PP2020/0001 Planning Proposal for the Mortdale RSL Redevelopment

19-25 Macquarie Place & 46-56 Pitt Street, Mortdale

REVISED TRAFFIC AND PARKING ASSESSMENT REPORT

30 May 2022

Ref 20106



TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	PLANNING PROPOSAL	6
3.	TRAFFIC ASSESSMENT	15
4.	PARKING ASSESSMENT	28

APPENDIX AARCHITECTURAL CONCEPT PLANSAPPENDIX BTRAFFIC SURVEY DATAAPPENDIX CSTFM DATAAPPENDIX DSIDRA MOVEMENT SUMMARIES

LIST OF ILLUSTRATIONS

ion

- Figure 2Site
- Figure 3 Road Hierarchy
- Figure 4Existing Traffic Controls
- Figure 5Public Transport
- Figure 6 Existing Parking Restrictions

1. INTRODUCTION

This revised report has been prepared to accompany an amended planning proposal for the redevelopment of the Mortdale RSL, located at 19-25 Macquarie Place & 46-56 Pitt Street, Mortdale (Figures 1 and 2).

The planning proposal seeks to amend the *Georges River LEP 2021* to allow for the redevelopment of the site for the purposes of mixed use development, by:

- Rezoning the land parcels (19-25 Macquarie Place and 46-56 Pitt Street, Mortdale) to rezone the site *B2 Local Centre*
- Amending the Maximum Building Height to be 28m (to accommodate 2 levels of commercial space, 7 levels of residential and lift overrun)
- Amending the Maximum Floor Space Ratio to 3.0:1; comprising 0.75:1 non-residential and 2.25:1 residential
- A VPA offer consistent with the principles of the Affordable Housing Contributions, exhibited as part of the Mortdale Town Centre review
- Permit up to an additional 0.5:1 of non-residential floor space where it is provided below ground level

The planning proposal envisages the construction of a new mixed use development on the site, to be known as *Mortdale Gardens*, including integrating the existing Mortdale RSL Club into the ground floor level, albeit slightly smaller. In addition, the planning proposal comprises approximately 1,160m² GFA of ground floor retail/commercial space, 2,300m² of basement retail/commercial space, approximately 590m² of first floor commercial space, and 134 residential apartments across levels 1-7.

Off-street parking will ultimately be provided within a multi-level basement parking area, in accordance with Council's *DCP* rates for the respective uses.

In February 2022, a meeting was held between the Council, the RSL Club, and the Applicant's town planning and traffic consultants, to discuss the proposal, with a particular emphasis on the associated traffic impacts.

The original traffic study which accompanied the planning proposal did not include any traffic surveys, nor any traffic modelling, primarily due to Covid-19 restrictions at the time. Council advised in the February 2022 meeting that traffic surveys could and should be undertaken at key intersections within the Mortdale town centre, and requested 5 intersections be counted and analysed:

- Morts Road & Martin Place
- Morts Road, Pitt Street & Cook Lane
- The Strand & Macquarie Place
- The Strand & Pitt Street
- Boundary Road & Macquarie Place

Whilst the traffic analysis is discussed in greater detail later in this report, in summary, the analysis confirmed that all five intersections will continue to operate at *Level of Service "A"* and "*B*" as a consequence of the planning proposal, including in the +10 year scenario which is based on TfNSW's strategic growth model.

In 2018, the NSW Government released two documents called '*Greater Sydney Region Plan:* A Metropolis of Three Cities' and 'Our Greater Sydney 2056: South District Plan – Connecting Communities.' The vision is for quicker and easier access to a wider range of jobs, housing types and activities within the South District area. This area is envisaged to benefit up to 83,500 new homes, 241,500 new jobs and the delivery of local amenities close to transport options.

The site is also situated within George River Council's 'Local Strategic Planning Statement 2040: Implementation Plan' document which aligns with the South District Plan mentioned above. This Implementation Plan nominates the actions Council will take over the next 20 years to achieve the desired future vision.

The purpose of this revised report is to assess the traffic and parking implications of the amended planning proposal, and to that end this report:

- describes the site and provides details of the planning proposal
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network
- reviews the public transport services in the vicinity of the site
- estimates the traffic generation potential of the planning proposal, and assigns that traffic generation to the road network serving the site
- assesses the traffic implications of the planning proposal in terms of road network capacity
- assesses the parking and loading implications of the planning proposal.





2. PLANNING PROPOSAL

Site

The subject site is located on the eastern side of The Strand, extending between Macquarie Place and Pitt Street. The site has street frontages of approximately 68m in length to Macquarie Place, approximately 61m in length to Pitt Street and approximately 72m in length to The Strand. This site occupies a total area of approximately 4,601m².

The site is situated approximately 250m walking distance west of Mortdale Railway Station and lies on the fringe of Mortdale town centre.

The subject site is currently zoned *R4-High Density Residential* at 19-25 Macquarie Place and 56 Pitt Street and *B2-Local Centres* at 46-54 Pitt Street.

A recent aerial image of the site and its surroundings is reproduced below.



Source: Nearmap

The subject site is currently occupied by the Mortdale RSL Club which has an estimated floor area of 2,000m². Off-street parking for members and their guests is provided for approximately 50 cars in an at-grade open car parking area. Vehicular access is provided via an existing entry/exit driveway located off Macquarie Place. a *Streetview* image of the existing RSL Club and car park access driveway is reproduced below.



No.56 Pitt Street is currently occupied by a residential flat building with 7 dwellings, as shown in the *Streetview* image below. Off-street parking is provided in a basement car parking area. Vehicular access is provided via an existing entry/exit driveway located off The Strand.



No.19 Macquarie Place is situated immediately adjacent to the RSL Club car park and is currently occupied by a standalone dwelling house with off-street parking. Vehicular access is provided via a single driveway located off Macquarie Place.



No.46 Pitt Street is currently occupied by single-storey retail/commercial building with an estimated floor area of 140m². Off-street parking is not provided for this site.



Our Greater Sydney 2056: South District Plan – Connecting Communities

In 2018, the NSW Government released two documents called 'Greater Sydney Region Plan: A Metropolis of Three Cities' and 'Our Greater Sydney 2056: South District Plan – Connecting Communities.'

As the population grows, the goal is to rebalance economic and social opportunities across Greater Sydney by dividing Sydney into three core cities to allow residents to live within 30 minutes of their jobs, education and health facilities, services and other key places. The three cities include the Western Parkland City, the Central River City and the Eastern Harbour City as shown in the following pages.

The South District is part of the Eastern Harbour City. This means that the residents of the South District will have quicker and easier access to a wider range of jobs, housing types and activities.

The visions of the South District are to be achieved by the following:

- supporting growth of the ANSTO innovation precinct, health and education precincts, Bankstown Airport, Milperra industrial areas and the District's strategic core centres shown in the following pages. A strategic core centre includes Hurstville which is located approximately 2km from the site. The Health and Education Precincts of Kogarah and Bankstown are located approximately 5km and 7km from the site, respectively
- optimising on the District's locational advantages being so close to Sydney Airport, Port Botany, the Illawarra and Port Kembla
- building the District's connections to Parramatta, Liverpool and Western Sydney Airport
- sustaining walking and cycling assets
- matching the growth and infrastructure, including social infrastructure.

Over the next 20 years, the South District is expected to continually grow with the estimated demand for an additional 83,500 new homes, 241,500 new jobs and the delivery of local amenities close to transport options.





•	Metropolitan Centre		Major Urban Parkland including National Parks and Reserves
0	Health and Education Precinct		Waterways
•	Strategic Centre	1eV	Green Grid Priority Corridor
٠	Local Centre .		Train Station
٠	Economic Corridor I		Committed Train Link
	Trade Gateway		Train Link/Mass Transit Investigation 10–20 years
	Industrial Land		Train Link/Mass Transit Visionary
	Land Release Area	_	Motorway
	Transit Oriented Development		Committed Motorway
	Urban Renewal Area I	-	Road Investigation 0–10 years
\bigcirc	Urban Area		Road Visionary
	Protected Natural Area		District Boundary
	Metropolitan Rural Area	Na	rellan 💍 🗤

Local Strategic Planning Statement 2040: Implementation Plan

The site is also situated within George River Council's 'Local Strategic Planning Statement 2040: Implementation Plan' (LSPS 2040). This document aligns with the NSW Government two documents, 'Greater Sydney Region Plan: A Metropolis of Three Cities' and 'Our Greater Sydney 2056: South District Plan – connecting communities'. This implementation plan nominates the actions Council will take over the next 20 years to achieve the desired future character.

Housing targets are as follows:

- now to 2021: +4,500 dwellings
- 2021 to 2026: +4,450 dwellings
- 2026 to 2036: +5,750 dwellings

Employment targets are as follows:

- increased proportion of local jobs for local residents
- minimum total of 15,000 jobs in Hurstville centre by 2036
- minimum total of 16,000 jobs in Kogarah strategic centre by 2036
- increase in employment floor space across all commercial centres

Existing Planning Controls

The primary instrument that governs the mass and scale of the development on the site are contained within the *Georges River Local Environmental Plan 2021*.

19-25 Macquarie Place and 56 Pitt Street are currently zoned *R4-High Density Residential* and subject to a 1:1 FSR control. The scale of any development on the site is currently constrained by a building height restriction of 12m maximum.

46-54 Pitt Street is currently zoned *B2-Local Centres* and is subject to a 1.5:1 FSR control. There are currently no building height restrictions for this site.

Amended Planning Proposal

The amended planning proposal envisages the construction of a new mixed use development on the site, to be known as *Mortdale Gardens*. The planning proposal seeks to rezone the site from part *R4 High Density Residential* and *B2 Local Centre* to entirely *B2 Local Centre*. In addition, the proposal includes increasing the maximum height of buildings from 12m to 28m and increasing the maximum FSR from 1:1 and 1.5:1 up to 3.0:1, comprising 0.75:1 nonresidential and 2.25:1 residential, plus an additional 0.5:1 of non-residential floor space below ground level.

Concept plans have been prepared for the purposes of evaluating the planning proposal which include:

- retail/commercial uses within the basement level, potentially comprising a local supermarket
- revitalising Mortdale RSL Club on the ground floor level which will reduce slightly from 2,000m² down to 1,700m²
- retail/commercial uses on the remaining ground floor level
- commercial uses on the first floor level
- housing variety and supply on the upper levels that will provide housing opportunities to aid the expected population growth in the area

These concept plans envisage the following components:

Residential Component:

2 bedroom apartments:	109	
3 bedroom apartments:	8	
TOTAL APARTMENTS:	134	

The retail/commercial space across the basement, ground and first floor levels will comprise approximately 4,050m² GFA of floor space (or the equivalent of approximately 3,037m² GLFA, based on the RMS *Guidelines* estimation of 0.75% of GFA). Whilst the precise nature of the future tenancies are not yet known, they may consist of the following:

Retail/Commercial Component:	
Basement metro supermarket:	2,300m ² GFA (1,725m ² GLFA)
Ground floor specialty retail:	1,160m ² GFA (870m ² GLFA)
First floor office:	590m ² GFA (442m ² GLFA)
TOTAL FLOOR AREA:	4,050m ² GFA (3,037m ² GLFA)

Off-street car parking is proposed in a new multi-level basement parking area, with the number of parking spaces to be provided to be in accordance with Council's numerical requirements for the various respective uses. Vehicular access to the basement car parking facilities is proposed to be provided via a new entry/exit driveway located at the eastern end of the Macquarie Place site frontage.

In addition, a new at-grade porte cochere drop-off/pick-up area is proposed to be provided directly outside the main entrance to the new RSL, accessed via separate entry/exit driveways located off Macquarie Place.

Loading/servicing for the proposed development is expected to be undertaken by a variety of commercial vehicles up to and including 8.8m long medium rigid trucks. In this regard, a shared service area is proposed to be provided on the ground floor level, accessed via a dedicated driveway located midway along The Strand site frontage.

Concept plans of the planning proposal are reproduced in Appendix A.

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by Transport for NSW (TfNSW) is illustrated on Figure 3.

Henry Lawson Drive and Forest Road are both classified by TfNSW as *State Roads* which provide the key east-west road link in the area, linking Villawood to Arncliffe. They typically carry three traffic lanes in each direction in the vicinity of the site with opposing traffic flows separated by a central median island. Kerbside parking is permitted at selected locations, outside of peak periods.

Boundary Road is classified by TfNSW as a *Regional Road* which provides a key north-south *collector route* through the area, linking Forest Road to Hurstville Road. It typically carries one traffic lane in each direction with kerbside parking generally permitted.

Macquarie Place / Pitt Street / The Strand are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is permitted at selected locations, subject to signposted restrictions.

Existing Traffic Controls

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

- a 50 km/h SPEED LIMIT which applies to Macquarie Place, Pitt Street, The Strand and all other local roads in the area
- a ONE WAY eastbound restriction in Macquarie Place, between Morts Road and The Strand
- a ONE WAY westbound restriction in Pitt Street, between Morts Road and The Strand





- STOP SIGNS in The Strand where it intersects with Macquarie Place
- GIVE WAY SIGNS in The Strand where it intersects with Pitt Street
- RAISED PEDESTRIAN CROSSINGS located throughout the Mortdale town centre including in Macquarie Place and Pitt Street, directly outside the site.

Existing Public Transport Services

The existing public transport services available in the vicinity of the site are illustrated on Figure 5. There are currently 3 bus services which operates directly opposite the Macquarie Place site frontage.

There are 180 bus services per day travelling near the site on weekdays, with nearly 70 bus services per day on Saturdays and 30 bus services on Sunday and public holidays, as set out below:

Bus Routes and Frequencies							
D (N		Weekday		Saturday		Sunday	
Koute No.	Koute	In	Out	In	Out	In	Out
944	Bankstown to Mortdale via Peakhurst Heights	36	35	10	11	10	9
945	Hurstville to Bankstown via Mortdale	43	45	20	19	10	10
955	Mortdale to Hurstville via Oatley	11	11	9	9	-	-
	TOTAL	90	91	39	39	20	19

All of the abovementioned bus services provide access to suburban railway stations including Mortdale, Bankstown, Punchbowl, Narwee, Riverwood, Penshurst and Oatley.

The subject site is also located approximately 250m walking distance to/from Mortdale Railway Station which is lies on the T4 Eastern Suburbs & Illawarra Line. These services typically operate at a frequency of less than 15 minutes and commuter wait times tend to be minimal throughout the day.



The site is also located on the fringe of Mortdale town centre which includes a wide range of essential shops and services including a post office, butchery, cafés and restaurants, bakery, banks, bottle shop, pharmacy, hair dresser and beautician.

The site is therefore considered to be well serviced by public transport services and essential services and an ideal location to provide additional density.

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided peak period traffic surveys undertaken as part of this revised traffic study. The traffic surveys were undertaken at the following intersections requested by Council, on Thursday 17th February and Saturday 19th February 2022:

- Morts Road & Martin Place
- Morts Road, Pitt Street & Cook Lane
- The Strand & Macquarie Place
- The Strand & Pitt Street
- Boundary Road & Macquarie Place

The results of the traffic surveys are reproduced in full in Appendix B and summarised in the figure on the following page.

Traffic impact assessments for major development such as the proposed, also include a +10 *year* scenario. In order to determine the expected "baseline" traffic volumes in the vicinity of the site in 2032, reference is made to Sydney's Strategic Travel Forecast Model (STFM) provided by TfNSW in May 2022. The STFM is a strategic transport planning model that considers population and employment growths and is used for high-level assessment of major infrastructure proposals, transport strategies and policy decision making.

The STFM provides future year traffic forecasts to determine the relative traffic growth from the baseline scenario to estimations for future year traffic conditions in Year 2032, in this instance.



Existing 2022 road network peak traffic volumes



Existing "baseline" 2032 road network peak traffic volumes (based on STFM growth rates)

Projected Traffic Generation

The traffic implications of traffic studies primarily concern the effects of the *additional* traffic flows generated as a result of the new uses of the development and its impact on the operational performance of the adjacent road network, particularly during the peak periods.

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

As mentioned in the foregoing, the proposed revitalised Mortdale RSL Club is expected to result in a slight *reduction* in floor area compared to the existing Mortdale RSL Club, reducing from approximately 2,000m² down to 1,700m². The traffic generation potential of the proposed RSL Club is therefore expected to be generally consistent with the existing Club, such that it has been *excluded* from the traffic assessment.

The new, or *additional* uses on the site, comprise the retail/commercial space and the residential apartments above. The RMS *Guidelines* and *Technical Direction* nominates the following traffic generation rates which is applicable to the residential component of the planning proposal:

High Density Residential Flat Dwellings

PM: 0.15 peak hour vehicle trips per unitSAT: 0.18 peak hour vehicle trips per unit

The RMS *Guidelines* also make the following observation in respect of high density residential flat buildings:

Definition

A *high density residential flat building* refers to a building containing 20 or more dwellings. This does not include aged or disabled persons housing. *High density residential flat buildings* are usually more than 5 levels, have basement level car parking and are located in close proximity to public transport services. The building may contain a component of commercial use.

Factors

The above rates include visitors, staff, service/delivery and on-street movements such as taxis and pick-up/set-down activities.

In terms of the retail/commercial component, the RMS *Guidelines* nominates the following traffic generation rates:

Shopping Centres				
Thursday PM:	V(P) = 155A(SM) + 46A(SS) + 22A(OM)			
Saturday:	V(P) = 147A(SM) + 107A(SS)			

Where:

A(SM): Supermarket GLFA

A(SS): Specialty shops, secondary retail GLFA

A(OM): office, medical GLFA

In addition to the above, it is noted that the above 'Shopping Centres' trip generation rates are based on gross leasable floor area (GLFA) which provides a better indication of trip generation than gross floor area (GFA). The RMS *Guidelines* suggests as a general guide, $100m^2$ GFA is the equivalent of approximately 75m² GLFA.

Therefore, application of the above generation rates to the residential and retail/commercial components outlined in the amended planning proposal, yields a traffic generation potential of approximately 317 vehicle trips per hour (vph) during the weekday afternoon peak period and approximately 370 vph during the Saturday peak period, as set out below:

Projected Future Traffic Generation Potential

	PM	SAT
Residential (134 apartments):	20 vph	24 vph
Supermarket (1,725m ² GLFA):	267 vph	253 vph
Specialty retail (870m ² GLFA):	40 vph	93 vph
Office (442m ² GLFA):	10 vph	0 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	317 vph	370 vph

Furthermore, given the site's location within the Mortdale town centre, it is reasonable to assume that the above projected future traffic generation potential of the retail component of the planning proposal will *include* a number of "linked trips" or "passing trade".

Linked trips occur when a person visits the site but also visits another premises nearby on the same trip whilst not moving their car, thereby not generating an additional vehicle trip. Passing trade occurs when a person might visit the proposed supermarket on the site on their way home from work. That person is already travelling on the nearby road network, thereby not generating an additional vehicle trip.

Furthermore, a portion of the customers using the proposed supermarket will be drawn from residents living within the apartments above and surrounding apartment developments (of a comparable density), thereby further reducing the traffic activity associated with a standalone supermarket and specialty stores.

Reference to the RMS *Guidelines* indicates that the *passing trade* component of the development proposal is likely to contribute to a 25% discount to the overall estimated traffic generation of the site.

Notwithstanding the above, for the purposes of undertaking a more rigorous assessment, it has been assumed that there will not be any *passing trade* or *linked trips*, and that *all* of the projected future traffic flows of 317 PM vph and 370 SAT vph will be new, or *additional*, to the existing traffic flows currently using the surrounding road network.

Accordingly, the distribution of the projected future additional traffic volumes is illustrated on the diagram on the following page.

Those projected traffic flows as a consequence of the planning proposal will not have any unacceptable traffic implications in terms of road network capacity, nor will any road upgrades/improvements/widening be required, as is demonstrated in the following section of this report.

Whilst there may be some level of increase in average vehicle delays to other nearby local intersections as a consequence of the planning proposal, any increases in delays to the broader road network are expected to be minimal, as much of the traffic will be "diluted" by the time it reaches those areas, and therefore will also not result in any unacceptable traffic implications in terms of road network capacity.



Projected additional peak traffic volumes

Traffic Implications - Road Network Capacity

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network. Those effects can be assessed using the SIDRA NETWORK program which is widely used by TfNSW and many LGA's for this purpose.

Criteria for evaluating the results of SIDRA analysis are reproduced in the following pages. The individual movement summaries are reproduced in Appendix D and summarised in the table on the following page, revealing that:

- all surrounding intersections currently operate at an overall average *Level of Service* "A"
- under the projected *nett increase* in projected future traffic demands expected to be generated by the planning proposal, all surrounding intersections will continue to operate at either *Levels of Service "A"* or "B", with minimal increases in average vehicle delays.

In essence, the rigorous capacity analysis confirms that the traffic generation potential of the revised Planning Proposal on the subject site, even *without discounting* any traffic associated with the existing club, will not have any appreciable effect on the performance of nearby intersections (with minimal increases in delays on all approaches, if any), and that no further upgrades will be required beyond the proposed widening of Alma Avenue.

