2	25	0.0	0.129	6.6	LOS A	0.4	3.0	0.48	0.75	0.48	44.8
3	R2	65	0.0	0.129	9.6	LOS A	0.4	3.0	0.48	0.75	0.48	44.3
Approach		91	0.0	0.129	8.8	LOS A	0.4	3.0	0.48	0.75	0.48	44.5
East: Broadarrow Road												
4	L2	36	5.9	0.172	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	55.4
5	T1	289	3.3	0.172	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	57.7
Approach		325	3.6	0.172	0.6	NA	0.0	0.0	0.00	0.07	0.00	57.2
West: Broadarrow Road												
11	T1	421	2.5	0.232	0.1	LOS A	0.2	1.1	0.04	0.02	0.04	58.5
12	R2	16	0.0	0.232	6.9	LOS A	0.2	1.1	0.04	0.02	0.04	55.1
Approach		437	2.4	0.232	0.3	NA	0.2	1.1	0.04	0.02	0.04	58.2
All Vehicles		853	2.6	0.232	1.3	NA	0.4	3.0	0.07	0.12	0.07	54.7

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

MOVEMENT SUMMARY

Site: 1 [Broadarrow Rd & Chamberlain St FUT MD]

Broadarrow and Chamberlain Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Chamberlain Street												
1	L2	13	0.0	0.058	6.7	LOS A	0.2	1.4	0.45	0.70	0.45	45.7
3	R2	33	3.2	0.058	8.5	LOS A	0.2	1.4	0.45	0.70	0.45	45.0
Approach		45	2.3	0.058	8.0	LOS A	0.2	1.4	0.45	0.70	0.45	45.2
East: Broadarrow Road												
4	L2	36	0.0	0.197	5.5	LOS A	0.0	0.0	0.00	0.06	0.00	56.0
5	T1	337	4.7	0.197	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	57.8
Approach		373	4.2	0.197	0.5	NA	0.0	0.0	0.00	0.06	0.00	57.5
West: Broadarrow Road												
11	T1	238	4.9	0.134	0.1	LOS A	0.1	0.7	0.05	0.03	0.05	58.2
12	R2	11	0.0	0.134	7.0	LOS A	0.1	0.7	0.05	0.03	0.05	54.9
Approach		248	4.7	0.134	0.4	NA	0.1	0.7	0.05	0.03	0.05	57.9
All Vehicles		666	4.3	0.197	1.0	NA	0.2	1.4	0.05	0.09	0.05	55.7

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

MOVEMENT SUMMARY

Site: 1 [Broadarrow Rd & Chamberlain St FUT PM]

Broadarrow and Chamberlain Street, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Chamberlain Street												
1	L2	17	0.0	0.090	7.6	LOS A	0.3	2.1	0.56	0.79	0.56	43.9
3	R2	37	2.9	0.090	10.7	LOS A	0.3	2.1	0.56	0.79	0.56	43.2
Approach		54	2.0	0.090	9.7	LOS A	0.3	2.1	0.56	0.79	0.56	43.4
East: Broadarrow Road												
4	L2	68	0.0	0.307	5.5	LOS A	0.0	0.0	0.00	0.07	0.00	55.8
5	T1	516	3.1	0.307	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	57.4
Approach		584	2.7	0.307	0.7	NA	0.0	0.0	0.00	0.07	0.00	57.0
West: Broadarrow Road												
11	T1	264	2.8	0.159	0.4	LOS A	0.3	1.8	0.11	0.04	0.11	56.4
12	R2	19	5.6	0.159	8.7	LOS A	0.3	1.8	0.11	0.04	0.11	53.7
Approach		283	3.0	0.159	1.0	NA	0.3	1.8	0.11	0.04	0.11	56.1
All Vehicles		921	2.7	0.307	1.3	NA	0.3	2.1	0.07	0.10	0.07	55.0

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

MOVEMENT SUMMARY

Site: 9 [Mercury St & Stoney Creek Rd EX AM]

Mercury Street and Stoney Creek Road, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Stoney Creek Road												
5	T1	744	7.9	0.252	1.2	LOS A	1.2	9.2	0.15	0.04	0.16	57.6
6	R2	51	4.2	0.252	13.9	LOS A	1.2	9.2	0.40	0.12	0.42	50.0
Approach		795	7.7	0.252	2.0	NA	1.2	9.2	0.16	0.05	0.17	57.1
North: Mercury Street												
7	L2	23	13.6	0.027	7.5	LOS A	0.1	0.7	0.40	0.62	0.40	45.7
9	R2	46	6.8	0.367	42.4	LOS C	1.3	9.7	0.92	1.01	1.11	32.0
Approach		69	9.1	0.367	30.7	LOS C	1.3	9.7	0.75	0.88	0.87	34.7
West: Stoney Creek Road												
10	L2	105	1.0	0.240	5.6	LOS A	0.0	0.0	0.00	0.14	0.00	56.6
11	T1	801	4.6	0.240	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.2
Approach		906	4.2	0.240	0.7	NA	0.0	0.0	0.00	0.07	0.00	58.8
All Vehicles		1771	5.9	0.367	2.5	NA	1.3	9.7	0.10	0.09	0.11	56.5

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

MOVEMENT SUMMARY

Site: 9 [Mercury St & Stoney Creek Rd EX MD]

Mercury Street and Stoney Creek Road, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Stoney Creek Road												
5	T1	821	5.4	0.255	0.8	LOS A	0.9	6.8	0.11	0.03	0.12	58.3
6	R2	41	5.1	0.255	12.6	LOS A	0.9	6.8	0.26	0.08	0.28	52.4
Approach		862	5.4	0.255	1.3	NA	0.9	6.8	0.12	0.03	0.12	58.1
North: Mercury Street												
7	L2	26	8.0	0.031	7.4	LOS A	0.1	0.8	0.41	0.63	0.41	46.5
9	R2	39	5.4	0.284	36.9	LOS C	1.0	7.3	0.90	0.99	1.02	34.0
Approach		65	6.5	0.284	25.0	LOS B	1.0	7.3	0.71	0.84	0.78	37.1
West: Stoney Creek Road												
10	L2	34	3.1	0.212	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.3
11	T1	765	5.4	0.212	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach		799	5.3	0.212	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
All Vehicles		1726	5.4	0.284	1.7	NA	1.0	7.3	0.09	0.06	0.09	57.5

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

MOVEMENT SUMMARY

Site: 9 [Mercury St & Stoney Creek Rd EX PM]

Mercury Street and Stoney Creek Road, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Stoney Creek Road												
5	T1	1162	3.1	0.370	1.2	LOS A	1.9	13.9	0.15	0.04	0.17	57.7
6	R2	67	3.1	0.370	14.5	LOS B	1.9	13.9	0.38	0.10	0.44	50.6
Approach		1229	3.1	0.370	1.9	NA	1.9	13.9	0.16	0.04	0.19	57.3
North: Mercury Street												
7	L2	36	5.9	0.043	7.7	LOS A	0.2	1.1	0.44	0.66	0.44	46.5
9	R2	65	1.6	0.865	137.8	LOS F	4.3	30.2	0.99	1.25	2.06	16.1
Approach		101	3.1	0.865	91.7	LOS F	4.3	30.2	0.80	1.04	1.49	19.5
West: Stoney Creek Road												
10	L2	22	4.8	0.230	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.5
11	T1	856	2.8	0.230	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		878	2.9	0.230	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		2208	3.0	0.865	5.3	NA	4.3	30.2	0.13	0.08	0.17	53.3

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

MOVEMENT SUMMARY

Site: 9 [Mercury St & Stoney Creek Rd FUT AM]