SUMMARY RESULTS OF SIDRA NETWORK ANALYSIS OF SURROUNDING ROAD NETWORK								
Key Indicators	Existir Traffic	isting 2022 ffic Demand Existing 2022 + Projected Development Traffic Demand		Existing Baseline 2032 Traffic Demand		Existing Baseline 2032 + Projected Development Traffic Demand		
	PM	SAT	PM	SAT	PM	SAT	PM	SAT
Morts Rd & Martin Pl								
LOS	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)
DOS	0.226	0.219	0.273	0.266	0.250	0.250	0.299	0.300
AVD (Sec/Veh)	1.6 (8.3)	1.5 (8.4)	2.1 (9.5)	2.0 (9.8)	1.7 (9.0)	1.5 (9.1)	2.3 (10.3)	2.1 (10.8)
Morts Rd, Pitt St & Cook Ln								
LOS	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)
DOS	0.186	0.196	0.204	0.216	0.213	0.220	0.230	0.241
AVD (Sec/Veh)	3.8 (3.9)	3.8 (3.9)	3.8 (3.9)	3.8 (3.9)	3.8 (3.9)	3.8 (3.9)	3.8 (3.9)	3.8 (3.9)
The Strand & Macquarie Pl								
LOS	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)
DOS	0.121	0.143	0.161	0.191	0.136	0.182	0.179	0.236
AVD (Sec/Veh)	4.8 (8.3)	4.9 (8.1)	5.3 (9.4)	5.4 (9.3)	4.8 (8.4)	4.9 (8.3)	5.3 (9.5)	5.5 (9.7)
The Strand & Pitt St								
LOS	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)
DOS	0.127	0.148	0.145	0.169	0.193	0.178	0.210	0.198
AVD (Sec/Veh)	2.2 (5.7)	2.3 (5.9)	2.2 (5.9)	2.3 (6.2)	1.7 (6.5)	2.3 (6.3)	1.7 (6.7)	2.3 (6.5)
Boundary Rd & Macquarie Pl								
LOS	A(A)	A(A)	A(A)	A(B)	A(B)	A(B)	A(B)	A(B)
DOS	0.345	0.382	0.367	0.406	0.416	0.476	0.439	0.507
AVD (Sec/Veh)	1.0 (13.1)	1.2 (14.3)	1.4 (13.7)	1.6 (15.0)	1.4 (18.0)	1.7 (20.9)	2.0 (19.1)	2.3 (22.2)

LOS – Level of Service; DOS – Degree of Saturation; AVD – Average Vehicle Delays

Worst turning movements and respective delays indicated in brackets (sign-controlled intersections)

Criteria for Interpreting Results of Sidra Analysis

1. Level of Service (LOS)

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

2. Average Vehicle Delay (AVD)

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

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

3. Degree of Saturation (DS)

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

For intersections controlled by traffic signals¹ both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

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

1

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

4. PARKING ASSESSMENT

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 6 and comprise:

- 1 and 2 HOUR PARKING (60°) restrictions along the Pitt Street site frontage
- 1 and 2 HOUR PARKING (parallel) restrictions along the southern side of Pitt Street
- NO PARKING restrictions along the majority of the Macquarie Place site frontage
- UNRESTRICTED kerbside parking (60°) along the northern side of Macquarie Place
- NO PARKING restrictions along the western side of The Strand
- UNRESTRICTED kerbside parking along the eastern side of The Strand, including along the site frontage
- BUS ZONES located in Pitt Street, outside Mortdale Railway Station, and also Macquarie Place, opposite the site.

Off-Street Parking Provisions

The off-street parking rates applicable to the planning proposal are specified in Table 1 of Council's *Georges River Development Control Plan 2021, Section 3.13 Parking Access and Transport* document in the following terms:

Residential Flat Building

Dwelling (1-2 bedrooms):	1 space per dwelling
Dwelling (3 bedrooms and over):	2 spaces per dwelling
Visitor spaces:	1 space per 5 dwellings



Registered Clubs & Nightclubs

Identify car parking demand through a Transport and Parking Assessment Study based on similar venue

Business & Commercial (<800m walking distance of railway station) 1 space per 60m² GFA

Retail Shops (<800m walking distance of railway station) 1 space per 60m² GFA

Supermarket (<800m walking distance of railway station) 1 space per 20m² GLFA

With respect to the parking requirement for the proposed RSL Club, for the purposes of this assessment, the parking rate of 1 space per $18.5m^2$ from Council's *DCP 2018* has been adopted.

Application of the *GRDCP 2021* car parking rates to the various components of the planning proposal (and the *DCP 2018* parking rate for the RSL Club) yields an off-street car parking requirement of 376 spaces, as set out below:

TOTAL:	376 spaces
RSL Club (1,700m ²):	92 spaces
Supermarket (1,725m ² GLFA):	86 spaces
Specialty retail (1,160m ² GFA):	19 spaces
Office (590m ² GFA):	10 spaces
Visitors:	27 spaces
Residential (134 apartments):	142 spaces

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

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

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

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

Objective 3J-1

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

For development in the following locations:

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

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

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

Comparison therefore needs to be drawn between the off-street car parking requirements for residential flat buildings outlined in *GRDCP 2021* and also the RMS *Guidelines* to determine the *lesser* requirement. The relevant car parking rates outlined in the RMS *Guidelines* are reproduced on the following page:

RMS Guidelines – High Density Residential Flat Buildings in Metropolitan Sub-Regional Centres

- 0.6 spaces per 1 bedroom unit
- 0.9 spaces per 2 bedroom unit
- 1.4 spaces per 3 bedroom unit
- 1 space per 5 units for visitor parking

Accordingly, the minimum off-street car parking requirement applicable to the residential component of the development is 147 spaces, comprising 120 residential spaces and 27 visitor spaces, as set out below:

	GRDCP 2021	RMS Guidelines
Residents:	142 spaces	120 spaces
Visitors:	27 spaces	27 spaces
Total:	169 spaces	147 spaces
Lesser Car Parking Requirement: 147 spaces		

The total minimum off-street parking requirement applicable to the planning proposal is therefore 354 spaces, as set out below:

TOTAL:	354 spaces
RSL Club (1,700m ²):	92 spaces (DCP 2018)
Supermarket (1,725m ² GLFA):	86 spaces (GRDCP 2021)
Specialty retail (1,160m ² GFA):	19 spaces (GRDCP 2021)
Office (590m ² GFA):	10 spaces (GRDCP 2021)
Visitors:	27 spaces (RMS/ADG)
Residential (134 apartments):	120 spaces (RMS/ADG)

Whilst the number of parking spaces to be provided as part of the planning proposal is not yet known, it is expected that the above parking requirements will be satisfied with the provision of a multi-level basement parking area on the subject site.

The geometric design layout of all off-street car parking and loading areas will comply with the relevant requirements specified in the Standards Australia publications *AS2890:1.2004*, *AS2890.2:2018*, *AS2890.3:2015* and *AS2890.6:2009*.

Conclusion

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

- the planning proposal seeks to rezone the site from *R4 High Density Residential* and *B2 Local Centre* to entirely *B2 Local Centre*
- the planning proposal also seeks approval to increase the maximum Height of Building restriction from 12m to 28m and to increase the Floor Space Ratio restriction from 1:1 and 1.5:1 to 3.0:1 + 0.5:1 below ground
- the revitalised Mortdale RSL Club is expected to have a slightly reduced floor area compared to the existing RSL Club, reducing from approximately 2,000m² down to approximately 1,700m²
- the *nett increase* in traffic generation potential is minimal and not expected to result in any unacceptable traffic implications to the immediate or broader road network
- the future car parking and loading facilities will be provided on site and designed in accordance with Council's requirements and the relevant Australian Standards.

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

APPENDIX A

ARCHITECTURAL CONCEPT PLANS
DRIVEWAY RAMP \Longrightarrow \Longrightarrow Ť, AL. = = T, A A ST \Longrightarrow

CAR PARKING		



A

COMMERCIAL

MORTDALE RSL

TYPICAL BASEMENT 3 AND BELOW

scale @a1 sheet 1 : 125 scale @a3 sheet 1 : 250 02/09/21 **drawing no**. PPO2

DRIVEWAY RAMP \Longrightarrow \Rightarrow Ť, AL. Tr. A A ST \Longrightarrow

 $\widehat{\mathbb{T}}$

Î

COMMERCIAL / RETAIL UNIQUE DESTINATION FOOD AND BEVERACE BOUTIQUE RETAIL SPACE A A CAR PARKING +A A ST

GE	
ST	

С
Μ

COMMERCIAL

MORTDALE RSL





scale @a1 sheet 1 : 125 scale @a3 sheet 1 : 250

02/09/21 drawing no. PP03

DRIVEWAY RAMP \Longrightarrow \Rightarrow Ť, Tr. A A ST \Longrightarrow





COMMERCIAL

MORTDALE RSL

BASEMENT 1



scale @a1 sheet 1 : 125 scale @a3 sheet 1 : 250 02/09/21 drawing no. PP04









I BED
2 BED
2 BED 2 Storey

3 BED

3 BED 2 Storey

COMMERCIAL



scale @a1 sheet 1 : 125 scale @a3 sheet 1 : 250

LEVEL 2 02/09/21 drawing no. PP07



SECTION

scale @a1 sheet 1:125 scale @a3 sheet 02/09/21 **drawing no.** PP15

PLANNING PROPOSAL 19-25 MACQUARIE PL / 46-56 PITT ST / THE STRAND

1 : 250

APPENDIX B

TRAFFIC SURVEY DATA

Intersection of Martin PI and Morts Rd, Mortdale												
GPS	-33.969871, 151.0794	75										
Date:	Thu 17/02/22		North:	Morts Rd			1	Survey DM: 2:20 DM 6:				
Weather:	Fine		East:	N/A				Period	PM:	3:30 PW	-6:30 PM	
Suburban:	Mortdale		South:	Morts Rd				Traffic	D14	4.45 044	5.45 DM	
Customer:	VTP		West:	Martin PI				Peak	PIM:	4:45 PW	5:45 PM	

All Vehicles													
Ti	me	North Approach Morts Rd			South A	South Approach Morts Rd			West Approach Martin Pl			Hourly Total	
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Hour	Peak	
15:30	15:45	0	17	74	0	72	8	0	3	19	722		
15:45	16:00	0	11	80	0	59	8	0	3	20	715		
16:00	16:15	0	17	79	0	64	3	0	6	15	739		
16:15	16:30	0	8	67	0	62	10	0	3	14	768		
16:30	16:45	0	29	69	0	61	7	0	3	17	810		
16:45	17:00	0	16	86	0	77	9	0	4	13	823	Peak	
17:00	17:15	0	15	90	0	74	15	0	2	17	812		
17:15	17:30	0	14	84	0	76	11	0	2	19	821		
17:30	17:45	0	20	83	0	58	8	1	11	18	813		
17:45	18:00	0	12	79	0	70	14	0	9	10			
18:00	18:15	0	21	84	0	87	8	0	7	15			
18:15	18:30	1	24	70	0	72	11	0	13	7			

Peak Time North Approach Morts Rd South Approach Morts Rd West Approach Martin PI Peak Period Start[Period End U R S8 U N8 L U R L total 18.45 17.45 0 65 343 0 286 43 1 19 67 823

Note: Site sk	etch is for ill	istrating ti	raffic flows	Direction	n is indica	tive only	drawina is	not to sca	le and not	an evact	streets con	ficuration
Graphic		Joudang				are only,	aranning io		lie and not	an oxaot	0110010 0011	ingulation
Total									Morts Rd			
Light												
								0	64	327	1	1
								0	65	343	No	rih 👘
								$\left \uparrow \right\rangle$				
						_		-	~	v		
						2	<u>لے ، ہ</u>	F				
						ā						
						artin S	<u>ہ ہ</u>	PM Pe	ak 4:45 PM-	5:45 PM		
						2						
							2)				
						_	- 4	16	٨	\cap		
								(γ)	17	1V		
								43	285	0		
								43	270	0		
									Morts Rd		·	
Light Vehicl	es											
Tir	me	North A	pproach I	Morts Rd	South A	pproach	Morts Rd	West A	proach M	Martin Pl		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L		
15:30	15:45	0	16	/1	0	70	8	0	3	17		
15:45	16:00	0	10	77	0	57	8	0	3	20		
16:00	16:15	0	16	76	0	62	3	0	6	15	[
16:15	16:30	0	8	64	0	59	10	0	3	14		
16:30	16:45	0	29	65	0	58	7	0	3	17		
16:45	17:00	0	15	83	0	74	9	0	4	13		
17:00	17:15	0	15	84	0	71	15	0	2	15		
17:15	17:30	0	14	81	0	72	11	0	2	19		
17:30	17:45	0	20	79	0	53	8	1	11	18		
17:45	18.00	0	12	75	0	68	14	0	q	10		
18:00	18:15	0	21	92	0	84	9	0	7	15		
10.00	10.10			02		04			40			
18:15	18:30	1	24	66	0	69	11	0	13			
Peak	Time	North A	pproach I	Morts Rd	South A	pproach	Morts Rd	West A	proach M	Martin Pl	Peak	
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total	
16:45	17:45	0	64	327	0	270	43	1	19	65	789	
Heavy Vehic	cles											
Tit Deried Stort	me Deried End	North A	pproach I	Morts Rd	South A	pproach	Morts Rd	West A	oproach N	Martin Pl		
15:30	15:45	0	1	30	0	2	0	0	0	2		
15:45	16:00	0	1	2	0	2	0	0	0	-		
10.40	10.00	0		3	0	2	0	0	0	0		
16:00	16:15	0	1	3	0	2	U	0	0	0		
16:15	16:30	0	0	3	0	3	0	0	0	0		
16:30	16:45	0	0	4	0	3	0	0	0	0		
16:45	17:00	0	1	3	0	3	0	0	0	0		
17:00	17:15	0	0	6	0	3	0	0	0	2	J	
17:15	17:30	0	0	3	0	4	0	0	0	0		
17:30	17:45	0	0	4	0	5	0	0	0	0		
17:45	18:00	0	0	4	0	2	0	0	0	0	ĺ	

18:00 18:15 0 0 2 0 3 0 0 0 0 **18:15 18:30** 0 0 4 0 3 0 0

 Peak Time
 North Approach Morts Rd
 South Approach Morts Rd
 West Approach Martin PI
 Peak

 Period Start[Period End
 U
 R
 SB
 U
 NB
 L
 U
 R
 L total

 16.45
 17.45
 O
 1
 16
 0
 15
 0
 0
 2
 34

0 0

ontriono	Creasin	
estrians	0103311	/

Pedestrians Cro	ossing							
Time		North Approach Morts Rd		South Appro	ach Morts Rd	West Approa	Hourly Total	
Period Start	Period End	Westbound	Eastbound	Westbound	Eastbound	Southbound	Northbound	nouny rotai
15:30	15:45	0	0	22	27	21	29	354
15:45	16:00	0	0	29	24	26	21	339
16:00	16:15	0	0	18	21	25	22	300
16:15	16:30	0	0	24	21	7	17	294
16:30	16:45	1	0	12	22	24	25	337
16:45	17:00	0	0	13	13	17	18	331
17:00	17:15	0	0	27	24	11	18	341
17:15	17:30	0	0	33	30	21	28	342
17:30	17:45	0	0	26	21	11	20	270
17:45	18:00	0	0	17	20	16	18	
18:00	18:15	0	1	25	25	9	21	
18:15	18:30	0	0	11	5	3	21	

Peak	Time	North Appro	ach Morts Rd	South Appro	ach Morts Rd	West Approach Martin Pl		Book total
Period Start	Period End	Westbound	Eastbound	Westbound	Eastbound	Southbound	Northbound	Feak total
16:45	17:45	0	0	99	88	60	84	331



Morts Rd

Biovolos a	nd Scooto							
Ti	ne	orth Appro	ach Morts I	uth Appro	ach Morts	est Approa	ach Martin	
Period Star	Period Ene	Westbound	Eastbound	Westbound	Eastbound	outhboun	lorthboun	ourly 10
15:30	15:45	0	0	0	0	1	0	4
15:45	16:00	0	0	0	0	0	1	6
16:00	16:15	0	0	0	1	0	0	5
16:15	16:30	0	0	0	0	0	1	4
16:30	16:45	0	0	2	0	0	1	4
16:45	17:00	0	0	0	0	0	0	1
17:00	17:15	0	0	0	0	0	0	1
17:15	17:30	0	0	0	0	1	0	2
17:30	17:45	0	0	0	0	0	0	1
17:45	18:00	0	0	0	0	0	0	
18:00	18:15	0	0	0	0	0	1	
18:15	18:30	0	0	0	0	0	0	

	Peak	Time	orth Appro	ach Morts I	uth Appro	ach Morts	est Approa	ach Martin	Book total
J	Period Star	Period End	Westbound	Eastbound	Westbound	Eastbound	outhboun	lorthboun	Feak total
	16:45	17:45	0	0	0	0	1	0	1

TRANS TRAFFIC SURVEY

					allo					
GPS	-33.971192, 151.0807	11								
Date:	Thu 17/02/22		North:	Morts Rd			Survey	DM	2,20 DM	6-20 DM
Weather:	Fine		East:	Cook Ln			Period	FIVI.	3.30 FW	-0.30 FW
Suburban:	Mortdale		South:	N/A			Traffic	DM	5-20 DM	6-20 DM
Customer:	VTP		West:	Pitt St			Peak	FIVI.	5.30 FW	-0.30 FIVI

Pedestri													All Vehicles
	Total	Hourly	Pitt St	pproach	West A	ook Ln	proach C	East Ap	Morts Rd	proach I	North A	ne	Ti
Period	Peak	Hour	L	EB	U	WB	R	U	L	R	U	Period End	Period Start
15:		240	0	0	0	0	0	0	21	33	0	15:45	15:30
15:		240	0	0	0	0	0	0	11	54	0	16:00	15:45
16:		263	0	0	0	0	0	0	20	47	0	16:15	16:00
16:		267	0	0	0	0	0	0	13	41	0	16:30	16:15
16:		280	0	0	0	0	0	0	10	44	0	16:45	16:30
16:		310	0	0	0	0	0	0	27	61	0	17:00	16:45
17:		306	0	0	0	0	0	0	17	54	0	17:15	17:00
17:		316	0	0	0	0	0	0	27	40	0	17:30	17:15
17:	Peak	337	0	0	0	0	0	0	24	60	0	17:45	17:30
17:			0	0	0	0	0	0	36	48	0	18:00	17:45
18:			0	0	0	0	0	0	30	51	0	18:15	18:00
18:			0	0	0	0	0	0	25	63	0	18:30	18:15
		Peak	Pitt St	pproach	West A	ook Ln	proach C	East Ap	Morts Rd	proach I	North A	Time	Peak
Period		total	L	EB	U	WB	Ŕ	U	L	Ŕ	U	Period End	Period Start
17:		337	0	0	0	0	0	0	115	222	0	18:30	17:30

Peak	Time	North A	proach I	Norts Rd	East Ap	proach C	ook Ln	West A	Approach	Pitt St	Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
17:30	18:30	0	222	115	0	0	0	0	0	0	337



Light Vehicl	les	Marth A		dente Dal	Feet A.			West		D'44 04	
Deale d Oter	me	North A	pproach I	Morts Rd	East Ap	proach C	COOK Ln	West	Approach	Pitt St	
Period Start	Period End	U	к	L	U	ĸ	WB	U	EB	L	
15:30	15:45	0	31	20	0	0	0	0	0	0	
15:45	16:00	0	52	11	0	0	0	0	0	0	
16:00	16:15	0	43	20	0	0	0	0	0	0	
16:15	16:30	0	35	13	0	0	0	0	0	0	
16:30	16:45	0	40	8	0	0	0	0	0	0	
16:45	17:00	0	59	27	0	0	0	0	0	0	
17:00	17:15	0	49	17	0	0	0	0	0	0	
17:15	17:30	0	37	27	0	0	0	0	0	0	
17:30	17:45	0	58	24	0	0	0	0	0	0	ĺ
17:45	18:00	0	44	36	0	0	0	0	0	0	İ
18:00	18:15	0	49	30	0	0	0	0	0	0	İ
18:15	18:30	0	58	25	0	0	0	0	0	0	
Peak	Time	North A	pproach I	Morts Rd	East Ap	oproach C	Cook Ln	West /	Approach	Pitt St	Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
17:30	18:30	0	209	115	0	0	0	0	0	0	324
Hoose Vehi	alaa										
Tieavy venil	me	North A	pproach I	Morts Rd	East Ar	proach C	Cook Ln	West	Approach	Pitt St	
Period Start	Period End	U	R	L	υ.	R	WB	U	EB	L	
15:30	15:45	0	2	1	0	0	0	0	0	0	
15:45	16:00	0	2	0	0	0	0	0	0	0	
16:00	16:15	0	4	0	0	0	0	0	0	0	
16:15	16:30	0	6	0	0	0	0	0	0	0	
16:30	16:45	0	4	2	0	0	0	0	0	0	
16:45	17:00	0	2	0	0	0	0	0	0	0	
17:00	17:15	0	5	0	0	0	0	0	0	0	
17:15	17:30	0	3	0	0	0	0	0	0	0	
17:30	17:45	0	2	0	0	0	0	0	0	0	
17:45	18:00	0	4	0	0	0	0	0	0	0	
18:00	18:15	0	2	0	0	0	0	0	0	0	
18:15	18:30	0	5	0	0	0	0	0	0	0	i
										-	
Peak	Time	North A	pproach I	Morts Rd	East Ap	proach C	Cook Ln	West /	Approach	Pitt St	Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
17:30	18:30	0	13	0	0	0	0	0	0	0	13

Pedestrians Cro	ossing							
Tir	ne	North Appro	ach Morts Rd	East Approa	ich Cook Ln	West Appro	oach Pitt St	Hourshy Total
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Southbound	Northbound	Hourry Total
15:30	15:45	21	17	29	16	2	3	427
15:45	16:00	31	16	22	66	0	2	431
16:00	16:15	22	16	14	39	0	0	426
16:15	16:30	23	17	23	42	0	6	396
16:30	16:45	25	13	17	34	1	2	446
16:45	17:00	36	13	12	71	0	0	414
17:00	17:15	13	17	21	10	0	0	418
17:15	17:30	33	16	24	88	0	0	461
17:30	17:45	9	17	19	14	1	0	399
17:45	18:00	39	14	18	65	0	0	
18:00	18:15	29	7	16	52	0	0	
18:15	18:30	27	8	13	51	0	0	

Peak	Time	North Appro	ach Morts Rd	East Approa	ach Cook Ln	West Appr	oach Pitt St	Beek total	ſ
riod Start	Period End	Westbound	Eastbound	Southbound	Northbound	Southbound	Northbound	Feak total	ſ
17:30	18:30	104	46	66	182	1	0	399	J.
			Morte Rd						
			morta nu						

Bicycles a	and Scooter	rs						
Ti	me	orth Appro	ach Morts I	ast Approa	ach Cook L	West Appr	oach Pitt St	Jourly Tot
eriod Sta	Period End	Westbound	Eastbound	outhboun	orthboun	outhboun	orthbound	,
15:30	15:45	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	3
16:00	16:15	0	0	0	0	0	0	3
16:15	16:30	0	0	0	0	0	0	3
16:30	16:45	0	1	2	0	0	0	3
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	
18:00	18:15	0	0	0	0	0	0	
18:15	18:30	0	0	0	0	0	0	
Poak	Time	with Appro	ach Morte I	aet Annro	ch Cook I	Nost Appr	oach Bitt St	
ariad Sta	Pariod En/	Waethound	Eaethound	aat Approa	lorthboun	outhboun	lorthbour	Peak total
17:30	18·30	0		0	0	O		0



FBAAAALAEB3 TRANS TRAFFIC SURVEY TURNING MOVEMENT SURVEY Intersection of Macquarie PI and The Strand, Mortdale

Light Vehicle

GPS	-33.971709, 151.0780	19								
Date:	Thu 17/02/22		North:	The Stran	nd		Survey	DMA	0-20 DM	C-20 DM
Weather:	Fine		East:	Macquarie Pl			Period	PIVI:	3.30 PM-	-0.30 PM
	Mortdale		South:	The Strand			Traffic	DM4:	C-15 DM	7:15 DM
Customer:	VTP		West:	Macquari	e Pl		Peak	P IVI.	0.15 FW	-7.15 FW

All Fernoles																				
Tir	ne	Nort	h Approa	ch The St	rand	East	Approach	h Macqua	rie Pl	Sou	th Approa	ch The Str	and	West	Approac	h Macqua	rie Pl	Hourly	/ Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak	
15:30	15:45	0	1	1	5	0	0	0	0	0	11	6	1	1	0	16	1	210		
15:45	16:00	0	0	1	3	0	0	0	0	0	11	9	2	0	0	25	2	224		
16:00	16:15	0	1	1	4	0	0	0	0	0	13	10	1	0	2	20	0	245		
16:15	16:30	0	1	2	2	0	0	0	0	0	18	6	3	1	1	27	1	252		
16:30	16:45	0	2	5	10	0	0	0	0	0	10	8	1	0	0	21	0	243		
16:45	17:00	0	0	4	12	0	0	0	0	0	17	7	3	0	0	29	2	251		
17:00	17:15	0	3	3	7	0	0	0	0	0	17	9	0	0	0	18	2	246		
17:15	17:30	0	3	0	5	0	0	0	0	0	14	7	3	0	0	21	0	259		
17:30	17:45	0	2	2	5	0	0	0	0	0	18	12	2	0	0	24	0	271	Peak	
17:45	18:00	0	1	4	10	1	0	0	0	0	15	6	0	0	0	32	0			
18:00	18:15	0	3	3	4	0	0	0	0	0	21	12	1	0	0	28	0			
18:15	18:30	0	2	2	5	0	0	0	0	0	26	4	2	0	0	24	0			

	Pedestriar	ns Crossing										
	Ti	me	North Approa	ch The Strand	East Approach	h Macquarie PI	South Approa	ch The Strand	West Approac	h Macquarie PI	Laurely, Tatal	E
1	Period Star	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Hourry Total	
	15:30	15:45	3	1	5	3	1	0	0	0	43	
	15:45	16:00	2	0	1	3	3	1	0	0	49	Γ
	16:00	16:15	0	1	2	3	3	1	0	0	51	
	16:15	16:30	0	3	4	3	0	0	0	0	53	
	16:30	16:45	8	1	1	8	1	0	0	0	50	
	16:45	17:00	0	0	3	6	1	2	0	0	44	
	17:00	17:15	1	2	1	3	2	2	1	0	55	
	17:15	17:30	0	1	3	3	0	0	0	0	56	
	17:30	17:45	0	0	4	3	4	2	0	0	63	
	17:45	18:00	0	0	8	3	4	7	0	1		
	18:00	18:15	2	2	5	1	2	0	1	0		
	18:15	18:30	1	0	6	3	3	0	1	0		

Bicycles a	nd Scooter	S Approx	oh Tho Str	Approach	Magguari	th Approx	oh Tho Str	t Approact	Macquari		
Period Star	Period End	Westbound	Eastbound	outhboun	orthboun	Westbound	Eastbound	outhboun	lorthboun	lourly Tota	
15:30	15:45	0	0	0	0	0	0	0	0	2	
15:45	16:00	0	0	0	0	0	0	0	0	2	
16:00	16:15	0	0	0	0	0	0	0	0	2	
16:15	16:30	0	0	2	0	0	0	0	0	2	
16:30	16:45	0	0	0	0	0	0	0	0	0	
16:45	17:00	0	0	0	0	0	0	0	0	0	
17:00	17:15	0	0	0	0	0	0	0	0	0	
17:15	17:30	0	0	0	0	0	0	0	0	0	
17:30	17:45	0	0	0	0	0	0	0	0	0	
17:45	18:00	0	0	0	0	0	0	0	0		
18:00	18:15	0	0	0	0	0	0	0	0		
18:15	18:30	0	0	0	0	0	0	0	0		
Peak	Time	th Approa	ch The Stra	t Approach	n Macquari	th Approa	ch The Str	t Approact	h Macquari	Peak	
Period Star	Period End	Westbound	Eastbound	outhboun	orthboun	Westbound	Eastbound	outhboun	lorthboun	hour total	
17:30	18:30	0	0	0	0	0	0	0	0	0	

Period Stard/Period Ed U R Start Approach Macquarie PI South Approach The Strand West Approach Macquarie PI Peak Period Stard/Period Ed U R Start Approach Macquarie PI Peak The



Tir	me	Nort	h Approa	ch The S	trand	East	Approact	h Macqua	rie Pl	Sol	th Approa	ch The Str	and	West	Approac	h Macqua	rie Pl
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
15:30	15:45	0	1	0	5	0	0	0	0	0	9	6	1	1	0	16	1
15:45	16:00	0	0	1	3	0	0	0	0	0	9	9	2	0	0	25	2
16:00	16:15	0	1	1	4	0	0	0	0	0	11	10	1	0	2	20	0
16:15	16:30	0	1	2	2	0	0	0	0	0	15	6	3	1	1	24	1
16:30	16:45	0	2	5	10	0	0	0	0	0	7	8	1	0	0	20	0
16:45	17:00	0	0	4	12	0	0	0	0	0	14	7	3	0	0	29	2
17:00	17:15	0	3	3	7	0	0	0	0	0	15	8	0	0	0	18	2
17:15	17:30	0	3	0	5	0	0	0	0	0	11	7	3	0	0	20	0
17:30	17:45	0	2	2	5	0	0	0	0	0	14	12	2	0	0	24	0
17:45	18:00	0	1	4	10	1	0	0	0	0	12	6	0	0	0	32	0
18:00	18:15	0	3	3	4	0	0	0	0	0	19	12	1	0	0	28	0
18:15	18:30	0	2	2	5	0	0	0	0	0	22	4	2	0	0	23	0
Peak	Time	Nort	h Annroa	ch The S	rand	East	Approac	Macqua	rie Pl	Sou	th Approa	ch The Str	and	West	Approac	h Macqua	arie Pl

Peak	Time	Nort	h Approa	ch The St	rand	East	Approach	Macqua	rie Pl	Sou	th Approa	ch The Str	and	West	Approac	h Macqua	rie Pl	Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
17:30	18:30	0	8	11	24	1	0	0	0	0	67	34	5	0	0	107	0	257

Ti	me	Nort	h Approa	ch The S	trand	East	Approacl	h Macqua	rie Pl	Sou	Ith Approa	ch The Str	and	West	Approac	h Macqua	irie Pl	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
15:30	15:45	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	
15:45	16:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	
16:00	16:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	
16:15	16:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	
16:30	16:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	
16:45	17:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	
17:00	17:15	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	
17:15	17:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	
17:30	17:45	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	
17:45	18:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	
18:00	18:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	
18:15	18:30	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	
Peak	Time	Nort	h Approa	ch The S	trand	East	Approac	h Macqua	rie Pl	Sou	th Approa	ch The Str	and	West	Approac	h Macqua	rie Pl	Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
17:30	18:30	0	0	0	0	0	0	0	0	0	13	0	0	0	0	1	0	14