Mercury Street and Stoney Creek Road, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Stoney Creek Road												
5	T1	744	7.9	0.254	1.3	LOS A	1.3	9.5	0.15	0.05	0.16	57.5
6	R2	53	4.0	0.254	13.9	LOS A	1.3	9.5	0.41	0.13	0.44	49.8
Approach		797	7.7	0.254	2.1	NA	1.3	9.5	0.17	0.05	0.18	57.1
North: Mercury Street												
7	L2	43	7.3	0.049	7.3	LOS A	0.2	1.3	0.40	0.64	0.40	46.7
9	R2	46	6.8	0.368	42.6	LOS D	1.3	9.7	0.92	1.01	1.11	32.0
Approach		89	7.1	0.368	25.6	LOS B	1.3	9.7	0.67	0.83	0.77	36.4
West: Stoney Creek Road												
10	L2	105	1.0	0.240	5.6	LOS A	0.0	0.0	0.00	0.14	0.00	56.6
11	T1	801	4.6	0.240	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	59.2
Approach		906	4.2	0.240	0.7	NA	0.0	0.0	0.00	0.07	0.00	58.8
All Vehicles		1793	5.9	0.368	2.6	NA	1.3	9.7	0.11	0.10	0.12	56.4

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

MOVEMENT SUMMARY

Site: 9 [Mercury St & Stoney Creek Rd FUT MD]

Mercury Street and Stoney Creek Road, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Stoney Creek Road												
5	T1	821	5.4	0.257	0.8	LOS A	1.0	7.1	0.11	0.03	0.12	58.3
6	R2	43	4.9	0.257	12.5	LOS A	1.0	7.1	0.28	0.08	0.29	52.3
Approach		864	5.4	0.257	1.4	NA	1.0	7.1	0.12	0.04	0.13	58.0
North: Mercury Street												
7	L2	33	6.5	0.037	7.4	LOS A	0.1	1.0	0.41	0.63	0.41	46.7
9	R2	39	5.4	0.285	37.1	LOS C	1.0	7.3	0.91	0.99	1.03	33.9
Approach		72	5.9	0.285	23.6	LOS B	1.0	7.3	0.68	0.83	0.75	37.7
West: Stoney Creek Road												
10	L2	34	3.1	0.212	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.3
11	T1	765	5.4	0.212	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach		799	5.3	0.212	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
All Vehicles		1735	5.3	0.285	1.8	NA	1.0	7.3	0.09	0.06	0.10	57.4

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

MOVEMENT SUMMARY

Site: 9 [Mercury St & Stoney Creek Rd FUT PM]

Mercury Street and Stoney Creek Road, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Stoney Creek Road												
5	T1	1162	3.1	0.376	1.3	LOS A	2.0	14.7	0.15	0.04	0.18	57.6
6	R2	73	2.9	0.376	14.5	LOS A	2.0	14.7	0.40	0.11	0.47	50.3
Approach		1235	3.1	0.376	2.0	NA	2.0	14.7	0.17	0.05	0.20	57.2
North: Mercury Street												
7	L2	41	5.1	0.050	7.7	LOS A	0.2	1.3	0.44	0.66	0.44	46.6
9	R2	65	1.6	0.881	144.4	LOS F	4.4	31.5	0.99	1.26	2.13	15.5
Approach		106	3.0	0.881	91.6	LOS F	4.4	31.5	0.78	1.03	1.48	19.4
West: Stoney Creek Road												
10	L2	22	4.8	0.230	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.5
11	T1	856	2.8	0.230	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		878	2.9	0.230	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		2219	3.0	0.881	5.6	NA	4.4	31.5	0.13	0.08	0.18	53.0

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

MOVEMENT SUMMARY

Site: 10 [Stoney Creek Rd & Penshurst St EX AM]