| TRANS
TURNING MO
Intersection of F
GPS -33.97236 | TRA
VEMENT S
Pitt St and T
1, 151.078615 | FFIC
SURVEY
 | SU
W traffi
 | RVI
csurvey.co
le | EY (| NV-61 | | | | | | | | | | | |
 | | | | |
 | | |
 | | | | | | | | | | | | | | |
 | | | | | | | |
 | | | | | |
|--|---
--
--|---
---	--	---	---
--|---|---
--
---|------------|---------------|------|--|---|---|------------------|--------|-------------------|--------------|-------------|-------------|---|------------|--|--
---|---|---------------------|----------------|---|--|---
---|-------------|-----------------|--------------------|--|
| Date: Thu 17/02
Weather: Fine
Suburban: Mottdale | 22 | North:
East:
South:
 | The Stran
Pitt St
The Stran
 | d | | | Survey
Period
Traffic
 | PM: | 3:30 PM-6 | 6:30 PM | |
 | | | _
 | | | | | | | | | | | | | | |
 | | | | | | | |
 | | | | | |
| Customer: VTP | | West:
 | Pitt St
 | _ | | | Peak
 | PM: | 3:30 PM-4 | 4:30 PM | 1 | | | | | | | | | | |
 | | |
 | | | | | | | | | | | | | | |
 | | | | | | | |
 | | | | | |
| All Vehicles
Time | North Ap | proach The
 | Strand
 | Ea | ast Approa | ach Pitt S | St
 | Sou | th Approac | h The Str | rand |
 | Vest App | proach Pi | itt St
 | Ho | ourly To | otal | Pedestria
T | ans Crossin
Fime | North Ap | proach The | Strand | East App | roach Pitt S | St So | outh Approa | ach The Stran | d West A | pproach Pitt S
 | Hourly To | tal | Bicycles a
Tir | nd Scooter
ne | s
th Approa | ch The St | træast Appr | oroach Pitt
 | t Suth Appro | ach The Str | West Approa | ach Pitt Stourly T | ota |
| 15:30 15:45 | | к <u>58</u>
0 1
 | 0
 | 0 | к
13 | 24 | 1
 | 0 | 0 | 0 | 0 | 0
 | R
1 | 0 | 5
 | 214 | 4 P | меак | 15:30 | 15:45 | 2 Westbou | ind East | 1 | 3 | 1 Northbo | ound W | 4 | Eastbound
1 | 1 Southbou | nd Northbol
0
 | 78 | | 15:30 | 15:45 | 0 | 0 O | 0 | 0
 | 0 | 0 | 0 | 0 4 | |
| 15:45 16:00 | 0 | 0 1
 | 0
 | 0 | 19 | 33 | 2
 | 0 | 0 | 1 | 1 | 0
 | 0 | 0 | 2
 | 222 | 2 | | 15:45 | 16:00 | 8 | | 2 | 3 | 5 | | 7 | 4 | 6 | 0
 | 73 | | 15:45 | 16:00 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 4 | |
| 16:00 16:15 | 0 | 1 2
 | 0
 | 0 | 16 | 23 | 3
 | 0 | 0 | 3 | 0 | 0
 | 0 | 0 | 5
 | 230 | 0 | | 16:00 | 16:15 | 1 | | 1 | 0 | 2 | | 2 | 1 | 0 | 2
 | 45 | _ | 16:00 | 16:15 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 4 | _ |
| 16:15 16:30
16:30 16:45 | 0 | 2 1
 | 0
 | 0 | 19 | 24 | 2
 | 0 | 0 | 3 | 1 | 0
 | 0 | 0 | 5
 | 238 | 18 | | 16:15 | 16:30 | 7 | | 0 | 3 | 3 | | 2 | 1 | 0 | 1
 | 47 | _ | 16:15 | 16:30 | 0 | 0 | 0 | 2
 | 0 | 2 | 0 | 0 4 | _ |
| 16:45 17:00 | 0 | 2 2
 | 0
 | 0 | 23 | 34 | 2
 | 0 | 0 | 1 | 0 | 0
 | 0 | 0 | 3
 | 247 | 7 | | 16:45 | 17:00 | 1 | | 0 | 0 | 2 | | 2 | 2 | 0 | 0
 | 52 | | 16:45 | 17:00 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 0 | |
| 17:00 17:15 | 0 : | 2 1
 | 0
 | 0 | 21 | 28 | 2
 | 0 | 0 | 3 | 0 | 0
 | 2 | 0 | 2
 | 236 | 6 | | 17:00 | 17:15 | 0 | | 2 | 5 | 0 | | 3 | 0 | 0 | 1
 | 75 | | 17:00 | 17:15 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 1 | |
| 17:15 17:30 | 0 | 0 0
 | 0
 | 0 | 19 | 23 | 1
 | 0 | 0 | 3 | 0 | 0
 | 0 | 0 | 2
 | 243 | 3 | | 17:15 | 17:30 | 3 | | 2 | 2 | 1 | | 6 | 3 | 0 | 0
 | 77 | _ | 17:15 | 17:30 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 1 | |
| 17:30 17:45 | 0 | 2 0
 | 0
 | 0 | 22 | 32 | 4
 | 0 | 0 | 2 | 1 | 0
 | 0 | 0 | 8
 | 269 | i9 P | Peak | 17:30 | 17:45 | 3 | | 2 | 5 | 2 | | 5 | 0 | 0 | 0
 | 74 | _ | 17:30 | 17:45 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 1 | _ |
| 18:00 18:15 | 0 | 2 1
 | 0
 | 0 | 23 | 28 | 3
 | 0 | 0 | 3 | 0 | 0
 | 0 | 0 | 8
 | | | | 18:00 | 18:15 | 3 | | 1 | 2 | 1 | | 4 | 2 | 0 | 0
 | | | 18:00 | 18:15 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 | 1 |
| 18:15 18:30 | 1 | 0 1
 | 0
 | 0 | 25 | 39 | 1
 | 0 | 0 | 1 | 0 | 0
 | 1 | 0 | 5
 | | | | 18:15 | 18:30 | 3 | | 1 | 3 | 2 | | 3 | 2 | 0 | 0
 | | | 18:15 | 18:30 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 0 | |
| Peak Time | North Ap | proach The
 | Strand
 | Ea | ast Approa | ach Pitt S | St
 | Sou | th Approac | h The Str | rand | v
 | Vest App | proach Pi | itt St
 | Pea | ak | | Peal | ık Time | North Ap | proach The | Strand | East App | roach Pitt S | St So | outh Approa | ach The Stran | d West A | pproach Pitt S
 | Peak hou | ır | Peak | Time | th Approa | ch The St | træast Appr | oroach Pitt
 | t Stith Appro | ach The Str | West Approa | ach Pitt S Peak | |
| Period Start Period En
17:30 18:30 | 1 I | R SB
5 5
 | 0
 | 0 | R
85 | WB
127 | L
10
 | 0 | R
0 | NB
10 | L
1 | 0
 | R
2 | EB
0 | 23
 | 269 | al
i9 | | Period Sta
17:30 | arPeriod En
18:30 | Westbou
21 | ind East | 4 | Southbound
12 | Northbo | ound W | 16 | Eastbound
6 | I Southbou | nd Northbou
0
 | nd total
74 | | Period Star
17:30 | Period End
18:30 | Westbound
0 | Eastboun
0 | 0 O | Indorthbou
1
 | unwestbour
0 | 0
0 | outhboundo
0 | 0 1 | otal |
| Note: Site sketch is for | illustrating traffic | flows. Directi
 | on is indicati
 | ve only, dr | rawing is n | not to sca | le and no
 | t an exact : | streets confi | iguration. | | | | | | | | | | | |
 | | |
 | | | | | | | | | | | | | | |
 | | _ | | | | | |
 | | | | | |
| Graphic
Total | |
 |
 | | | | | | | | | | | | | | |
 | T | The Strand | | |
 | | |
 | | | | | | | | | The Strand | | | | | |
 | | | | | | | |
 | | | | | |
| Light
Heavy | |
 |
 | | | |
 | 0 | 0 0
5 5 | 0 | 5 | <u> </u>
 | | | | | | | | | | | | | | |
 | | | | | | | | | ~ | | 4 | | | |
 | | | | | | | |
 | | | | | |
| | |
 |
 | | | |
 | | 5 5 | 0 | Hort | •
 | | | | | | | | | | | | | | |
 | | | | | | | | 48 | | JANET I | North | | | |
 | | | | | | | |
 | | | | | |
| | |
 |
 | | | _ |
 | E C | 9 V | S | | -
 | | _ | | | | | | | | | | | | |
 | | | | | | | | | | | | _ | | |
 | | _ | | | | | |
 | | | | | - |
| | |
 |
 | | | <mark>0</mark> 🛛 🖓 | ¤⊇∕
 | | | (| 2 | • •
 | | | | | | | | | | | | | | |
 | | | | | | | uREFI | | | | aREFI | | | |
 | | | | | | | |
 | | | | | _ |
| | |
 |
 | | | <i></i> | •=>
 | | | 1 | ء » ڪ | 3 <mark>13</mark> P
 | | | | | | | | | | | | | | |
 | | | | | | | $\Lambda\Lambda$ | AMP | vak 3:30 PM-4: | 30 PM | ΔŊ | T | | |
 | | _ | | | | | |
 | | | | | - |
| | |
 |
 | | 1 | 8 | | | | | | | | | | | |
 | PM Peak | | | |
 | | |
 | | | | | | | | | | | | ~ | | |
 | | | | | | | |
 | | | | | |
| | |
 |
 | | | e o « e | ~
 | | | < | | 2 w ⁹²
 | | | | | | | | | | | | | | |
 | | | | | | a. | 0 | PM P | Peak | | 14 V | ŝ | | |
 | | | | | | | |
 | | | | | |
| | |
 |
 | | | • • • • | ال
کی
 | | | < | | 2 <mark></mark> 92
 | | | | | | | | | | | | | | |
 | _ | _ | | | | ĩ | 0
aref1 | PM P | Peak | | 14
#REF1 | ŝ | | |
 | | | | | | | |
 | | | | | - |
| | |
 |
 | | | • • • • | لي (م
 | K (| $\wedge \rightarrow$ | <
ر | ;
;
;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;; | 2 w %
 | | | | | | | | | | | | | | |
 | | | | | | ũ | 0
aREF1 | PMP | Peak | | 14
#REF1 | ŝ | | |
 | | | | | | | |
 | | | | | |
| | |
 |
 | | | • • • •
• • • | لي
لي
ل
 | শ্চি ধ | م (| ۔
م | | 2 <mark></mark>
6 0
 | | | | | | | | | | | | | | |
 | | | | | | ũ. | 0
aREF! | | | Sakefi . | 14
aREF1 | | | |
 | | | | | | | |
 | | | | | |
| | |
 |
 | | | • • • • | م
ا
 | <u>ب</u>
ب | } (~ | >
>
• | ₩ | | | | | | | | | | |
 | | |
 | | | | | | ε
 | | PM P | ALEF 16 | Galleri | 14
#REF1 | - | | |
 | | | Image: | | | | |
 | | | | | |
| | |
 |
 | | | 0 0 0 | ل
م
ا
 | <u>ن</u>
ب | 0 0
0 0
0 0
0 0
0
0
0 | < | ÷ | | | | | | | | | | |
 | | |
 | | | | | | - C | 0
AREF1 | PM P | REFIG The Strand | Senser: | 14
#REF1 | - | | |
 | | | Image: Constraint of the second sec | | | | |
 | | | | | |
| Light Vehicles | North Ap | annoach The S
 | Strand
 | Fa | ast Approx | ach Pitt 5 | ،
راج (ج)
راج (ج)
 | | 0 0
0 0
0 0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | e The Str | in a a | 22 w 92
 | Vest Ann | proach Pi | itt St
 | | | | | | | | PM P | REFIG The Strand | | 14
##EFT | _ | | |
 | | | Image: Constraint of the sector of | | | | |
 | | | | | |
| Light Vehicles
Time
Period Starl Period Et | North Ap | pproach The S
 | Strand
L
 | Ea | ast Approa | ach Pitt S
WB |
 | Sou | 0 0
0 0
The Strand | en The Str
NB | rrand |
 | Vest App | proach Pi
EB | ltt St
 | | | | | | | 0
8REF1 | | ALEFIG The Strand | finteri | 14
#82F1 | | | |
 | | | Image: Constraint of the sector of | | | | |
 | | | | | |
| Light Vehicles
Time
Period Star Period Es
15:30 15:45
15:45 16:00 | North Ap
d U 1
0 0 | pproach The 3
R SB
0 0
0 1
 | Strand
L
0
 | Ea
U
0 | ist Approa
R
11
17 | ach Pitt 5
WB
23
32 |
 | 500
U
0
0 | th Approace | ch The Str
NB
0
1 | rand
0
1 | 2 0 9
0 0
0 0
0 0
 | Vest App
R
1 | proach Pi
EB
0 | itt St
L
5
2
 | | | | - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | | | | | StFI6 | | | - | | |
 | | | | | | | Image: state | - -
 - - - - - - - - - - - - - - - - | | | | | |
| Light Vehicles
Time
Period Start Period Et
15:30 15:45
15:45 16:00
16:00 16:15 | North Ap
id U 1
0 0 | pproach The 3
R SB
0 0
1 1 2
 | Strand
L
0
0
 | Ea
U
0
0 | est Approa
R
11
17
14 | ach Pitt 5
WB
23
32
23 | R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
 | Sou
0
0
0 | 0 0 0 0 0 0 0 0 0 0 The Strand th Approac R 0 0 0 0 0 0 | ch The Str
NB
0
1
3 | rand
L
0
1
0 | 2 0 9
5 0
1 0
1 0
0
0
0
 | Vest App
R
1
0
0 | proach Pi
EB
0
0
0 | itt St
5
2
5
 | | | | | | | | | The Strand | | | <u> </u> | | |
 | | | - - | | | | |
 | | | | | |
| Light Vehicles
Time
Period Starf Period Ex
15:30
15:45
15:45
16:45
16:15
16:15
16:30 | North Ap
dd U 11
0 10
0 10
0 10
0 10 | proach The 1
R SB
0 0
1 1
2 1
 | Strand
L
0
0
0
0
0
0
 | Ea
U
0
0
0 | ist Approz
R
11
17
14
16 | ach Pitt 5
WB
23
32
23
21 | St L 1 2
 | Sou
U
0
0
0 | 0 0
0 0
0 0
0 0
0
0
0
0
0
0
0
0 | h The Str
NB
0
1
3
3 | rrand
L
0
1
1 | 2 0 9
5 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
 | Vest App
R
1
0
0 | proach Pi
EB
0
0
0
0 | itt St
 | | | | - - | | | | | ttF16 | 405F) | | <u>-</u> | | |
 | | | - - | | | | - | - -
 - - - - - - - - - - - - - - - - | | | | | |
| Light Vehicles
Time
Period Star/Feriod E
15:30 15:45
15:45 16:00
16:15 16:30
16:45 16:30
16:45 16:30 | North Ap
d U I
0 1
0 1
0 1
0 1
0 1
0 1
0 1
0 1
0 1
0 1 | opproach The g R SB 0 0 1 2 2 1 3 2
 | Strand
L
0
0
0
0
0
 | Ea
U
0
0
0
0
0
0 | sst Approo
R
11
17
14
16
13
20 | ach Pitt 5
WB
23
32
23
21
27
24 | St L 1 2 2
 | Sou
Sou
0
0
0
0
0
0
0 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | ch The Str
NB
0
1
3
3
0 | rand
L
0
1
0
0
1
0
0
0
0
0
0
0
0
0
0
0
0
0 | 2 0 9
1
1
1
1
1
1
1
1
 | Vest App
R
1
0
0
0 | proach Pi
EB
0
0
0
0 | itt St
5
2
5
5
3
3
 | | | | Image: state | | | | | The Strand | | | <u>-</u> | | |
 | | | - - | | | | - | - -
 - - - - - - - - - - - - - - - - | | | | | |
| Light Vehicles
Time
15:30 15:45
15:46 16:00
16:00 16:15
16:15 16:30
16:30 16:45
16:45 17:00 | North Ap
d U I
0 0
0 1
0 1
0 1
0 1
0 1
0 1
0 1
0 1
0 1 | SB O 0 0 1 2 2 1 3 2 2 2 2 1
 | Strand
L
0
0
0
0
0
0
0
0
0
0
0
0
0
 | Ea
U
0
0
0
0
0
0
0
0
0
0
0
0
0 | R
R
11
17
14
16
13
20
18 | ach Pitt 5
WB
23
32
23
21
27
34
27 | *
*
*
*
*
*
*
*
*
*
 | Sou
U
0
0
0
0
0
0
0
0
0 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | ch The Str
NB
0
1
3
3
0
1
3
3
0
1
3 | rrand
L
0
1
0
1
0
0
0
0
0
0
0
0
0
0
0
0
0 | 2 J X X X X X X X X X X
 | Vest App
R
1
0
0
0
0
0
0 | Proach Pi
EB
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | itt St
 | | | | | | | | | ttFI6 The Strand | | | S | | |
 | | - - | | | | | - |
 | | | | | |
| Light Vehicles Time Period Star Period E 15:30 15:45 16:00 16:15 16:30 16:45 16:43 17:00 17:15 17:15 | North App d U I d 0 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 | Sproach The S R SB 0 0 1 2 2 1 3 2 2 2 1 0
 | Strand
L
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
 | Ea
U
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | sst Approa
R
11
17
14
16
13
20
18
16 | ach Pitt 5
WB
23
32
23
21
27
34
27
22 |
 | South 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | ch The Str
NB
0
1
3
3
0
1
3
3 | rrand
L
0
1
1
0
0
0
0
0
0
0 | 2 V
2 V
4 V
4 V
5 0
6 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7
0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 00
7 00
7 00
7 0000
7 0000000000000 | Vest App
R
1
0
0
0
0
0
0
2
2 | proach Pi
EB
0
0
0
0
0
0
0 | itt St
5
5
5
3
3
2
2
2
2
2
 | | | | | | | | | ttFI6 The Strand | | | <u> </u> | | |
 | | | | | | | |
 | | | | | |
| Light Vehicles Time Period Sard Period E. 15:30 15:46 16:600 16:15 16:15 16:30 16:33 16:45 16:46 17:00 17:15 17:15 17:15 17:30 17:30 17:30 | North App d U I d O 1 d O 1 d O 1 d O 1 d O 1 d O 1 d O 1 d O 1 d O 1 d O 1 d O 1 | Sproach The S R SB 0 0 1 2 2 1 3 2 2 2 1 0 0 0 0 0
 | Strand
L
0
0
0
0
0
0
0
0
0
0
0
0
0
 | Ea
U
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | International Science | ach Pitt 5
WB
23
32
23
21
27
34
27
22
31 | × • • • • • • • • • • • • • • • • • • •
 | Sou
0
0
0
0
0
0
0
0
0
0
0
0
0 | Image: Constraint of the strand The strand R 0 | ch The Str
NB
0
1
3
3
0
1
3
3
2 | rrand
L
0
1
1
0
0
0
0
0
0
0
1
1 | 2 V
2 V
2 V
4 V
4 V
4 V
5 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7
0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 0
7 00
7 00
7 00
7 00
7 0000
7 0000000000000 | Vest App
R
1
0
0
0
0
0
0
2
0
0
0
0
0 | proach Pl
EB
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | itt St
5
2
5
5
3
3
2
2
2
2
2
8
 | | | | - - | | | | | ttrife the Strand | | | <u>-</u> | | |
 | | | | | | | - - | -
- - - - - - - - - - - - - - - - - | | | | | |
| Light Vehicles Time Period Stard Period End Period 15:30 15:45 16:45 16:00 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:36 17:30 17:45 17:30 27:45 | North Apple | SB O O O O I I 2 I I I Z I I Z I I I Z I I I Z I I I Z I <thi< th=""> I <thi< th=""> <thi< th=""></thi<></thi<></thi<>
 | Strand
L
0
0
0
0
0
0
0
0
0
0
0
0
0
 | Ea
U
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | est Approa
R
11
17
17
14
16
13
20
18
16
18
16
18
12
24 | ach Pitt 2 | × • • • • • • • • • • • • • • • • • • •
 | | Image: Constraint of the strand The strand Image: Constraint of the strand Image: Constraint of the strand Image: Constraint of the strand Image: Constraint of the strand Image: Constraint of the strand Image: Constraint of the strand Image: Constraint of the strand Image: Constraint of the strand Image: Constraint of the straint of the stra | ch The Str
NB
0
1
3
3
0
1
3
3
2
4
4 | rrand
L
0
1
0
1
0
0
0
0
0
0
0
0
0
0
0
0
0 | Image: Second second
 | Vest App
R
1
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | proach Pl
EB
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | itt St
L
5
5
5
3
3
3
2
2
8
8
2
2
2
8
2
2
2
2
8
2
2
2
2
2
2
2
2
2
2
2
2
2
 | | | | - - | | | | | ttrife the Strand | | | <u>s</u> | | | |
 | | - - | | | | - - |
 | | | | | |
| Light Vehicles
Time
Period Start/Period Ed
15:30 15:45
16:45 16:30
16:53 16:30
16:53 16:30
16:53 16:30
17:00 17:15
17:15 17:30
17:30 17:30
17:45 18:00
18:00 18:15 | North Apple d U 0 1 0 1 0 2 0 2 0 2 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 1 1 | Proch The SB 0 0 0 1 1 2 1 3 2 1 0 0 2 1 0 0 2 0 1 3 2 1 0 0 1 3 2 1 0 0 1 3 2 1 0 0 1 3
 | Strand
L
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
 | Ea
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | R
R
11
17
14
16
18
16
18
12
21
21 | ach Pitt S wwb 23 32 23 32 23 32 23 32 23 32 23 32 23 32 23 32 23 32 23 32 23 32 23 32 23 32 23 33 24 27 38 | *
•
•
•
•
•
•
•
•
•
•
 | Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
Sou
S | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | h The Str
0
0
0
0
1
3
3
0
1
3
3
2
4
3
1
1
1
3
1
1
3
1
3
1
1
3
1
1
3
1
1
3
1
1
1
1
1
1
1
1
1
1
1
1
1 | rand
L
0
1
1
0
1
0
0
1
0
0
0
0
0
0
0
0
0
0
0
0
0 | Image: Second second
second | Vest App
R
1
0
0
0
2
0
0
0
1
1
0
0 | proach PI
EB
0
0
0
0
0
0
0
0
0
0
0
0
0 | itt St
L
5
5
3
3
2
2
2
2
8
8
2
2
8
8
5
5
5
5
5
5
5
5
5
5
5
5
5
 | | | | - - | | | | | The Strand | | | <u>s</u> | | |
 | | Image: state | | | | | | - -
 - - - - - - - - - - - - - - - - | | | | | |
| Light Vehicles
Time
Period Sur Period E
15:30 15:45
15:45 16:00
16:51 16:30
16:63 16:45
16:45 17:00
17:00 17:15
17:15 17:30 17:45
17:24 16:00
18:00 18:15
18:00 18:15
19:00 18:15
10:00 18 | North Ap
d U 1
0 0
0
0
0
0
1
0
0
1
0
0
1
0
0
1
0
0
1
0
0
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
0
0
1
1
1
0
0
1
1
0
1
1
0
1
1
0
1
1
0
1
1
1
0
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1 | Prooch The SB
0 0 0
1 2
2 1
3 2
2 2
2 1
0 0
0
1 3
2 0
1 3
2 1
0 1
1 0
1 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 1
3 2
2 0
1 3
3 2
2 0
1 3
3 2
2 0
1 3
3 2
2 0
1 3
3 2
2 0
1 3
2 0
1 3
2 0
1 3
3 2
2 0
1 3
2 1
1 3
1 3
1 3
1 3
1 3
1 3
1 3
1
 | Strand
L
0
0
0
0
0
0
0
0
0
0
0
0
0
 | Eate
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | Itst Approx R 111 17 14 16 13 20 18 16 18 12 21 21 21 | ach Pitt S wwb 23 32 23 32 23 32 23 32 23 34 27 34 27 38 ach Pitt S | St L 1 2 2 2 2 1 4 3 1 \$ |
 | | + The Strip
 | rand | 0 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Vest App
R
1
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
 | proach PI EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | itt St
L
5
5
5
3
3
3
2
2
2
2
2
2
8
8
8
8
5
5
5
 | | | | - - | - - - - | | | | ttri6 | | | <u>s</u> | | | - - |
 | Image: state | - - | | | - - - - | - - | | Image: Section of the section
of the section of the sectio | | | | Image: Amage: |
| Light Vehicles Time Period Start Period Et 15:30 15:46 15:40 15:46 16:40 16:30 16:43 16:30 16:43 17:00 17:16 17:715 17:15 17:45 17:45 18:30 18:40 18:15 18:10 18:30 Period Start Period Et Period Start Period Star | North App d U 1 d 0 1 0 0 1 0 1 1 0 1 1 0 1 1 0 1 1 North App 1 1 | proach The SB SB 0 0 0 1 2 2 2 1 3 2 2 1 0 0 0 1 3 2 2 1 0 0 0 1 3 2 1 0 0 1 3 2 1 0 1 3 2 1 0 1 3 5 6 5 5
 | Strand
L
0
0
0
0
0
0
0
0
0
0
0
0
0
 | Eaton | st Approc
R
11
17
14
16
13
20
18
16
18
16
18
12
21
21
21
21
21
21
21 | ach Pitt 2
WB
23
32
21
27
34
27
22
31
27
34
27
22
31
27
38
27
38
27
28
4
27
28
4
27
28
39
27
28
29
20
20
20
20
20
20
20
20
20
20 | × ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓
 | | Approace R Approace R Approace R | h The Sitt NB 0 1 3 3 0 1 3 3 0 1 1 3 0 1 1 3 1 1 1 | rand
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | • • • • • • • • • • • • • • • • • • •
 | Vest App
R
1
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | proach P)
EB
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | itt St
L
5
2
5
5
3
3
3
3
3
2
2
2
2
2
2
2
2
2
2
2
2
2
 | | | | - - | - - - - | | | | utris The Strand | | | <u>s</u> | | |
 | Image: state | - | | | | | - |
 | | | | | Image: Amage: |
| Light Vehicles Time Petiod Start/Petiod Ex 15:30 15:46 15:30 15:46 16:00 16:15 16:13 16:30 16:46 17:00 17:16 17:30 17:30 17:45 18:00 18:00 18:00 18:00 18:01 18:00 18:02 18:03 19:04 18:00 18:05 18:03 19:04 18:00 18:05 18:03 18:04 18:03 19:05 18:03 19:05 18:03 19:05 18:03 19:05 18:03 10:05 18:03 10:05 18:04 10:05 18:05 10:05 18:05 10:05 18:05 10:05 18:05 10:05 18:05 10:05 18:05 10:05 18:05 | North Ap 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 1 0 1 North Ap 1 | SB SB 0 0 0 1 1 2 2 1 3 2 2 1 0 0 2 1 3 2 1 3 2 1 0 0 1 3 2 1 0 1 3 1 0 1 9 1 8 SB 5 5
 | Strand
 | Ea
U
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | In the second se | ach Pitt 5
www
www
23
32
23
21
27
34
27
22
31
27
38
www
124 | × ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓
 | | A protect A protect | h The Str 0 0 0 0 1 3 3 0 1 3 3 1 1 3 1 3 2 4 3 1 1 1 1 3 1 1 1 1 3 1 | rand
L
0
1
1
0
0
1
1
0
0
0
0
0
0
1
1
0
0
0
0
1
1
0
0
0
0
0
1
1
0
0
0
0
0
0
0
0
0
0
0
0
0 | • •
 | Vest App
R
1
0
0
0
0
0
0
0
0
1
1
0
0
1
1
Vest App
R
2 | proach PI
EB
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | itt St
L
5
2
2
5
5
3
3
3
3
3
2
2
2
8
8
5
5
2
2
2
2
2
2
2
2
2
2
2
2
2
 | Pesitoti | ak
3 | | | | 2
2
4
4
4
4
4
4
4
4
4
4
4
4
4 | | | The Strand | | | | - | | -
 | | - | - - | | | | - - |
 | | | | | Image: Amage: |
| Light Vehicles Time Period Start Period E 15:30 15:44 15:45 16:00 16:15 16:30 16:46 17:00 17:15 17:30 17:15 18:15 18:15 18:15 17:20 17:20 17:20 17:20 18:30 Heavy Whicks Time | North App d U 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 North Ap North Ap | oproach The SB SB 0 0 0 0 1 1 1 2 1 3 2 1 0 0 0 1 3 2 1 1 3 2 1 0 1 3 2 1 1 3 2 1 1 0 1 3 2 5 5 sproach The S 5
 | Strand L 0 0 <th>Eators 100 100 100 100 100 100 100 100 100 10</th> <th>st Approc
R
11
11
17
14
16
13
20
18
16
16
16
16
16
16
12
21
21
21
21
72
21
72
15
8
4
0
77
2</th> <th>ach Pitt S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
a</th> <th>×</th> <th></th> <th></th> <th>Image: constraint of the string
of the string of</th> <th>rand
L
0
1
1
0
1
1
0
0
0
0
0
1
1
0
0
0
0
0
1
1
0
0
0
0
0
1
1
0
0
0
0
0
0
0
0
0
0
0
0
0</th> <th></th> <th>Vest App
R
1
0
0
0
0
0
0
1
1
0
0
1
1
0
0
0
0
0
0</th> <th>proach P EB 0 0</th> <th>itt St
L
2
2
5
5
3
3
2
2
2
8
8
2
2
2
8
8
2
2
2
2
2
8
8
2
2
2
2
2
2
2
2
2
2
2
2
2</th> <th>Pest toto</th> <th>ak 11
3</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>The Strand</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>- -</th> <th></th> | Eators 100 100 100 100 100 100 100 100 100 10 | st Approc
R
11
11
17
14
16
13
20
18
16
16
16
16
16
16
12
21
21
21
21
72
21
72
15
8
4
0
77
2 | ach Pitt S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
ach S
a | × |
 | | Image: constraint of the string of | rand
L
0
1
1
0
1
1
0
0
0
0
0
1
1
0
0
0
0
0
1
1
0
0
0
0
0
1
1
0
0
0
0
0
0
0
0
0
0
0
0
0 |
 | Vest App
R
1
0
0
0
0
0
0
1
1
0
0
1
1
0
0
0
0
0
0 | proach P EB 0 0 | itt St
L
2
2
5
5
3
3
2
2
2
8
8
2
2
2
8
8
2
2
2
2
2
8
8
2
2
2
2
2
2
2
2
2
2
2
2
2
 | Pest toto | ak 11
3 | | | | | | | The Strand | | | | | |
 | | - | | | | | |
 | | | | | |
| Light Vehicles Time Period Star/Period E 15:30 15:45 15:45 16:00 16:00 16:03 16:15 16:30 16:26 16:30 16:45 17:30 17:30 17:15 17:30 17:33 17:45 18:30 18:15 16:33 18:16 16:33 Peak Time Peak Time Peid Star/Period E Time Time Peid Star/Period E Star/Period E Time 15:33 | North Ap 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - North Ap - North Ap - North Ap - | proach The SB 0 0 1 2 2 1 3 2 2 1 3 2 2 1 0 0 1 3 2 1 0 0 1 3 2 1 0 1 9 0 1 3 2 1 0 1 9 0 1 3 2 1 0 1 9 5 5 5 5 5 9 3 1 3 1 3 1 3 2 1 1 3 2 1 1 3 2 1 3 <td< th=""><th>Stand L 0</th></td<> <th>Ea U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>st Approc
R
11
11
17
14
13
20
18
16
16
16
16
16
16
16
12
21
21
21
72
8
72
8
72
8
72
8
72
8
72</th> <th>ach Pitt S ach Pitt S wB 32 23 21 27 34 27 34 27 34 27 38 ach Pitt S wB 124</th> <th>St L 1 2 2 2 2 1 4 2 3 1 5t L 10 St L 10 St L 0</th> <th></th> <th>th Approach Approach</th> <th>h The Str
NB
0
1
3
3
0
1
3
3
2
4
4
3
3
2
4
4
3
1
1
h The Str
NB
10
0
1
1
3
3
0
1
1
3
3
0
0
1
1
3
3
0
0
1
1
3
3
0
0
1
1
1
3
3
0
0
1
1
1
1</th> <th>rand
L
0
1
0
0
0
0
0
0
0
1
1
0
0
0
0
0
0
0
0
0
0
0
0
0</th> <th>W W W W W W W W W W W W W W W W W W W W W W W W W W W W W W</th> <th>Vest App
0
0
0
0
0
1
1
Vest App
R
R
R
0
0
0
0
0
0
0
0
0
0
0
0
0</th> <th>proach P EB 0 0</th> <th>itt St
L
L
2
2
5
5
3
3
2
2
2
8
8
2
2
2
2
8
8
2
2
2
2
2
8
8
2
2
2
2
2
2
2
2
2
2
2
2
2</th> <th>Pea</th> <th>ak al 3</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>The Strand</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>- -
- -</th> <th>Image: state</th> <th></th> <th></th> <th></th> <th></th> <th>Image: section of the sectio</th> <th></th> <th></th> <th></th> <th></th> <th></th> | Stand L 0
 | Ea U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | st Approc
R
11
11
17
14
13
20
18
16
16
16
16
16
16
16
12
21
21
21
72
8
72
8
72
8
72
8
72
8
72 | ach Pitt S ach Pitt S wB 32 23 21 27 34 27 34 27 34 27 38 ach Pitt S wB 124 | St L 1 2 2 2 2 1 4 2 3
1 5t L 10 St L 10 St L 0 | | th Approach Approach | h The Str
NB
0
1
3
3
0
1
3
3
2
4
4
3
3
2
4
4
3
1
1
h The Str
NB
10
0
1
1
3
3
0
1
1
3
3
0
0
1
1
3
3
0
0
1
1
3
3
0
0
1
1
1
3
3
0
0
1
1
1
1 | rand
L
0
1
0
0
0
0
0
0
0
1
1
0
0
0
0
0
0
0
0
0
0
0
0
0 | W W W W W W W W W W W W W W W W W W W W W W W W W W W W W W
 | Vest App
0
0
0
0
0
1
1
Vest App
R
R
R
0
0
0
0
0
0
0
0
0
0
0
0
0 | proach P EB 0 0 | itt St
L
L
2
2
5
5
3
3
2
2
2
8
8
2
2
2
2
8
8
2
2
2
2
2
8
8
2
2
2
2
2
2
2
2
2
2
2
2
2
 | Pea | ak al 3 | | | | | | | The Strand | | | | | |
 | | - | Image: state | | | | | Image: section of the section of
the section of the sectio | | | | | |
| Light Vehicles
Time
Period Starf Period E
15:30 15:45
15:45 16:30
16:45 16:30
16:45 16:45
17:50 17:30
17:30 17:15
17:51 17:30
17:30 17:45
17:45 18:00
18:00 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15
18:15 18:15 | North Ag d U 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 North Ap 1 North Ap 1 0 1 0 1 0 1 0 1 0 0 | proach The SB 0 0 1 2 2 1 3 2 2 1 0 0 1 3 2 2 0 1 3 2 0 0 1 3 2 0 0 1 0 1 0 1 0 1 0 1 0 1
 | Strand L 0
 | Eata
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | ist Approx R 1 11 1 17 1 16 1 13 20 16 18 18 12 21 21 21 21 12 21 st Approx R 2 2 | ach Pitt 1 23 32 23 32 23 32 23 34 27 34 27 34 27 38 21 22 31 28 27 38 124 WB 1 |
 | Source 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | A protection A | h The Str
NB
0
1
3
3
0
1
3
3
2
4
4
3
3
2
4
4
3
1
1
1
NB
10
0
0
1
1
3
3
0
0
1
1
3
3
0
0
1
1
3
3
0
0
1
1
3
3
0
0
1
1
1
3
3
0
0
1
1
1
1 | rand
L
0
1
0
0
1
1
0
0
0
0
0
0
0
0
0
0
0
0
0 | W W W W 0 0
 | Vest App
R
1
0
0
0
0
0
0
0
0
1
1
0
0
0
1
1
0
0
1
1
8
8
8
7
8
9
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | proach PI EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | itt St L 5 2 5 5 3 3 2 2 8 2 8 2 8 2 8 2 8 2 8 2 8 2 10 2 11 1 12 2 13 1 14 1 15 1 16 1 17 1 18 1 11 1 12 2 13 1 14 1 15 1 16 1 17 1 18 1 19 1 10 1
 | Peal | ak
al
3 | | | | | | | The Brand | | | | - | |
 | | Image: second | - - | | | | | > > > >
 > > > > > > > > > > > > > > > > > > > > > > > > > > | | | | | |
| Light Vehicles Time Period Star/Period E 15:30 15:45 15:30 15:45 16:00 16:15 16:30 16:30 16:45 17:00 17:15 17:15 17:15 17:15 17:15 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 16:30 17:00 18:30 16:00 16:15 15:30 15:40 16:30 16:40 16:30 16:40 16:30 16:40 16:30 16:40 16:30 16:40 | North App d U I 0 0 1 0 0 1 0 0 1 0 1 1 0 1 1 0 1 1 0 1 1 1 1 1 0 1 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 | proach The 6 SB 0 0 1 2 2 1 3 2 2 1 0 0 0 0 1 3 2 1 0 0 1 3 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 | Strand L 0
 | Eate
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | st Approc
R
11
11
17
14
16
13
20
18
18
18
18
18
18
18
12
21
21
21
21
21
21
21
22
2
2
2 | ach Pitt 1 ach Pitt 23 32 23 32 23 32 23 34 27 34 27 38 121 28 27 38 124 28 27 38 124 1 0 2 | ≈ St ⊥ 1 2 2 2 2 2 2 1
4 4 2 3 1 1 5t ⊥ L 10 St ⊥ 0 0 0 0 0 0 | Source 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | Image: constraint of the second sec | Image: height of the state of the | rand
L
C
C
C
C
C
C
C
C
C
C
C
C
C | W W
 | Vest App
R
1
0
0
0
0
2
2
0
0
1
1
0
0
1
1
8
8
8
7
8
8
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | proach P/
EB 0 | itt St L 5 2 5 3 3 2 2 8 2 2 8 2 8 2 8 2 8 1 2 2 8 1 1 2 1 1 <th>Peace toto</th> <th>ak 1al 13</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>The Strand</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>Image: Constraint of the sector of</th> <th>Image: Constraint of the sector of</th> <th>Image: state of the
state of the s</th> <th>Image: state</th> <th></th> <th></th> <th></th> <th></th> <th>> > > ></th> <th></th> <th></th> <th></th> <th></th> <th></th> | Peace toto | ak 1al 13 | | | | | | | The Strand | | | | | | Image: Constraint of the sector of | Image: Constraint of the sector of the sector of the sector of the sector of the sector of the sector of the sector of the sector of the sector of the sector of the sector of the sector of the sector of the sector of the sector of the sector of the sector of the
sector of the sector of | Image: state of the s | Image: state | | | | | > >
 | | | | | |
| Light Vehicles Time Period Start Period Factor 15:30 15:45 15:30 15:45 16:30 16:30 16:30 16:31 16:30 16:32 16:30 16:34 16:45 17:00 17:15 17:15 17:15 17:15 17:16 17:30 17:45 18:00 Period Start Period Eart | North App 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 1 1 0 1 0 1 0 1 0 1 0 1 0 0 0 0 | proach The SB 0 0 1 2 2 1 3 2 2 1 0 0 1 2 2 1 0 0 1 3 2 1 0 0 1 3 2 1 0 0 1 3 2 1 0 0 1 3 2 1 0 1 0 1 0 0 0 0 0 0 0 0
 | Strand L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 | Eacology (1997) | st Approv
R
11
17
14
16
13
20
18
18
18
18
18
18
18
18
12
21
21
8
8
7
7
8
7
2
2
2
3
3
3 | ach Pitt S
WB
23
32
21
27
34
27
22
31
27
22
31
27
38
27
38
27
38
27
38
27
38
27
38
27
38
27
38
27
38
27
38
27
38
27
38
27
38
27
38
27
38
27
38
27
38
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
27
38
32
38
32
27
38
32
38
32
38
32
38
32
38
32
38
32
38
32
38
32
38
38
30
30
30
30
30
30
30
30
30
30 | |
 | the Broad the Approace the | Image: height of the start of the | rand
L
0
0
0
0
0
0
0
0
0
0
0
0
0 | W W | Vest App
R
0
0
0
0
0
0
0
0
0
0
0
0
0
0
1
1
0
0
1
1
8
7
2
8
8
8
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | proach P EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | itt St
L
5
5
5
5
3
3
2
2
2
2
2
2
2
2
2
2
2
2
2
 | Peace toto | ak al 3 | |
 | | | | | The Strand | | | | - - - - | | Image: state | Image: Constraint of the sector of | Image: section of the sectio | Image: state
state | | | - - - - | | > | | | | |
 |

17:00 17:15

18:15 18:30

16:45 17:00 0 0

17:30 17:45 0 0 0

0 0 0

17:15 17:30 0 0 0 0 0 3

3

0 0 3

0 0

 17.45
 18.00
 0
 0
 0
 0
 3
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0

0 0 0 0 0 4 1 0 0 0 0 0 0 0 0 0 0 0
 Peak Time
 North Approach The Strand
 East Approach Pitt St
 South Approach The Strand
 West Approach Pitt St
 Peak Time

 Period Start Perio

0 0 4 1 0 0 0 0 0 0 0 0 0 0

0 0 0 0 0 0 0 0 0
 1
 0
 0
 0
 0
 0
 0
 0
 0
 0

 1
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0

TRANS TRAFFIC SURVEY

tion of Boundary Rd and Maco

Inter Scotto	on or boundary	itta un	u muou	juurie i	1, 1101	uuic					
GPS -3	33.972871, 151.07596	55									
Date: Th	hu 17/02/22		North:	Boundary	Rd		Survey	D14	0.00 PM	0.00 PM	ſ
Weather: Fin	ine		East:	Macquari	e Pl		Period	PW:	3:30 PM	-6:30 PM	ſ
Suburban: M	lortdale		South:	Boundary	Rd		Traffic	DM	2:45 DM	4.45 DM	ſ
Customer: VI	TP		West:	N/A			Peak	FWI.	3.40 FW	4.43 FW	J.

All Vehicles												
Ti	me	orth App	roach Bo	undary R	East App	roach Ma	cquarie P	outh App	roach Bo	undary R	Hourl	/ Total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
15:30	15:45	0	122	11	0	0	0	0	7	180	1346	
15:45	16:00	0	138	13	0	3	2	0	14	180	1348	Peak
16:00	16:15	0	132	12	0	2	1	0	10	164	1318	
16:15	16:30	0	139	20	0	3	1	0	10	182	1344	
16:30	16:45	0	138	13	0	2	1	0	8	160	1314	
16:45	17:00	0	139	20	0	1	0	0	11	149	1315	
17:00	17:15	0	155	13	0	0	1	0	7	171	1323	
17:15	17:30	0	151	14	0	5	1	0	7	147	1283	
17:30	17:45	0	151	12	0	2	1	0	12	145	1257	
17:45	18:00	0	140	20	0	0	2	0	12	154		
18:00	18:15	0	146	19	0	3	2	0	9	128		
18:15	18:30	0	124	13	0	3	1	0	11	147		

 Peak Time
 orth Approach Boundary R²sast Approach Macquarie Plouth Approach Boundary R
 Peak

 Period Starf/Period End
 U
 SB
 L
 U
 R
 NB
 total

 15:45
 16:45
 0
 SF
 0
 10
 S
 0
 42
 666
 1346



					-	-	-	-			
15:45	16:00	0	134	13	0	3	2	0	14	172	
16:00	16:15	0	130	12	0	2	1	0	10	163	
16:15	16:30	0	135	19	0	3	1	0	8	179	
16:30	16:45	0	136	12	0	2	1	0	8	158	
16:45	17:00	0	134	20	0	1	0	0	11	146	
17:00	17:15	0	155	13	0	0	1	0	7	166	
17:15	17:30	0	149	14	0	5	1	0	6	144	
17:30	17:45	0	148	12	0	2	1	0	12	142	
17:45	18:00	0	139	20	0	0	2	0	12	153	
18:00	18:15	0	144	19	0	3	2	0	9	127	
18:15	18:30	0	124	13	0	3	1	0	10	144	
Beek	Time	orth Ann	reach De	underu D	Foot Ann	Loook Mo	auguaria D	outh Ann	reach De	unders D	Deek
Period Start	Period End		SB			R				NR	total
15:45	16:45	0	535	56	0	10	5	0	40	672	1318
Heavy Vehic	cles										
Ti	me	orth App	roach Bo	undary R	East App	roach Ma	cquarie P	outh App	roach Bo	undary R	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
15:30	15:45	0	3	0	0	0	0	0	0	9	
15:45	16:00	0	4	0	0	0	0	0	0	8	
16:00	16:15	0	2	0	0	0	0	0	0	1	

Period Star	Period End	U	SB	L	U	R	L	U	R	NB	total
Peak	Time	orth App	roach Bo	undary R	East App	roach Ma	cquarie P	outh App	roach Bo	undary R	Peak
18:15	18:30	0	0	0	0	0	0	0	1	3	
18:00	18:15	0	2	0	0	0	0	0	0	1	
17:45	18:00	0	1	0	0	0	0	0	0	1	
17:30	17:45	0	3	0	0	0	0	0	0	3	
17:15	17:30	0	2	0	0	0	0	0	1	3	
17:00	17:15	0	0	0	0	0	0	0	0	5	
16:45	17:00	0	5	0	0	0	0	0	0	3	
16:30	16:45	0	2	1	0	0	0	0	0	2	
16:15	16:30	0	4	1	0	0	0	0	2	3	

Pedestrians Cro	ossing							
Ti	me	North Approac	h Boundary Rd	East Approact	h Macquarie PI	South Approac	h Boundary Rd	Heurly Tetal
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	Hourry Total
15:30	15:45	0	0	0	0	0	2	9
15:45	16:00	0	1	0	0	0	2	11
16:00	16:15	0	0	1	1	0	0	11
16:15	16:30	0	0	0	1	0	1	15
16:30	16:45	0	0	0	2	0	2	14
16:45	17:00	0	0	0	1	0	2	11
17:00	17:15	0	0	0	4	0	2	13
17:15	17:30	0	0	1	0	0	0	8
17:30	17:45	0	0	0	1	0	0	7
17:45	18:00	0	1	0	0	0	4	
18:00	18:15	0	0	0	0	0	1	
18:15	18:30	0	0	0	0	0	0	

Peak	Time	North Approac	h Boundary Rd	East Approach	Macquarie Pl	South Approac	h Boundary Rd	Beek total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	Feak total
15:45	16:45	0	1	1	4	0	5	11



	ne	n Approac	n Boundar	t Approaci	n macquari	n Approac	n Boundar	ourly To
eriod Star	Period End	Westbound	Eastbound	orthbound	outhboun	Westbound	Eastbound	,
15:30	15:45	0	0	1	0	0	1	2
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	
18:00	18:15	0	0	0	0	0	0	
18:15	18:30	0	0	0	0	0	0	

15:45 16:45 0 0 0 0 0 0 0



					ALCH LE ALCH	OF STATEMENTS	deres.	
TR	ΔΝς ΤΡΔΕ	FICS	IIRV	FY	<u> </u>		/N	
			OIL VI			DNV-GL	È DNV-BL	
TURN	ING MOVEMENT SU	JRVEY 🎽	trafficsurvey.c	om.au	ALCON .	AGA23 461	Ser 200	
Interse	ction of Macquarie PI	and RSL Ca	rpark Acce	ss, Mo				
GPS	-33.971554, 151.078433							

Date:	Thu 17/02/22	1	North:	N/A	Survey	DM	2/20 DM 6/20 DM
Weather:	Fine		East:	Macquarie Pl	Period	PIVI.	3.30 FINI+0.30 FINI
Suburban:	Mortdale		South:	RSL Carpark Access	Traffic	DM-	5-20 PM-6-20 PM
Customer:	VTP		West:	Macquarie Pl	Peak	r ivi.	3.30 F W-0.30 F W

All Vehicles												
Ti	me	East App	roach Ma	cquarie P	h Approa	ch RSL C	arpark A	Vest App	roach Ma	cquarie P	Hourl	y Total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
15:30	15:45	0	0	0	0	3	0	0	1	31	169	
15:45	16:00	0	0	0	0	4	0	0	0	39	178	
16:00	16:15	0	0	0	0	3	0	0	2	35	197	
16:15	16:30	0	0	0	0	4	0	0	3	44	204	
16:30	16:45	0	0	0	0	3	0	0	1	40	197	
16:45	17:00	0	0	0	0	4	0	0	3	55	200	
17:00	17:15	1	0	0	0	4	0	0	0	42	200	
17:15	17:30	0	0	0	0	4	0	0	1	39	210	
17:30	17:45	0	0	0	0	0	0	0	2	45	222	Peak
17:45	18:00	1	0	0	0	3	0	1	2	55		
18:00	18:15	2	0	0	0	2	0	0	2	51		
18:15	18:30	0	0	0	0	1	0	0	0	55		

Peak	Time	East App	roach Mad	cquarie P	n Approa	ch RSL C	arpark Ac	Vest App	roach Ma	cquarie P	Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
17:30	18:30	3	0	0	0	6	0	1	6	206	222





Light venicie	95										
Tin	ne	East App	roach Ma	cquarie P	h Approa	ch RSL C	arpark Ac	Vest App	roach Ma	cquarie P	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
15:30	15:45	0	0	0	0	3	0	0	1	29	
15:45	16:00	0	0	0	0	4	0	0	0	37	
16:00	16:15	0	0	0	0	3	0	0	2	33	
16:15	16:30	0	0	0	0	4	0	0	3	38	
16:30	16:45	0	0	0	0	3	0	0	1	36	
16:45	17:00	0	0	0	0	4	0	0	3	52	
17:00	17:15	1	0	0	0	4	0	0	0	40	
17:15	17:30	0	0	0	0	4	0	0	1	35	
17:30	17:45	0	0	0	0	0	0	0	2	41	
17:45	18:00	1	0	0	0	3	0	1	2	52	
18:00	18:15	2	0	0	0	2	0	0	2	49	
18:15	18:30	0	0	0	0	1	0	0	0	50	
Peak	Time	East App	roach Ma	cquarie P	h Approa	ch RSL C	arpark Ac	Vest App	roach Ma	cquarie P	Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
17:30	18:30	3	0	0	U	6	0	1	ю	192	208
Heavy Vehic	les										
Tin	ne	East App	roach Ma	cquarie P	h Approa	ch RSL C	arpark Ac	Vest App	roach Ma	cquarie P	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
15:30	15:45	0	0	0	0	0	0	0	0	2	
15:45	16:00	0	0	0	0	0	0	0	0	2	
16:00	16:15	0	0	0	0	0	0	0	0	2	
16:15	16:30	0	0	0	0	0	0	0	0	6	
16:30	16:45	0	0	0	0	0	0	0	0	4	
16:45	17:00	0	0	0	0	0	0	0	0	3	
17:00	17:15	0	0	0	0	0	0	0	0	2	
17:15	17:30	0	0	0	0	0	0	0	0	4	
17:30	17:45	0	0	0	0	0	0	0	0	4	
17:45	18:00	0	0	0	0	0	0	0	0	3	
18:00	18:15	0	0	0	0	0	0	0	0	2	
18:15	18:30	0	0	0	0	0	0	0	0	5	
										·	

 Peak Time
 East Approach Macquarie Ph Approach RSL Carpark Advest Approach Macquarie F
 Peak

 Period Start/Period End
 U
 WB
 L
 U
 R
 ED
 total

 17:30
 16:30
 0
 0
 0
 0
 0
 0
 14
 14

Dadaatsiana Cri									
Fedesirians Cro	me	East Approach	Macquarie Pl	uth Approach R	SL Carpark Acce	West Approac	h Macquarie Pl		Ċ
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Hourly Total	
15:30	15:45	1	2	2	1	1	1	28	
15:45	16:00	2	4	1	1	0	1	32	
16:00	16:15	0	2	0	0	0	2	32	
16:15	16:30	2	0	2	0	3	0	40	
16:30	16:45	6	5	1	0	0	0	41	
16:45	17:00	0	6	0	0	3	0	41	
17:00	17:15	2	5	1	0	2	2	55	
17:15	17:30	0	2	1	0	3	2	56	
17:30	17:45	1	4	4	0	0	3	53	
17:45	18:00	2	6	8	0	1	6		
18:00	18:15	3	1	2	0	4	3		
18:15	18:30	2	0	0	0	2	1		
Peak	Time	East Approach	Macquarie Pl	uth Approach R	SL Carpark Acce	West Approac	h Macquarie Pl	Peak total	
Period Start	19:20	Southbound	Northbound	westbound	Eastbound	Southbound	Northbound	50	
17.30	10.30	0		14	0	/	13	- 55	ŀ
				<u> </u>					
				North					