Stoney Creek Road & Penshurst Street, Narwee
Site Category: Narwee
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Penshurst Street												
1	L2	61	8.6	0.106	32.2	LOS C	2.6	19.5	0.69	0.70	0.69	34.6
2	T1	272	1.9	0.435	29.7	LOS C	11.3	80.2	0.78	0.66	0.78	38.6
3	R2	21	0.0	0.093	47.7	LOS D	1.0	7.1	0.84	0.71	0.84	33.1
Approach		354	3.0	0.435	31.2	LOS C	11.3	80.2	0.77	0.67	0.77	37.5
East: Stoney Creek Road												
4	L2	103	2.0	0.546	25.1	LOS B	20.5	151.8	0.71	0.67	0.71	43.7
5	T1	691	7.8	0.546	18.3	LOS B	20.5	151.8	0.66	0.60	0.66	41.2
6	R2	191	1.1	0.453	43.3	LOS D	9.6	67.6	0.91	0.86	1.02	31.0
Approach		984	5.9	0.546	23.8	LOS B	20.5	151.8	0.71	0.66	0.74	38.9
North: Penshurst Street												
7	L2	71	0.0	0.154	30.0	LOS C	4.2	29.5	0.67	0.67	0.67	37.2
8	T1	366	1.7	0.679	33.4	LOS C	16.7	118.8	0.85	0.75	0.85	36.7
9	R2	27	3.8	0.679	40.2	LOS C	16.7	118.8	0.87	0.76	0.87	29.0
Approach		464	1.6	0.679	33.3	LOS C	16.7	118.8	0.82	0.74	0.82	36.3
West: Stoney Creek Road												
10	L2	44	0.0	0.657	42.9	LOS D	20.2	146.8	0.92	0.81	0.92	28.0
11	T1	762	4.8	0.657	37.4	LOS C	20.3	147.7	0.92	0.80	0.92	31.5
Approach		806	4.6	0.657	37.7	LOS C	20.3	147.7	0.92	0.80	0.92	31.3
All Vehicles		2608	4.3	0.679	30.8	LOS C	20.5	151.8	0.80	0.72	0.81	35.8

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 10 [Stoney Creek Rd & Penshurst St EX MD]

Stoney Creek Road & Penshurst Street, Narwee
Site Category: Narwee
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Penshurst Street												
1	L2	73	5.8	0.122	35.2	LOS C	2.9	21.5	0.73	0.73	0.73	33.3
2	T1	232	3.2	0.441	32.5	LOS C	10.2	73.6	0.81	0.68	0.81	37.4
3	R2	85	1.2	0.357	50.7	LOS D	4.4	31.2	0.90	0.78	0.90	32.2
Approach		389	3.2	0.441	37.0	LOS C	10.2	73.6	0.81	0.71	0.81	35.3
East: Stoney Creek Road												
4	L2	126	5.0	0.566	23.2	LOS B	22.0	160.9	0.69	0.66	0.69	44.7
5	T1	747	5.5	0.566	16.2	LOS B	22.0	160.9	0.63	0.59	0.63	42.6
6	R2	201	2.1	0.438	39.0	LOS C	9.8	69.9	0.89	0.84	0.94	32.4
Approach		1075	4.8	0.566	21.3	LOS B	22.0	160.9	0.69	0.64	0.70	40.4
North: Penshurst Street												
7	L2	95	4.4	0.142	27.3	LOS B	3.8	27.6	0.64	0.70	0.64	37.7
8	T1	248	2.5	0.629	36.6	LOS C	13.2	94.5	0.87	0.75	0.87	35.3
9	R2	37	5.7	0.629	43.2	LOS D	13.2	94.5	0.88	0.76	0.88	27.6
Approach		380	3.3	0.629	34.9	LOS C	13.2	94.5	0.81	0.74	0.81	35.2
West: Stoney Creek Road												
10	L2	23	9.1	0.609	40.9	LOS C	19.0	139.1	0.89	0.78	0.89	28.8
11	T1	760	5.3	0.609	35.3	LOS C	19.1	139.5	0.89	0.78	0.89	32.4
Approach		783	5.4	0.609	35.4	LOS C	19.1	139.5	0.89	0.78	0.89	32.3
All Vehicles		2627	4.5	0.629	29.8	LOS C	22.0	160.9	0.78	0.71	0.79	36.2

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 10 [Stoney Creek Rd & Penshurst St EX PM]