RSL Carpark Access



	Bicycles a	nd Scooter	s						
	Tir	me	t Approaci	n Macquari	pproach R	SL Carparl	t Approac	h Macquari	ourly Tot
F	Period Star	Period End	outhboun	orthbound	Westbound	Eastbound	outhboun	orthbound	,
	15:30	15:45	0	0	0	0	1	0	1
	15:45	16:00	0	0	0	0	0	0	1
	16:00	16:15	0	0	0	0	0	0	1
	16:15	16:30	0	0	0	0	0	0	1
	16:30	16:45	0	0	0	0	1	0	1
	16:45	17:00	0	0	0	0	0	0	0
	17:00	17:15	0	0	0	0	0	0	0
	17:15	17:30	0	0	0	0	0	0	0
	17:30	17:45	0	0	0	0	0	0	0
	17:45	18:00	0	0	0	0	0	0	
	18:00	18:15	0	0	0	0	0	0	
	18:15	18:30	0	0	0	0	0	0	

	Peak	Time	t Approaci	n Macquari	pproach R	SL Carpark	t Approac	h Macquari	Deek tetel	
F	Period Star	Period End	outhboun	lorthbound	Westbound	Eastbound	outhboun	lorthbound	Feak total	
	17:30	18:30	0	0	0	0	0	0	0	