Stoney Creek Road & Penshurst Street, Narwee
Site Category: Narwee
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Penshurst Street												
1	L2	74	4.3	0.109	31.5	LOS C	2.8	20.1	0.68	0.72	0.68	34.9
2	T1	213	1.5	0.342	28.1	LOS B	8.7	61.3	0.75	0.62	0.75	39.4
3	R2	69	3.0	0.330	50.6	LOS D	3.6	25.7	0.89	0.77	0.89	32.2
Approach		356	2.4	0.342	33.2	LOS C	8.7	61.3	0.76	0.67	0.76	36.7
East: Stoney Creek Road												
4	L2	151	0.7	0.795	30.3	LOS C	37.4	267.4	0.88	0.82	0.88	41.3
5	T1	1106	2.9	0.795	24.1	LOS B	37.4	267.4	0.80	0.75	0.82	37.6
6	R2	198	0.5	0.500	47.0	LOS D	10.1	71.0	0.93	0.90	1.13	29.8
Approach		1455	2.4	0.795	27.9	LOS B	37.4	267.4	0.82	0.78	0.87	36.7
North: Penshurst Street												
7	L2	94	2.2	0.183	29.0	LOS C	5.1	36.0	0.67	0.68	0.67	37.4
8	T1	388	1.1	0.809	38.5	LOS C	21.5	152.2	0.88	0.85	0.96	34.5
9	R2	58	1.8	0.809	46.1	LOS D	21.5	152.2	0.90	0.87	1.00	26.7
Approach		540	1.4	0.809	37.7	LOS C	21.5	152.2	0.84	0.82	0.92	34.2
West: Stoney Creek Road												
10	L2	21	0.0	0.696	43.5	LOS D	22.1	157.9	0.93	0.82	0.93	27.9
11	T1	845	2.6	0.696	38.0	LOS C	22.1	158.3	0.93	0.82	0.93	31.3
Approach		866	2.6	0.696	38.1	LOS C	22.1	158.3	0.93	0.82	0.93	31.3
All Vehicles		3217	2.3	0.809	32.9	LOS C	37.4	267.4	0.85	0.78	0.88	34.7

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 10 [Stoney Creek Rd & Penshurst St FUT AM]

Stoney Creek Road & Penshurst Street, Narwee
Site Category: Narwee
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Penshurst Street												
1	L2	61	8.6	0.102	30.8	LOS C	2.6	19.2	0.67	0.70	0.67	35.3
2	T1	277	1.9	0.422	28.2	LOS B	11.2	79.3	0.76	0.65	0.76	39.3
3	R2	21	0.0	0.091	46.0	LOS D	1.0	7.0	0.82	0.71	0.82	33.7
Approach		359	2.9	0.422	29.7	LOS C	11.2	79.3	0.75	0.66	0.75	38.2
East: Stoney Creek Road												
4	L2	103	2.0	0.566	26.6	LOS B	21.4	158.3	0.74	0.69	0.74	43.0
5	T1	691	7.8	0.566	19.6	LOS B	21.4	158.3	0.69	0.62	0.69	40.3
6	R2	204	1.0	0.498	46.7	LOS D	10.3	72.8	0.93	0.90	1.14	29.9
Approach		998	5.8	0.566	25.9	LOS B	21.4	158.3	0.74	0.69	0.78	37.8
North: Penshurst Street												
7	L2	92	0.0	0.158	27.5	LOS B	4.4	31.1	0.64	0.68	0.64	38.1
8	T1	387	1.6	0.700	31.7	LOS C	17.8	126.5	0.84	0.74	0.84	37.4
9	R2	27	3.8	0.700	38.3	LOS C	17.8	126.5	0.86	0.75	0.86	29.8
Approach		506	1.5	0.700	31.3	LOS C	17.8	126.5	0.80	0.73	0.80	37.2
West: Stoney Creek Road												
10	L2	44	0.0	0.692	44.9	LOS D	20.8	150.7	0.94	0.82	0.94	27.3
11	T1	762	4.8	0.692	39.3	LOS C	20.8	151.7	0.94	0.82	0.94	30.8
Approach		806	4.6	0.692	39.6	LOS C	20.8	151.7	0.94	0.82	0.94	30.6
All Vehicles		2669	4.2	0.700	31.6	LOS C	21.4	158.3	0.81	0.73	0.83	35.4

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 10 [Stoney Creek Rd & Penshurst St FUT MD]

Stoney Creek Road & Penshurst Street, Narwee
Site Category: Narwee
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Penshurst Street												
1	L2	73	5.8	0.122	35.2	LOS C	2.9	21.5	0.73	0.73	0.73	33.3
2	T1	232	3.2	0.442	32.5	LOS C	10.2	73.6	0.81	0.68	0.81	37.4
3	R2	85	1.2	0.363	50.8	LOS D	4.4	31.2	0.90	0.78	0.90	32.2
Approach		389	3.2	0.442	37.0	LOS C	10.2	73.6	0.81	0.71	0.81	35.3
East: Stoney Creek Road												
4	L2	126	5.0	0.568	23.2	LOS B	22.1	162.1	0.69	0.66	0.69	44.7
5	T1	747	5.5	0.568	16.3	LOS B	22.1	162.1	0.64	0.59	0.64	42.6
6	R2	212	2.0	0.450	40.2	LOS C	10.2	72.9	0.89	0.86	0.99	32.0
Approach		1085	4.8	0.568	21.7	LOS B	22.1	162.1	0.69	0.65	0.71	40.1
North: Penshurst Street												
7	L2	101	4.2	0.144	26.7	LOS B	3.9	28.4	0.63	0.70	0.63	37.9
8	T1	248	2.5	0.637	36.7	LOS C	13.2	95.0	0.87	0.76	0.87	35.3
9	R2	37	5.7	0.637	43.2	LOS D	13.2	95.0	0.88	0.76	0.88	27.6
Approach		386	3.3	0.637	34.7	LOS C	13.2	95.0	0.81	0.74	0.81	35.2
West: Stoney Creek Road												
10	L2	23	9.1	0.625	41.8	LOS C	19.2	141.0	0.90	0.79	0.90	28.4
11	T1	760	5.3	0.625	36.2	LOS C	19.3	141.3	0.90	0.79	0.90	32.1
Approach		783	5.4	0.625	36.4	LOS C	19.3	141.3	0.90	0.79	0.90	31.9
All Vehicles		2644	4.5	0.637	30.2	LOS C	22.1	162.1	0.79	0.71	0.80	36.0

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 10 [Stoney Creek Rd & Penshurst St FUT PM]

Stoney Creek Road & Penshurst Street, Narwee
Site Category: Narwee
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Penshurst Street												
1	L2	74	4.3	0.107	30.8	LOS C	2.7	19.8	0.68	0.72	0.68	35.2
2	T1	233	1.4	0.369	27.6	LOS B	9.4	66.9	0.75	0.63	0.75	39.6
3	R2	69	3.0	0.330	50.7	LOS D	3.6	25.7	0.89	0.77	0.89	32.2
Approach		376	2.2	0.369	32.5	LOS C	9.4	66.9	0.76	0.67	0.76	37.0
East: Stoney Creek Road												
4	L2	151	0.7	0.810	31.6	LOS C	38.5	275.5	0.90	0.84	0.91	40.7
5	T1	1106	2.9	0.810	25.8	LOS B	38.5	275.5	0.81	0.77	0.85	36.7
6	R2	232	0.5	0.564	50.0	LOS D	11.7	82.3	0.94	0.96	1.28	28.9
Approach		1488	2.3	0.810	30.2	LOS C	38.5	275.5	0.84	0.80	0.92	35.6
North: Penshurst Street												
7	L2	104	2.0	0.185	28.4	LOS B	5.2	37.3	0.66	0.69	0.66	37.6
8	T1	394	1.1	0.819	38.9	LOS C	22.2	157.1	0.88	0.86	0.98	34.4
9	R2	58	1.8	0.819	46.4	LOS D	22.2	157.1	0.90	0.88	1.01	26.6
Approach		556	1.3	0.819	37.7	LOS C	22.2	157.1	0.84	0.83	0.92	34.2
West: Stoney Creek Road												
10	L2	21	0.0	0.754	47.4	LOS D	23.3	166.9	0.97	0.86	0.99	26.5
11	T1	845	2.6	0.754	41.9	LOS C	23.4	167.3	0.97	0.86	0.99	29.9
Approach		866	2.6	0.754	42.0	LOS C	23.4	167.3	0.97	0.86	0.99	29.8
All Vehicles		3286	2.2	0.819	34.8	LOS C	38.5	275.5	0.86	0.81	0.92	33.9