	-33.969871	151.0794	75	orts Ro	a, Morto			_	_													
ate: 'eather: uburban:	Sat 19/02/2 Fine Mortdale	2		North: East: South:	Morts Ro N/A Morts Ro	4			Survey Period Traffic	AM: PM: AM:	10:00 AM- 12:00 PM- 10:45 AM-	2:00 PM 2:00 PM 11:45 AM										
ustomer:	VTP			West:	Martin P	1			Peak	PM:	12:00 PM-	:00 PM										
Ti Ti Tiod Star	me Period Ene	North A	pproach I R	Morts Rd SB	I South A	Approach	Morts Ro	d West A	pproach I R	Aartin Pl	Hourly	Total Peak	Pedestrians Period Sta	Time t Period End	North Appro Westbound	Eastbound	South Appr Westbound	oach Morts Rd Eastbound	West Appro	ach Martin Pl Northbound	Hourly Total	
10:00	10:15	0	15	82	0	55	6	0	6	23	776		10:00	10:15	0	0	34	20	22	25	422	
10:15	10:30	0	12	84 79	0	59	15	0	5	25 24	792		10:15	10:30	0	0	23	25	25	20	428	
10:45	11:00	0	13	76	0	63	20	0	3	23	795	Peak	10:45	11:00	0	0	34	27	35	41	547	
11:00	11:15	0	12	91	0	69	9	0	5	17	783		11:00	11:15	0	0	24	31	29	23	554	
11:15	11:30	0	17	81 94	0	53 60	12	0	6	20			11:15	11:30	0	0	41 36	48	24	36		
11:45	12:00	0	16	80	0	55	9	0	7	19			11:45	12:00	0	0	40	29	34	41		
12:00	12:15	0	18	86	0	71	10	0	7	13	790	Peak	12:00	12:15	0	0	42	39	26	27	430	
12:15	12:30	0	24	85	0	59	6	0	7	19	749		12:15	12:30	0	0	28	21	27	18	346	
12:45	13:00	0	15	77	0	58	11	0	7	21	716		12:45	13:00	0	0	13	28	25	24	316	
13:00	13:15	1	19	72	0	65	5	0	7	16	702		13:00	13:15	0	0	24	19	17	20	297	
13:30	13:45	0	13	74	0	45	1	0	8	19			13:30	13:45	0	0	15	21	13	15		
13:45	14:00	0	14	80	0	56	8	0	5	12			13:45	14:00	0	0	21	19	15	16		
Peak	Time Barlad End	North A	pproach	Morts Rd	South A	Approach	Morts Ro	West A	pproach I	fartin Pl	Peak		Period Sto	ak Time	North Appro	ach Morts Rd	South Appr	oach Morts Rd	West Appro	ach Martin Pl	Peak total	
10:45	11:45 13:00	0	60	342	0	245	53	0	19	76	795		10:45	11:45 13:00	0	0	135 109	130 121	139 109	143 91	547 430	
ote: Site s	ketch is for i	lustrating I	raffic flows	s. Directio	on is indice	ative only,	drawing it	s not to sc	ale and no	t an exact	streets con	liguration.										
Graphic Total			rts Rd						Morts Rd							Mc	nts Rd					
Light Heavy		0	0	14	\sim			0	1	11							<u> </u>					
		0	60	342	North			0	75	324	No	•				0 0	⇒	North				
		. ⊍	ų.	♥		_		10		4												
1	* <i>2</i>)					-	کے ۽ ۽	2							139	Pede	strians					
6 0 St	:5)	AM Peak10	45 AM-11:4	5 AM		I I		PMP	vak 12-00 PM	1-00 PM					5 AV	AM Peak 10:4	5 AM-11:45 AM					
1	_			-		and a second	~ ~ ~	ų							2 91 143	PM Peak 12:0	PM-1:00 PM					
<mark>0</mark> 0	·2				-	•	••	<u> </u>														
_		5	A−(-		٦ ٩	Δ	R							- 108 m					
		53 53	245 234	0				38	242	0												
				-				38	231	0	-					130821	\rightarrow					
		Mc	11 rts Rd	0				38	231 11 Morts Rd	0	1					130621						
ight Vehic. Ti	es me	Mo	ns Rd	Morts Rd	South 4	Approach	Morts Br	38 0	231 11 Morts Rd	artin Pl	1					190821 C	arts Rd					
ight Vehic. Ti eriod Stan	es me Period End	North A	ns Rd	Morts Rd	I South A	Approach NB	Morts Ro	38 0 U U	231 11 Morts Rd	Aartin Pl	1					Mc	arts Rd					
ight Vehic. Ti ariod Stan 10:00 10:15	es me Period Ene 10:15 10:30	North A U 0	pproach R 15 12	Morts Rd SB 80 80	I South A	Approach NB 53 55	Morts Ro	38 0 0 0 0 0	231 11 Morts Rd Pproach R 6 5	Aartin Pl	1					Mc	rts Rd					
ight Vehic. Ti ariod Stan 10:00 10:15 10:30	es me 10:15 10:30 10:45	Month A North A U 0 0 0	pproach R 15 12 16	Morts Rd SB 80 80 76	South A U 0 0 0 0	NB 53 55 50	Morts Ro 6 15 10	38 0 0 0 0 0 0 0	And And And And And And And And And And	Aartin PI L 23 24 24						Mc	rts Rd					
ight Vehic: Ti ariod Stan 10:00 10:15 10:30 10:45 11:00	es me 10:15 10:30 10:45 11:00	Morth A 0 0 0 0 0 0 0 0 0 0 0 0 0	ns Rd pproach R 15 12 16 13 12	Morts Rd SB 80 76 75 88	 South A U 0 0 0 0 0 	Approach NB 53 55 50 60 67	Morts Ro 6 15 10 20	38 0 0 0 0 0 0 0 0	231 11 Morts Rd 6 5 10 3 5	dartin Pl L 23 24 24 23 17						1 30021 C	rts Rd					
ight Vehic. Ti ariod Stan 10:00 10:15 10:30 10:45 11:00 11:15	es me 10:15 10:30 10:45 11:00 11:15 11:30	Morth A 0 0 0 0 0 0 0 0 0 0 0 0 0	11 rs Rd pproach R 15 12 16 13 12 17	Morts Rd SB 80 76 75 88 76	South # 0 0 0 0 0 0 0 0 0 0 0	NB 53 55 50 60 67 50	Morts Ro 6 15 10 20 9 12	38 4 West A U 0 0 0 0 0 0 0 0 0 0 0 0 0	231 11 Morts Rd 6 5 10 3 5 5	4artin PI L 23 24 24 23 17 19						1 30023 [rts Rd					
ight Vehic: Ti eriod Star 10:00 10:15 10:30 10:45 11:00 11:15 11:30	es me 10:15 10:30 10:45 11:00 11:15 11:30 11:45	North A 0 0 0 0 0 0 0 0 0 0 0 0 0	11 rs Rd Pproach 1 R 15 12 16 13 12 17 18	Morts Rd SB 80 76 75 88 76 89	South A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Approach NB 53 55 50 60 67 50 57	Morts Ro 6 15 10 20 9 12 12	38 U 0	231 111 Morts Rd 25 10 3 5 5 6	Aartin PI L 23 24 24 23 17 19 16						Mc	ris Rd					
ight Vehic: Ti eriod Star 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00	es me Period End 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 12:15	Met North A U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11 pproach R 15 12 16 13 12 17 18 15 18	Morts Rd SB 80 76 75 88 76 89 78 82	 South A U 0 	xpproach NB 53 55 50 60 67 50 57 52 68	Morts Ro 6 15 10 20 9 12 12 12 9 10	38 38 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	231 Morts Rd pproach I R 6 5 10 3 5 6 6 6 6 6	dartin Pl L 23 24 23 17 19 16 19 13						Mc	na Rd					
ight Vehic: Ti eriod Star 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 12:15	es me 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 12:15 12:30	North A 0	11 pproach R 15 12 16 13 12 17 18 15 18 19	Morts Rd SB 80 80 76 75 88 76 89 78 82 84	I South # U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NB 53 55 50 60 67 50 57 52 68 54	Morts Ro 6 15 10 20 9 12 12 12 9 10 11	38 38 0	231 111 Morts Rd Pproach I R 6 5 10 3 5 5 6 6 6 6 6 6 7	Aartin PI L 23 24 24 23 17 19 16 19 13 19						Mc	ne Rd					
ight Vehic. Ti ariod Start 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 12:15 12:30 12:45	es me Period End 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 12:15 12:30 12:45 12:30	North A 0	11 pproach R 15 12 16 13 12 17 18 15 18 19 23 +5	Morts Rd SB 80 76 75 88 76 89 78 82 84 83 76	 South A 0 0<	NB 53 55 50 60 67 50 57 52 68 54 53	Morts Ro 6 15 10 20 9 12 12 9 10 11 6 +4	38 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	231 111 Morts Rd Pproach I R 6 5 100 3 5 5 6 6 6 6 6 7 6 7 7 7	Artin Pl L 23 24 24 23 17 19 16 19 13 19 18 20						1 300 31 C	ria Rd					
ight Vehic: Ti Tiol Star 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 12:15 12:30 12:45 13:00	es me Period End 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:20 12:45 12:30 12:45 13:00 13:15	North A U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	II Rd 15 12 16 13 12 16 13 12 16 13 12 16 13 12 16 13 12 17 18 15 18 19	Morts Rd SB 80 76 75 88 76 89 78 82 84 83 75 69	 South # 0 0<	NB 53 55 50 60 67 50 57 52 68 54 53 56 60	Morts Ro 6 15 10 20 9 12 12 12 12 12 9 10 11 6 11 5	38 U 0	231 morts Rd Pproach I R 6 5 10 3 5 5 6 6 6 6 7 7 7	artin Pl L 23 24 24 23 17 19 16 19 13 19 18 20 16						13001	ris 6d					
ight Vehic: Ti riod Stari 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 12:15 12:30 12:45 13:00 13:15	es me Period End 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 12:15 12:30 12:45 13:30 13:15 13:30	North A 0	Pproach R 15 12 16 13 12 16 13 12 17 18 15 18 19 23 15 19 13 	Morts Rd 80 80 76 75 88 76 89 78 82 84 83 75 69 87 87	 South A 0 0<	NB 53 55 50 60 67 50 57 52 68 54 53 56 60 47	Morts Ro 6 15 10 20 9 12 12 9 10 11 6 11 5 5	38 4 0	231 111 Morts Rd 6 5 10 3 5 5 6 6 6 6 6 7 7 7 5 5 6 7 7 5 5	Artin PI L 23 24 24 23 17 19 16 19 13 19 18 20 16 18				- - - -		1300:1	the find					
ight Vehic: Ti priod Star 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 12:15 12:30 12:45 13:00 13:45	es me Period Ens 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:30 12:45 13:30 12:45 13:30 13:15 13:30 13:45	North A 0	Pproach R 15 12 16 13 12 17 18 15 18 19 23 15 19 13 12 14	Morts Rd 80 80 76 75 88 76 89 78 82 84 83 75 69 87 87 75 69 87 73 77	 South A 0 0<	Approach NB 53 55 50 60 67 57 52 68 54 53 56 60 47 47 45 53	Morts Re 6 15 10 20 9 12 12 9 10 11 6 11 5 5 1 8	38 4 0	231 111 Morts Rd 6 5 10 3 5 5 6 6 6 6 6 7 7 7 5 8 8 5	atertin PI L 23 24 24 23 17 19 16 19 13 19 18 20 16 18 20 16 18 18 12				- - - -			ris Rd					
ight Vehic: Ti eriod Star 10:00 10:15 10:30 10:45 11:00 11:15 11:00 11:45 12:00 12:15 12:30 12:45 13:00 13:30 13:45	es me Period Ens 10:15 10:30 11:45 11:00 11:15 11:30 11:45 12:30 12:45 12:30 12:45 13:30 13:45 13:30 13:45 14:00 Time	North A U 0	rs Rd approach 1 R 15 12 16 13 12 17 18 15 18 19 23 15 18 19 23 15 19 13 11 21 14	Morts Rd SB 80 80 80 76 88 75 88 76 89 78 82 84 83 75 89 78 82 84 83 75 89 78 82 84 83 75 89 76 80 76 80 76 80 76 80 76 80 76 80 76 80 76 80 76 80 76 80 76 80 76 75 80 80 76 80 76 75 80 76 76 80 76 75 80 80 75 80 76 76 76 76 76 76 76 76 76 76	South # U 0	NB 53 55 50 60 67 52 68 54 53 56 60 47 45 53	Morts Rc L 6 15 10 20 9 12 12 9 10 11 11 6 11 5 5 5 1 8 8	38 9 0	231 111 Morts Rd 6 5 100 3 5 5 6 6 6 6 6 6 7 7 7 5 8 5 5 6 6 6 7 7 5 6 6 6 7 7 5 5 6 6 6 6 7 7 7 5 6 6 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7	artin PI L 23 24 23 24 23 17 19 16 19 18 20 16 18 20 16 18 20 16 18 12 artin PI				- - - -			->					
ight Vehic: Ti ririod Star 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:30 12:45 13:30 13:45 Peak ririod Star 13:45	es me Period End 10:15 10:30 10:45 11:00 11:45 12:00 12:45 13:00 12:45 13:00 13:15 13:30 13:45 14:00 Time Period End 11:45	North A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	rs Rd rs Rd Pproach 15 12 16 13 12 16 13 12 17 18 15 18 19 23 15 19 23 15 19 23 15 19 13 12 14 Properation (State of State of St	Morts Rd 80 80 80 76 75 88 76 89 78 82 84 83 75 69 87 73 76 Morts Rd SB 82 84 83 75 83 82 84 83 76 83 83 76 83 83 76 83 83 76 83 83 76 83 83 76 83 77 78 83 77 78 84 83 77 75 84 83 75 75 84 83 75 75 84 83 75 75 84 83 75 75 84 83 75 75 84 83 75 75 84 83 75 75 84 83 75 75 84 83 75 76 87 73 76 87 73 76 87 73 76 87 73 76 87 73 76 87 87 73 76 87 87 75 87 87 75 87 75 87 75 87 87 75 76 87 87 75 87 75 87 75 87 87 75 87 75 87 87 75 87 87 75 87 87 75 87 87 87 87 87 87 87 87 87 87	1 South A U 0 0 0 0 0 0 0 0 0 0 0 0 0	oproach NB 53 53 50 60 67 50 57 56 58 54 53 56 60 67 57 52 68 54 53 56 60 60 47 45 53 53 00 734 2734 274	Morts Rc L 6 15 10 20 9 12 12 12 9 10 11 6 11 5 5 1 8 Morts Rc L 5 3	3 West A 0 0 0 0 0 0 0 0 0 0 0 0 0	231 Morts Rd 6 5 10 3 5 5 6 6 6 6 6 6 6 7 7 7 7 5 8 5 5 9 6 6 6 6 6 7 7 7 7 7 7 7 7 7 7 7 10 10 10 10 10 10 10 10 10 10	artin PI L 23 24 23 24 23 17 19 16 19 13 19 18 20 26 16 18 18 12 20 26 20 26 27 57 57 57 57 57 57 57 57 57 57 57 57 57	Peak total 769			- - - -			->	- - - -				
ight Vehic:. Ti Triviod Star 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 12:15 12:30 12:45 13:300 13:45 Peak Peak Peak	es me Period End 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 12:45 13:00 12:45 13:30 13:45 13:30 13:45 14:00 Time Period End 11:45 13:00	North A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	rs Rd pprosch 15 12 16 13 12 16 13 12 16 13 12 18 15 18 19 23 15 18 19 23 15 19 13 12 14 Pprosch	Morts Rd SB 80 76 75 88 76 89 78 89 78 82 84 83 75 89 89 87 73 76 87 73 76 87 73 76	I South J U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	oproach NB 53 53 50 60 67 50 57 55 56 57 55 52 68 54 53 56 60 47 45 53 \$3 231	Morts Rc 6 15 10 20 9 12 12 29 10 11 6 11 6 11 5 5 5 1 8 8 Morts Rc 8 8	38 39 4 0	231 Morts Rd Pprozach 1 R 6 5 10 3 5 5 6 6 6 6 7 7 5 8 8 5 9 9 9 9 9 9 9 9 9 9 9 9 9	artin PI L 23 24 23 17 19 16 19 13 19 18 20 16 18 20 16 18 18 12 20 16 18 75 70	Peak total 769 764			- - - -								
reprint Vehic:	es me Period End 10:15 10:30 10:45 11:00 11:15 11:30 12:15 12:30 12:15 12:30 12:45 13:30 13:15 13:30 13:45 13:30 Time Period End 11:45 13:00 Comparing Comparison 11:45 13:00 Comparing Comparison 11:45 13:00 Comparing Comparison 11:45 13:00 Comparing Comparison 11:45 13:00 Comparing Comparison 11:45 13:00 Comparing Comparison 10:45 10:50 Comparing Comparison 10:45 10:50 Comparing Comparison 10:45 10:50 Comparing Comparison 10:45 10:50 Comparing Comparison 10:45 10:50 Comparing Comparison 10:45 10:50 Comparing Comparison 10:45 10:50 Comparing Comparison 10:45 10:50 Comparing Comparison 10:45 10:50 Comparing Comparing Comparison 10:45 10:50 Comparing Comparing Co	Morth A U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	rs Rd rs Rd R 15 12 16 13 12 17 18 13 12 17 18 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 75 9 75	Morts Rd SB 80 76 75 88 80 76 88 76 89 78 82 84 83 75 88 83 75 69 87 73 76 87 73 73 76 87 87 87 87 87 87 87 88 87 87 87 87 88 87 87	I South A U 0 0 0 0 0 0 0 0 0 0 0 0 0	oproach NB S3 55 50 60 67 52 68 64 53 56 60 54 53 56 60 7 53 54 53 54 53 54 53 54 53 54 55 55 56	Morts Rc 6 15 10 20 9 12 20 9 12 12 2 9 10 11 11 6 11 5 5 5 1 8 8 Morts Rc 8 38 Morts Rc	38 4 West A 0 0 <td>231 Mons Rd Pprozeh 1 R 6 5 5 6 6 6 6 6 7 7 7 7 8 8 5 9 9 9 9 9 9 9 9 9 9 9 9 9</td> <td>artin PI L 23 24 24 24 23 17 19 16 19 13 19 18 13 19 18 13 19 18 13 19 18 13 19 18 13 19 18 13 19 18 13 19 16 17 75 70 70</td> <td>Peak 101</td> <td></td> <td></td> <td>- - - -</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	231 Mons Rd Pprozeh 1 R 6 5 5 6 6 6 6 6 7 7 7 7 8 8 5 9 9 9 9 9 9 9 9 9 9 9 9 9	artin PI L 23 24 24 24 23 17 19 16 19 13 19 18 13 19 18 13 19 18 13 19 18 13 19 18 13 19 18 13 19 18 13 19 16 17 75 70 70	Peak 101			- - - -								
ight Vehic: Title 10:00 10:15 10:30 10:45 11:00 11:45 11:30 11:45 12:30 12:45 12:30 12:45 13:30 13:45 Peak riod Start 10:45	es me Period Entre 10:15 10:30 10:45 11:00 11:45 11:30 11:45 12:20 12:23 12:245 12:20 12:245 13:30 12:245 13:30 13:45 13:30 Time Period Entre 11:46 13:30 Time Period Entre 11:45 13:30	Mc Morth A U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	rs Rd rs Rd R 15 12 16 13 12 17 18 13 12 17 18 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 75 75 75	Morts Rd SB 80 76 75 88 80 76 76 88 76 88 76 88 87 75 88 89 78 82 84 83 75 82 84 83 75 82 84 83 75 82 84 83 75 82 84 83 75 82 84 83 75 88 89 89 89 89 80 80 80 80 80 80 80 80 80 80 80 80 80	I South A 0 0 0 0 0 0 0 0 0 0 0 0 0	oproach NB S3 55 50 60 67 52 54 53 56 60 7 52 54 53 56 60 7 7 53 53 53 53 53 53 53 53 53 54 73 53 54 73 53 54 73 53 54 73 54 73 74 75 75 75 75 75 75 75 75 75	Morts Rc L 6 15 10 20 9 12 12 9 10 11 11 6 11 5 5 1 8 Morts Rc L 0 Morts Rc L 0	38 1 4 U 0	231 Mores Rd R R 6 5 10 3 5 5 6 6 6 6 7 7 5 8 7 7 5 8 7 7 5 8 9 9 9 9 9 9 9 9 9 9 9 9 9	artin PI L 23 24 23 24 23 17 19 16 19 18 16 18 16 18 12 4strin PI -	Peak 1001 7764			- - - -			m Rd	- -				
ight Vehic: Trited Start 10:00 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:00 12:15 12:30 12:45 13:30 13:45 Peak every Vehicl Trited Start 10:45 10:	es ne Period Ence 10:15 10:30 10:45 11:30 11:15 12:20 12:15 12:20 12:15 12:20 12:15 12:20 12:15 12:20 12:15 12:20 12:15 12:20 13:15 12:26 13:30 14:300	Morth A North A U 0 0 0 0 0 0 0 0 0 0 0 0 0	rs Rd rs Rd Pprotoch 15 12 16 13 12 17 17 18 19 13 23 15 19 13 23 15 19 13 23 15 19 13 23 15 19 13 23 15 19 13 23 15 19 10 23 10 10 10 10 10 10 10 10 10 10 10 10 10	Morts Rd SB SB 80 76 75 88 76 89 78 89 78 89 78 82 84 83 75 69 87 73 76 87 73 76 87 87 87 87 87 87 87 87 87 87	South A 0	Nproach NB 53 55 50 67 57 68 54 55 60 67 52 68 56 60 47 45 53 56 60 47 45 53 56 60 47 45 53 54 53 55 53 54 53 53 54 53 53 54 53 54 53 54 53 54 53 54 55 56 57 58	Morts Rc L 6 15 10 20 9 9 12 12 9 10 11 11 6 11 5 5 1 8 Morts Rc L 0 0 0 0 0 0 0 0 0 0 0 0 0	3 West A 0 0 <td>231 Mons Rd R 6 5 10 3 5 5 6 6 6 7 7 5 8 6 7 7 5 8 5 9 20 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9</td> <td>Bartin PI L 23 24 23 24 23 17 19 16 19 18 20 16 18 18 12 Aartin PI L 770 Aartin PI 0 1</td> <td>Peak total</td> <td></td> <td></td> <td>- - - -</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	231 Mons Rd R 6 5 10 3 5 5 6 6 6 7 7 5 8 6 7 7 5 8 5 9 20 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9	Bartin PI L 23 24 23 24 23 17 19 16 19 18 20 16 18 18 12 Aartin PI L 770 Aartin PI 0 1	Peak total			- - - -								
In the second se	es ne Period Ence 10:15 10:30 10:45 11:00 11:16 12:20 12:15 12:20 12:25 12:20 12:25 12:20 12:25 12:20 12:25 12:20 12:25 12:20 12:45 12:20 12:45	Morth A North A U 0 0 0 0 0 0 0 0 0 0 0 0 0	rs Rd rs Rd Pprotech 15 12 16 13 12 17 17 18 19 13 23 15 19 13 23 15 19 13 23 15 19 13 23 15 19 13 23 15 19 13 23 15 19 0 10 7 0 7 0 7 0 7 0 0 0 0 0 0 0 0 0 0	Morts Rd 58 58 80 76 88 76 88 76 89 78 82 84 83 75 69 87 73 76 56 87 73 76 57 57 57 57 57 57 57 57 58 58 58 58 58 58 58 58 58 58	South A 0	Nproach NB 53 55 50 67 52 68 54 55 56 60 67 52 68 54 55 60 47 45 53 55 60 47 45 53 55 53 56 60 47 231 24 2 4 2	Morts RR 15 10 20 9 12 12 12 9 10 11 5 5 1 1 8 Morts RC L 0 0 0 0	3 West A 0 0	231 Morts Rd R R 6 5 10 10 10 10 10 10 10 10 10 10	Bartin PI L 23 24 23 24 23 17 19 16 19 18 20 16 18 18 12 Aartin PI L 770 L 0 1 0	Peak Cotal 769 764	4 4 4 4 4 4 4 4 4 4 4 5 4 5 4 5 4 5 5 6 6 7 6 7 6 7 6 7		- - - -				- - - -				
In the second se	bit Period Enclod Enclose 10:15 10:30 11:00 11:100 11:15 11:15 12:16 12:20 13:30 12:45 13:30 13:46 14:00 13:46 13:46 13:46 13:46 11:45 12:00 13:46 10:15 10:15 11:40	Morth A Part of the second sec	reproach 1 R 15 12 16 13 12 17 18 15 18 19 23 15 19 23 15 19 13 12 14 R 0 75 75 12 16 13 12 17 18 19 12 23 15 19 12 23 15 10 10 10 10 10 10 10 10 10 10	Morts Rd 80 80 80 80 80 80 80 80 80 80	South A U 0	Approach NB S3 55 60 67 52 68 57 52 68 59 60 57 52 68 60 67 55 68 60 67 58 60 47 2 4 2 3 2	Morts RR 15 10 20 9 12 12 12 9 10 11 5 5 1 1 Morts RC L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	38 39 4 4 0	231 Moris Rd R R 6 5 10 10 10 10 10 10 10 10 10 10	astrin PI 23 24 24 23 17 19 16 13 19 13 10 16 18 12 Astrin PI 12 Astrin PI 1 0 1 0 0	Peak 769 764	- - - -						- - - -				
In the second se	bs Period Entrod Entrol 10:15 10:30 11:45 11:30 11:45 12:30 12:45 13:30 13:45 13:46 11:45 13:46 11:45 10:46 10:47 10:48 10:49 10:45 10:45 10:45 11:00 11:10 11:11:15	Morth A Part of Control of Contro	Pproach R 15 16 13 12 16 13 12 16 13 12 17 18 15 18 19 23 15 18 19 19 13 12 19 19 13 12 19 19 13 12 19 19 19 13 12 19 19 10 10 10 10 10 10 10 10 10 10	Morts Rd 80 80 80 80 80 80 80 80	I South A U U 0 0	Approach NB S3 55 60 67 55 60 57 52 68 60 57 52 68 60 57 52 68 60 57 58 60 61 74 45 53 54 74 74 73 74 74 74 74 74 74 74 74 74 74 74 74 75 74 75 74 75 74 75 74 75	Morts R.R. L 6 15 10 20 9 12 12 12 12 12 12 12 12 12 12	38 39 4	231 Mons Rd R R 6 5 5 6 6 6 7 7 5 5 8 8 7 7 5 8 8 7 7 5 8 8 8 8 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9	asrtin PI 23 24 24 24 23 17 19 13 19 13 19 13 10 16 18 12 Asrtin PI L 4	Peak total			- - - -								
In the second se	bit The Period End 10:15 10:30 11:15 11:16 11:15 11:16 12:20 12:16 13:30 13:45 13:00 13:46 13:00 13:46 13:00 13:46 13:00 13:46 13:00 13:46 13:00 13:46 13:00 13:46 13:00 13:46 13:00 13:46 13:00 13:46 13:00 11:46 11:46 11:00 11:130 11:30	Morth A U U U U U U U U U U U U U	R R 15 12 16 13 12 16 13 12 16 13 12 17 18 19 13 12 14 pproach R 60 75 R 0 0 0 0 0 0 0 0 0 0	Morts Rd SB 80 80 80 76 76 88 76 88 82 84 88 84 88 84 88 84 88 84 83 75 88 84 83 75 88 84 83 82 84 84 83 75 88 84 83 76 99 84 84 83 76 99 78 84 84 83 76 99 78 84 84 83 76 99 78 84 84 84 84 83 76 99 78 84 84 84 84 83 76 76 84 84 84 84 84 84 84 84 84 84 84 84 84	South A U 0	oproach NB 53 50 60 67 52 68 53 56 60 67 52 53 56 60 4 2 4 2 3 2 3 3	Morts R.R 1 6 15 10 20 9 12 12 12 12 12 12 12 12 13 11 6 11 5 5 1 8 Morts R.R 1 0 0 0 0 0 0 0 0 0 0 0 0 0	3 West A 0 0 0 0 0 0 0 0 0 0 0 0 0	231 Mons Rd R R R R R R R R R R R R R R	artin PI L 23 24 23 17 19 16 19 13 20 16 18 12 75 70 70 0 0 0 0 0 1 0 0 1 0	Peak	I I		- - - -								
geh Venkis Ti reford Star 10:00 10:15 10:30 10:45 11:00 11:15 11:30 12:45 12:30 12:45 13:30 13:45 Peak reford Star 10:45 10:30 10:45 10:30 10:45 10:30 10:45 10:30 10:45 10:30 10:35 10:30 10:45 10:30 10:45 10:30 10:45 10:	bit 10.15 10.16 10.30 10.31 10.45 11.00 11.15 11.16 12.20 12.245 13.00 13.45 13.00 13.45 13.00 13.45 13.00 13.45 13.00 13.45 13.00 10.45 10.30 10.45 11.30 11.30 11.45	North A 0 </td <td>Re R R 15 12 16 13 12 16 13 12 16 13 12 17 18 19 13 12 14 Pproach R 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>Morts Rdd 88 80 80 80 76 76 76 88 84 83 75 88 84 83 75 88 84 83 75 88 84 83 75 89 78 82 84 83 75 83 84 83 75 83 84 83 75 84 84 83 75 84 84 83 75 85 84 84 83 75 85 84 84 83 75 85 84 84 84 83 75 85 84 84 84 83 75 85 84 84 84 83 75 85 84 84 84 84 85 85 84 84 84 85 85 85 86 85 86 76 86 76 86 76 76 76 86 86 76 76 76 86 86 76 76 76 86 86 76 76 76 86 84 76 76 86 76 76 86 76 76 86 76 76 86 76 76 86 76 76 86 84 76 86 76 76 86 86 76 76 76 86 84 77 75 86 84 77 75 86 84 83 77 75 86 84 76 87 76 87 87 87 76 87 87 76 87 87 76 87 76 87 87 76 87 76 87 87 76 87 87 76 87 87 87 76 76 87 76 87 76 87 76 87 76 87 76 87 76 87 76 87 76 87 76 87 76 87 77 77 77 77 77 77 77 77 77 77 77 77</td> <td>1 South 1 0 0</td> <td>oproach N8 53 50 60 67 52 68 63 54 53 56 67 52 68 60 47 45 53 54 53 56 60 47 42 33 2 4 2 3 3 3</td> <td>Morts Rc 92 Morts /td> <td>3 West A 0 0</td> <td>231 Mors Rd R R 6 5 10 3 5 6 6 6 7 7 7 7 7 7 7 7 7 8 5 5 6 6 6 7 7 7 7 7 7 8 5 5 9 9 9 9 9 9 9 9 9 9 9 9 9</td> <td>artin PI L 23 24 23 17 19 16 19 13 20 16 18 20 16 17 19 18 20 16 18 12 750 70 70 70 10 0 0 1 0 0 0 0 0 0 0</td> <td>Peak 769</td> <td>I I</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>- - - -</td> <td></td> <td></td> <td></td> <td></td>	Re R R 15 12 16 13 12 16 13 12 16 13 12 17 18 19 13 12 14 Pproach R 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Morts Rdd 88 80 80 80 76 76 76 88 84 83 75 88 84 83 75 88 84 83 75 88 84 83 75 89 78 82 84 83 75 83 84 83 75 83 84 83 75 84 84 83 75 84 84 83 75 85 84 84 83 75 85 84 84 83 75 85 84 84 84 83 75 85 84 84 84 83 75 85 84 84 84 83 75 85 84 84 84 84 85 85 84 84 84 85 85 85 86 85 86 76 86 76 86 76 76 76 86 86 76 76 76 86 86 76 76 76 86 86 76 76 76 86 84 76 76 86 76 76 86 76 76 86 76 76 86 76 76 86 76 76 86 84 76 86 76 76 86 86 76 76 76 86 84 77 75 86 84 77 75 86 84 83 77 75 86 84 76 87 76 87 87 87 76 87 87 76 87 87 76 87 76 87 87 76 87 76 87 87 76 87 87 76 87 87 87 76 76 87 76 87 76 87 76 87 76 87 76 87 76 87 76 87 76 87 76 87 76 87 77 77 77 77 77 77 77 77 77 77 77 77	1 South 1 0 0	oproach N8 53 50 60 67 52 68 63 54 53 56 67 52 68 60 47 45 53 54 53 56 60 47 42 33 2 4 2 3 3 3	Morts Rc 92 Morts	3 West A 0 0	231 Mors Rd R R 6 5 10 3 5 6 6 6 7 7 7 7 7 7 7 7 7 8 5 5 6 6 6 7 7 7 7 7 7 8 5 5 9 9 9 9 9 9 9 9 9 9 9 9 9	artin PI L 23 24 23 17 19 16 19 13 20 16 18 20 16 17 19 18 20 16 18 12 750 70 70 70 10 0 0 1 0 0 0 0 0 0 0	Peak 769	I I						- - - -				
gert Venkic- Tar Trefod Star 10:00 10:15 10:45 11:00 11:45 11:30 11:45 12:30 12:45 13:30 12:45 13:30 12:45 13:30 12:45 13:30 12:45 13:30 12:45 13:30 12:45 13:30 13:45 13:45 13:45 11:45 10:30 10:45 11:5 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:30 11:45 11:45 11:30 11:45 11	Bit me me me me 10:15 10:35 10:35 10:35 11:00 11:15 11:30 11:16 12:30 12:26 13:30 13:45 13:30 13:46 13:30 13:46 13:30 13:45 13:30 13:40 10:45 10:05 10:15 11:00 11:15 11:30 11:15 11:20 11:10 11:11 11:12 11:13 11:14 11:15 11:20 11:21 11:22:15	Morth A 0 0 0 0 0 0 0 0 0 0 0 0 0	Re Procach 15 12 16 13 12 16 13 12 16 13 15 18 19 23 313 12 13 12 13 12 13 12 13 14 15 16 75 70	Anorts Rd 80 80 76 75 83 80 90 76 76 83 76 83 87 83 82 84 83 82 84 83 75 82 84 83 75 82 84 83 75 82 84 83 75 82 84 83 75 82 84 83 82 84 83 84 83 84 84 83 84 84 83 84 84 84 84 84 84 84 84 84 84 84 84 84	South / U 0 0	oprosech NB S3 S3 S3 S0 60 67 50 57 68 54 69 54 69 54 60 60 61 62 63 56 60 60 60 61 62 63 56 60 61 62 63 73 74 74 73 73 73 73 73 73 74	Morts R.R 1 6 15 10 20 9 12 12 9 10 11 6 11 5 5 1 1 8 Morts R.C 10 12 12 9 12 12 12 9 10 11 10 10 12 12 12 12 12 12 12 12 12 12	3 West A 0 0	231 Mons Rd R R 6 5 5 6 6 7 7 7 7 7 7 8 5 6 6 7 7 7 7 7 8 5 6 8 7 7 7 7 7 8 5 5 6 9 9 9 9 9 9 9 9 9 9 9 9 9	Control Control <t< td=""><td>Peak total 7764</td><td></td><td></td><td>- - - -</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Peak total 7764			- - - -								
In the second se	bs ms ms molecular 10:15 10:15 10:15 10:15 10:15 11:00 11:16 12:200 12:15 12:200 12:215 13:30 13:45 13:30 13:30 13:30 Period End End State 10:15 10:30 11:10 11:120 11:130 11:145 11:23 11:125 11:120 11:120 11:120 11:120 11:120 11:120 11:120 11:120 11:120 11:120 11:120 11:120 11:120 11:120 11:120 11:120 11:120	Morth A U O O O O O O O O O O O O O O O O O O	State State pproach 1 15 12 16 13 12 17 18 19 19 13 112 14 19 13 112 14 19 2 19 3 112 14 10 0 0 0 0 0 0 0 0 0 11 0 0 0 11 0	Morts R.d. BB 8B 80 80 76 78 88 76 89 80 88 76 89 84 83 75 69 87 87 87 88 77 69 324 324 32 4 3 5 2 4 3 5 2 4 3 5 2 4 3	1 South / 0 0	oproach NB S3 S3 50 60 67 50 50 57 52 68 54 53 55 52 68 54 53 56 60 231 0proach NB 223 23 1 23 3 3 3 3 3 3 3 3 3 3	Morts Rc 4 6 10 20 9 12 12 12 12 10 11 5 1 1 8 Morts Rc 4 0 0 0 0 0 0 0 0 0 0 0 0 0	3 West A 0 0 0 0 0 0 0 0 0 0 0 0 0	232 Mors Rd 7 R R R R R R R R R R R R R	arrin Pl L 23 24 23 17 19 16 17 19 13 19 13 19 13 19 13 19 13 19 13 19 13 19 13 14 15 16 17 18 12 12 12 12 12 13 16 18 18 12 10 1 0 0 1 0 1 1 1 1 1 1 1	Peak total / / / / / / / / / / / / / / / / / / /	I I I I		 Interface /ul>				- - - -				
gert Verkic, Territoria Star 10:00 10:45 10:30 10:45 10:30 11:45 11:30 11:45 12:45 12:30 13:345 Peak reford Star 10:00 13:15 13:30 13:345 Peak reford Star 10:00 10:15 10:30 10:45 10:45 10:30 10:45 10:30 10:45 10:30 10:45 10:30 10:45 10:30 10:45 10:30 10:45 1	bit monocols mon	Morth A 0 0 0 0 0 0 0 0 0 0 0 0 0	Perceach 1 R R R R R R R R R R 12 13 12 17 18 13 12 17 18 13 12 17 18 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 10 10 10 10 10 10 10 10 10 10	Morts R.G. SB SB SB SB SB SB SB SB SB SB	1 South / 0 0	oproach NB S3 53 50 60 67 52 68 53 56 67 52 68 60 45 53 56 47 45 53 60 423 231 9070000	Morts Rc V L 6 10 20 9 12 12 12 12 12 12 12 12 12 12 12 12 12	3 West A 0 0	232 Worse R - 8 - - - - - - - - - - - - -	action PP L 23 24 23 17 19 16 17 19 16 20 16 18 12 20 16 18 12 270 Astrin PP 0	Peak	I I		 Interface /ul>								
gert Verkic, Terrerof Star 10:00 10:45 10:30 10:45 10:30 11:45 12:00 11:45 12:30 12:45 13:30 12:45 13:30 13:45 Peake 13:00 13:45 Peake 13:00 10:45 10:4	B3 me me me me 10:15 10:15 10:15 11:15 11:16 11:16 12:20 12:23 12:245 13:30 13:45 14:400 13:46 13:46 14:400 11:45 13:46 11:46 11:46 11:40 11:42 11:45 12:00 11:46 12:245 12:205 12:245 12:205 12:205 12:205 13:205 13:205	Morth A U 0 </td <td>Proach 12 13 12 16 13 12 17 13 12 17 13 12 13 15 18 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 10 10 10 10 10 10 10 10 10 10</td> <td>Morts R d 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8</td> <td>1 South A U 0 0 0</td> <td>NB 55 56 60 67 58 57 58 60 67 58 59 58 59 58 59 58 58 58 58 58 58 58 59 70 80 70</td> <td>Morts Rcc L 6 10 20 9 12 12 12 9 9 10 10 11 8 11 5 1 1 8 8 5 1 1 8 8 7 30 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>3 Weet 8 0 0<td>231 Mors & R. & S 8 8 8 8 9 5 5 5 5 5 6 6 6 6 6 7 6 6 7 7 5 8 7 7 5 8 7 7 5 8 7 7 5 8 7 7 5 8 8 7 7 5 8 8 7 7 7 5 8 8 7 7 7 5 8 8 7 7 7 5 8 8 7 7 7 7 7 7 7 7 7 7 7 7 7</td><td>April Constraint PP 24 24 24 24 23 17 19 16 19 16 19 18 20 16 18 18 18 12 26 70 Aprint PI 1 1 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Peak total 704</td><td></td><td></td><td>- - - -</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td>	Proach 12 13 12 16 13 12 17 13 12 17 13 12 13 15 18 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 23 15 19 10 10 10 10 10 10 10 10 10 10	Morts R d 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1 South A U 0 0 0	NB 55 56 60 67 58 57 58 60 67 58 59 58 59 58 59 58 58 58 58 58 58 58 59 70 80 70	Morts Rcc L 6 10 20 9 12 12 12 9 9 10 10 11 8 11 5 1 1 8 8 5 1 1 8 8 7 30 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 Weet 8 0 0 <td>231 Mors & R. & S 8 8 8 8 9 5 5 5 5 5 6 6 6 6 6 7 6 6 7 7 5 8 7 7 5 8 7 7 5 8 7 7 5 8 7 7 5 8 8 7 7 5 8 8 7 7 7 5 8 8 7 7 7 5 8 8 7 7 7 5 8 8 7 7 7 7 7 7 7 7 7 7 7 7 7</td> <td>April Constraint PP 24 24 24 24 23 17 19 16 19 16 19 18 20 16 18 18 18 12 26 70 Aprint PI 1 1 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>Peak total 704</td> <td></td> <td></td> <td>- - - -</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	231 Mors & R. & S 8 8 8 8 9 5 5 5 5 5 6 6 6 6 6 7 6 6 7 7 5 8 7 7 5 8 7 7 5 8 7 7 5 8 7 7 5 8 8 7 7 5 8 8 7 7 7 5 8 8 7 7 7 5 8 8 7 7 7 5 8 8 7 7 7 7 7 7 7 7 7 7 7 7 7	April Constraint PP 24 24 24 24 23 17 19 16 19 16 19 18 20 16 18 18 18 12 26 70 Aprint PI 1 1 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peak total 704			- - - -								
and Wenking Trefood Star 10:00 10:45 10:35 10:45 11:30 11:45 12:30 11:45 12:30 12:45 12:30 13:30 10:45 11:30 10:45 10:30 10:45 10:30 10:55 10:55 10:	B3 mm Period End 10:15 10:30 10:45 11:00 11:15 11:30 11:45 12:215 12:215 13:30 12:45 13:30 13:45 11:45 11:45 11:30 10:45 10:30 10:45 11:30 10:45 11:45 11:45 11:45 12:20 11:45 12:230 12:245 12:300 13:300	Morth A U U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Performance R R R R R R R R R R R R R	Morts Rd SB 80 80 77 5 88 76 78 84 83 75 84 83 76 58 87 73 73 59 82 328 324 324 332 5 5 5 2 4 3 5 5 2 4 3 2 2 3 5 2 2 3 1 3 5 2 2 3 1 3 2 4 3 2 3 4 3 3 5 3 1	1 South // N U U 0 0	NP NS3 555 50 67 57 52 68 60 47 53 56 60 47 53 54 53 54 53 54 53 54 231 231 24 4 23 3 3 3 3 3 3 5 1 2 2 3 3 3 3 3 3 5 1 2 2 2 3 3 3 3 3	Morts Rec 6 6 15 10 9 12 9 10 12 9 11 6 11 5 11 5 11 5 11 5 11 5 11 5 11 5 11 5 11 5 11 5 11 5 11 5 12 5 13 6 14 5 15 16 17 18 19 10 10 10 10 10	3 Weest A 0 0	230 Worsach Reproach 9 10 10 10 10 10 10 10 10 10 10	derine PI L 23 24 24 24 24 17 19 18 20 18 20 18 20 18 20 18 20 10 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 0 1	Peak total 7764	I I	I I	- - - -	- -			- - - -				