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 9 [Mercury St & Stoney Creek Rd FUT PM NO RT]

Mercury Street and Stoney Creek Road, Narwee
Site Category: Narwee
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Stoney Creek Road												
5	T1	1162	3.1	0.372	1.3	LOS A	2.1	14.8	0.15	0.04	0.18	57.5
6	R2	73	2.9	0.372	14.5	LOS A	2.1	14.8	0.40	0.11	0.46	49.9
Approach		1235	3.1	0.372	2.1	NA	2.1	14.8	0.17	0.05	0.20	57.1
North: Mercury Street												
7	L2	41	5.1	0.050	7.7	LOS A	0.2	1.3	0.44	0.66	0.44	46.6
Approach		41	5.1	0.050	7.7	LOS A	0.2	1.3	0.44	0.66	0.44	46.6
West: Stoney Creek Road												
10	L2	22	4.8	0.230	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.4
11	T1	856	2.8	0.230	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		878	2.9	0.230	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		2154	3.0	0.372	1.4	NA	2.1	14.8	0.11	0.05	0.12	58.0

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

MOVEMENT SUMMARY

Site: 10 [Stoney Creek Rd & Penshurst St FUT PM RT DIVERTED]

Stoney Creek Road & Penshurst Street, Narwee
Site Category: Narwee
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Penshurst Street												
1	L2	74	4.3	0.091	25.6	LOS B	2.4	17.6	0.60	0.71	0.60	37.6
2	T1	233	1.4	0.306	21.9	LOS B	8.4	59.4	0.67	0.56	0.67	42.6
3	R2	69	3.0	0.263	43.1	LOS D	3.3	23.4	0.82	0.76	0.82	34.5
Approach		376	2.2	0.306	26.5	LOS B	8.4	59.4	0.68	0.63	0.68	39.8
East: Stoney Creek Road												
4	L2	151	0.7	0.869	44.4	LOS D	43.4	310.1	0.98	0.96	1.07	35.5
5	T1	1106	2.9	0.869	38.8	LOS C	43.4	310.1	0.90	0.91	1.03	30.9
6	R2	232	0.5	0.688	58.6	LOS E	12.5	87.6	0.99	1.00	1.50	26.6
Approach		1488	2.3	0.869	42.4	LOS C	43.4	310.1	0.92	0.93	1.10	30.6
North: Penshurst Street												
7	L2	104	2.0	0.195	24.9	LOS B	5.8	41.0	0.61	0.65	0.61	39.8
8	T1	394	1.1	0.865	39.3	LOS C	26.0	183.9	0.84	0.88	0.99	33.9
9	R2	126	1.8	0.865	49.1	LOS D	26.0	183.9	0.89	0.93	1.07	25.5
Approach		624	1.4	0.865	38.9	LOS C	26.0	183.9	0.81	0.85	0.94	33.2
West: Stoney Creek Road												
10	L2	21	0.0	0.875	61.4	LOS E	27.6	197.5	1.00	1.02	1.20	22.5
11	T1	845	2.6	0.875	55.8	LOS D	27.7	198.0	1.00	1.02	1.20	25.6
Approach		866	2.6	0.875	55.9	LOS D	27.7	198.0	1.00	1.02	1.20	25.5
All Vehicles		3355	2.2	0.875	43.5	LOS D	43.4	310.1	0.89	0.90	1.05	30.6

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	54.3	LOS E			0.95	0.95

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