Bicycles and Scoolers Time TriA Approach Morts futh Approach Morts est Approach Martin Period StarPeriod EndVestboun€astboundvestboundouthbounkorthboun
 Income
 Interview
 I

 Peak Time
 rth Approach Morts futh Approach Morts est Approach Mortin

 Period StarPeriod Endvestbound/estboun

 10:45
 11:00
 0
 0
 0
 0

 11:00
 11:15
 0
 0
 0
 0

11:15 11:30 0 0 0 0

 11:30
 11:45
 0
 0
 0
 0

 11:45
 12:00
 0
 0
 0
 0

 1145
 1220
 0
 0
 0
 0
 0

 12200
 1215
 0
 0
 0
 0
 0

 12201
 12245
 1230
 0
 0
 0
 0
 0

 12230
 1245
 1300
 0
 0
 0
 0
 10

 13300
 1345
 0
 0
 0
 0
 0
 10

 1315
 1335
 0
 0
 0
 0
 0
 13315
 13345
 10
 0
 0
 0
 13315
 13345
 10
 0
 0
 0
 0
 13315
 13345
 10
 0
 0
 0
 1333
 14345
 10
 0
 0
 0
 12345
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245
 1245</t

13:45 14:00 0 0 0 0

1 0 3

0 0 0 2

2

0

0

0

1

0 0

0 0

0 1

0 0

0 0

0 0

0 0 0 0

0 0 0 0

TURNING MOVEMEN	AFFIC SURVEY IT SURVEY and Morts Rd, Mortdale	ONV GL																			
GPS -33.971192, 151.08071 Date: Sat 19/02/22	11 North: Morts Rd		Survey AM:	10:00 AM-12:00 PM																	
Weather: Fine Suburban: Mortdale	East: Cook Ln South: N/A	_	Period PM: Traffic AM:	12:00 PM-2:00 PM 10:45 AM-11:45 AM																	
Customer: VTP	West: Martin Pl	_	Peak PM:	12:00 PM-1:00 PM	Badastrians Cr	accing								 Playeles s	nd Secolors						
Time North Ap	pproach Morts Rd East Approach Cook Lr	n West A	pproach Martin PI	Hourly Total	Pedestrians Cr Ti Period Start	ime Period End	North Appro	oach Morts Rd	East Approa	h Cook Ln	West Appro	ach Martin Pl	Hourly Total	 Bicycles a Ti Period Star	ne orth	Approach	Morts last A	Approach (Cook Lest App	oach Martin	n ourly Tota
10:00 10:15 0	51 31 0 0 0	0	0 0	324	10:00	10:15	15	9	15	12	0	0	226	10:00	10:15	0	0	0	0 0	0	0
10:15 10:30 0	64 17 0 0 1	0	0 0	330	10:15	10:30	18	17	15	15	0	0	222	 10:15	10:30	0	0	0	0 0	0	0
10:45 11:00 0	65 20 0 0 0	0	0 0	379 Peak	10:30	10:45	23	22	13	11	2	1	255	 10:30	10:45	0	0	0	0 0	0	1
11:00 11:15 0	66 22 0 0 0	0	0 0	375	11:00	11:15	16	15	8	8	0	0	226	11:00	11:15	0	0	0	0 0	0	1
11:15 11:30 0 11:30 11:45 0	75 37 0 0 0 69 25 0 0 0	0	0 0		11:15	11:30	24	25	17	9	0	0		 11:15	11:30	0	0	0	0 0	0	
11:45 12:00 0	56 25 0 0 0	0	0 0		11:45	12:00	21	5	7	9	0	1		11:45	12:00	0	0	0	0 0	0	
12:00 12:15 0	73 15 0 0 0	0	0 0	352 Peak	12:00	12:15	15	21	11	12	0	1	268	12:00	12:15	0	1	0	0 0	0	4
12:15 12:30 0 12:30 12:45 0	62 29 0 0 0 66 30 0 0 0	0	0 0	343	12:15	12:30	24	2	15	17	3	1	247	12:15	12:30	0	0	0	1 0	0	5
12:45 13:00 0	61 16 0 0 0	0	0 0	314	12:45	13:00	16	35	21	10	0	1	228	12:45	13:00	0	0	0	0 0	0	4
13:00 13:15 0 13:15 13:30 0	66 13 0 0 0 67 28 0 0 0	0	0 0	314	13:00	13:15	14	15	5	4	0	1	214	 13:00	13:15	2	0	0	0 0	0	7
13:30 13:45 0	45 18 0 0 0	0	0 0		13:30	13:45	18	12	13	14	0	0		13:30	13:45	0	0	0	0 0	0	
13:45 14:00 0	50 27 0 0 0	0	0 0		13:45	14:00	11	29	14	14	1	0		13:45	14:00	0	0	0	3 0	0	
Peak Time North Ap Period Start Period End U	pproach Morts Rd East Approach Cook Lr R L U R WB	n West A	EB L	Peak total	Peak Period Start	Time Period End	North Appro Westbound	Eastbound	East Approa Southbound	Northbound	West Appro Southbound	ach Martin Pl Northbound	Peak total	Peak Period Star	Time orth Period EndVe	h Approach stboundEas	Morts last A tboundouth	Approach (Cook Lest App hbouncouthbo	oach Martin	n nePeak total
10:45 11:45 0 12:00 13:00 0	275 104 0 0 0 262 90 0 0 0	0	0 0	379 352	10:45 12:00	11:45 13:00	74 71	83 72	56 63	39 56	2 3	1 3	255 268	10:45 12:00	11:45 13:00	0	0 2	1	0 0	0	1 4
Note: Site sketch is for illustrating tr	affic flows. Direction is indicative only, drawing	is not to sc	ale and not an exact s	streets configuration.																	
Total								North Dat													
Heavy Morts R		1	Morts Rd					worts red													
0 257 0 275	7 103		0 247 8	89 4 5 90 North				71 74													
\? \?	UG	{		⇒			83	*=>	North												_
••• <i></i>	<u>e • • • • • • • • • • • • • • • • • • •</u>	Ð		2			2		56												
5 0 0 0 - AMPRIL 10/57			W Peek 12:00 PM.1:00 P			πΔ		Pedestrians ak 10:45 AM-11:45 AM	ΔŢ	ç											
						49 49 5	V PM PM	12:00 PM-1:00 PM	U V	\$											
••• >		R		<	_																
																					_
Light Vehicles																					
Time North Ap Period Start Period End U	pproach Morts Rd East Approach Cook Ln R L U R WB	n West A U	pproach Martin PI EB L																		_
Time North Ap Period Start Period End U 10:00 10:15 0 10:15 10:30 0	Poproach Morts Rd East Approach Cook Lr R L U R WB 46 31 0 0 0 59 17 0 0 1	n West A U 0	pproach Martin PI EB L 0 0																		
Time North Ap Period Start Period End U 10:00 10:15 0 10:15 10:30 0 10:30 10:45 0	oproach Morts Rd East Approach Cook Lr R L U R WB 46 31 0 0 0 59 17 0 0 1 48 23 0 0 0	n West A U 0 0	pproach Martin PI EB L 0 0 0 0 0 0																		
Time North Ag Period Start Period End U 10:00 10:15 0 10:15 10:30 0 10:30 10:45 0 10:45 11:00 0	approach Morts Rd East Approach Cook Lr R L U R WB 46 31 0 0 0 59 17 0 0 1 48 23 0 0 0 61 20 0 0 0	Mest A U 0 0 0 0	Pproach Martin Pl EB L 0 0 0 0 0 0 0 0 0 0 0 0																		
Time North Age Period Start Period Etad Q 10:00 10:15 0 10:15 10:30 0 10:40 10:45 0 10:40 10:45 0 10:45 11:00 0 11:00 11:15 0	oproach Morts Rd East Approach Cook Lr R L U R WB 46 31 0 0 0 59 17 0 0 1 48 23 0 0 0 61 20 0 0 0 63 22 0 0 0 70 36 0 0 0	M West A U 0 0 0 0 0 0 0 0 0	pproach Martin PI EB L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																		
Time North Asy Period Start Period End U 10:00 10:15 0 10:15 10:30 0 10:45 11:00 0 11:16 11:15 0 11:15 11:30 0 11:30 11:45 0	Approach Best Approach Cools L R L U R VB 46 31 0 0 0 59 17 0 0 1 46 23 0 0 0 61 20 0 0 0 61 20 0 0 0 63 22 0 0 0 63 22 0 0 0 63 25 0 0 0	Mest A U 0 0 0 0 0 0 0 0 0 0 0 0 0	pproach Martin PI EB L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																		
Time North Ag Period Start (Period End) U 10:00 10:15 0 10:15 10:30 0 10:30 10:45 0 10:40 11:00 0 11:40 11:15 0 11:130 0 11:45 11:30 11:45 0 11:45 12:00 0 12:00 12:15 0	Approach Monte Ref East Approach Cook L N VMB R L U W VMB 46 31 0 0 0 59 17 0 0 1 46 20 0 0 0 61 20 0 0 0 63 22 0 0 0 63 25 0 0 0 63 25 0 0 0 70 36 0 0 0 63 25 0 0 0 70 14 0 0 0	West A U 0	Operach Martin PI EB L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																		
Time North Ag Period Start (Period End) U 10:00 10:15 0 10:15 10:30 0 10:40 11:00 0 10:40 11:00 0 11:40 11:15 0 11:15 11:30 0 11:45 12:00 0 11:45 12:40 0 12:00 12:15 0 12:15 12:30 0	Approach Mont Fiel East Approach Cook L N VB R L U W VB 46 31 0 0 0 59 17 0 0 1 46 20 0 0 0 61 20 0 0 0 63 22 0 0 0 63 25 0 0 0 63 25 0 0 0 70 34 0 0 0 63 25 0 0 0 70 14 0 0 0 56 29 0 0 0	West A 0	pproach Martin P1 EB L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																		
Time Worth Ag Period Start/Period Out) 0 10:00 10:15 0 10:30 10:30 0 10:30 10:45 0 10:30 10:45 0 11:30 11:15 0 11:30 11:145 0 11:45 12:200 0 12:15 12:30 0 12:20 12:420 0 12:43 13:300 10	Approach Mont Fid East Approach Cook L R L U WB 45 31 0 0 0 99 17 0 0 1 46 31 0 0 0 61 20 0 0 0 61 22 0 0 0 63 22 0 0 0 63 25 0 0 0 64 30 0 0 0 65 25 0 0 0 66 29 0 0 0 56 29 0 0 0 64 30 0 0 0	h West A U 0 0 0 0 0 0 0 0 0 0 0 0 0	Protect Martin P1 EB L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																		
Time North Ag Period Start (Period Start) 0 10:00 10:15 0 10:10 10:30 0 10:20 10:45 0 10:20 10:45 0 10:45 11:40 0 11:10 11:145 0 11:45 12:00 12:15 0 12:10 12:15 0 12:15 12:12 12:30 0 12:30 0 12:20 12:48 0 12:40 12:40 13:00 13:45 0 13:40 0	Approach Morts Fid East Approach Cook L R L U WB 46 31 0 0 0 99 17 0 0 1 46 20 0 0 0 61 20 0 0 0 61 20 0 0 0 63 22 0 0 0 0 70 36 0 0 0 0 70 36 0 0 0 0 70 36 0 0 0 0 70 36 0 0 0 0 70 14 0 0 0 0 70 14 0 0 0 0 70 14 0 0 0 0 70 14 0 0 0 0 64 30 0	West A U 0	protech Martin P1 EB L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																		- -
Time North Ag Period Start (Period Start) 0 10:00 10:15 0 10:16 10:30 0 10:40 10:45 0 10:40 10:45 0 10:45 11:40 0 11:10 11:130 0 11:45 12:00 0 12:45 12:30 0 12:45 12:30 0 12:45 13:30 0 13:30 13:45 0 13:30 13:35 0 13:30 13:30 0	Operate Nors Fiel East Approach Cocket W R W B R U R W D R W D 46 31 0 0 0 0 59 17 0 0 0 0 64 20 0 0 0 0 65 22 0 0 0 0 70 36 0 0 0 0 70 36 0 0 0 0 70 14 0 0 0 0 70 14 0 0 0 0 70 16 0 0 0 0 70 18 0 0 0 0 70 14 0 0 0 0 64 30 0 0 0 0 71 16 0 0 0 0 <	West A U 0	protech Martin P1 EB L 0 0																		- -
Time North Ag Period Start (Period Start) 0 10:00 10:15 0 10:30 0 0 10:30 10:45 0 10:40 10:45 0 10:45 11:30 0 11:00 11:15 0 11:30 11:45 0 11:45 12:20 0 12:45 12:30 0 12:45 13:30 0 13:30 13:45 0 13:30 13:45 0 13:30 13:45 0	Operate Norte Fiel East Approach Coekly F U R V R R V R R	West A U 0	Operacil: Martin P1 EB L 0 0																		- -
Time North Ag Period Sturt (Period Sturt) 0 10:00 10:15 0 10:30 0 0 10:30 0.45 0 10:45 10:46 0 11:00 10:45 0 11:00 11:30 0 11:15 11:30 0 11:45 12:00 0 12:40 12:45 0 12:20 12:45 0 12:30 12:45 0 13:30 13:45 0 13:30 13:45 0 13:30 13:45 0 13:34 14:400 0	Openant Monter Fiel East Approach Cocket W R V R R C R C R C R C R C R C R C R C R C R C R R R R R R R R R R R R R R R R R R R	West A U 0 <th>pproach Martin PI EB L 0 0</th> <th>Peak</th> <td>- - - -</td> <td></td> <td>- - - -</td>	pproach Martin PI EB L 0 0	Peak	- - - -																- - - -
Time North Ag Period Start (Period End) U 10:00 10:15 0 10:30 0 0 10:30 0.45 0 10:45 11:00 0 11:00 11:15 0 11:10 11:30 0 11:30 11:45 0 11:45 12:00 0 12:20 12:245 0 12:30 12:45 0 13:40 12:30 0 13:30 13:45 0 13:30 13:45 0 13:30 13:46 0 13:45 14:00 0 13:45 14:00 0 13:45 13:40 0 13:45 13:40 0 13:45 14:00 0 13:45 14:00 0 13:45 14:50 0	procesh Moves Fiel East Approach Cooke U R L VB 46 31 0 0 0 59 17 0 0 1 46 21 0 0 1 48 22 0 0 0 61 20 0 0 0 63 22 0 0 0 70 36 0 0 0 63 25 0 0 0 70 14 0 0 0 66 29 0 0 0 65 28 0 0 0 66 13 0 0 0 67 18 0 0 0 63 28 0 0 0 64 30 0 0 0 65 29 0 0 0	West A 0	Approach Martin PI EB L 0 0	Peak total 350																	Image: state
Time North Ag Period Start/Period End U 10:00 10:15 0 10:30 0 0 10:30 10:45 0 10:45 11:00 0 11:00 11:45 0 11:15 11:30 0 11:45 12:00 0 12:20 12:15 0 12:45 12:20 0 12:45 12:20 0 13:20 12:45 0 13:30 13:45 0 13:45 13:30 0 13:45 14:400 0 13:45 11:45 0 13:45 11:45 0 13:45 11:45 0 13:45 11:45 0 13:45 11:400 0 13:45 11:45 0 13:45 11:45 0 13:45 11:45 0 14:5 0	procesh Morte Fiel East Approach Cook U R L V R U 0 0 G 17 0 0 10 G 17 0 0 10 G 17 0 0 10 G 20 0 0 0 G 22 0 0 0 G 22 0 0 0 G 25 0 0 0 G 29 0 0 0 G 29 0 0 0 G 29 0 0 0 G 18 0 0 0 G 27	West A 0	Approach Martin PI EB L 0 0	Pesk total 336																	Image: state
Time North Ac Period Start/Period Out) 50 0 10:00 10:15 0 10:30 10:45 0 10:40 11:150 0 10:40 11:150 0 11:100 11:150 0 11:151 11:30 0 11:120 11:15 0 11:120 11:145 0 11:120 12:20 0 12:120 12:245 0 12:230 12:245 0 13:240 13:300 0 13:340 13:345 0 13:345 14:000 0 13:345 14:000 0 Part Time Period Sam Filewice End 11:04 0 Part Mark Sam Time 0 0 10:200 13:300 0 0 Part Mark Sam Time Period Sam Time 0 10:200 13:300 0 0 Parend Sam Time Period Sam Time	Approach Hons Fid East Approach Cock U R 1 0 0 0 9 17 0 0 1 46 31 0 0 0 1 59 17 0 0 1 1 48 23 0 0 0 0 63 22 0 0 0 0 63 25 0 0 0 0 64 20 0 0 0 0 56 29 0 0 0 0 66 30 0 0 0 0 57 16 0 0 0 0 63 28 0 0 0 0 0 63 28 0 0 0 0 0 0 65 27 0 0 0 0 0	Nest A U 0 U 0 0 0 0	Approach Martin PI EB L 0 0	Peak total 336																	
Time North Ag Period Start (Period End U) 0 10:00 10:15 0 10:30 10:30 0 10:30 10:45 0 10:30 10:45 0 10:30 11:15 0 11:10 11:15 0 11:13 11:30 0 11:30 11:45 0 12:45 12:20 0 12:45 10:300 0 13:20 12:45 0 12:45 13:300 0 13:30 13:35 0 13:30 13:35 0 13:34 14:60 0 13:45 11:45 0 13:45 11:45 0 13:45 11:45 0 13:45 11:45 0 13:45 0 0 13:45 0 0 13:45 0 0 12:20 0	Approach Hone Rei East Approach Cook L R 4 46 31 0 0 59 17 0 0 1 46 31 0 0 0 59 17 0 0 1 44 23 0 0 0 63 22 0 0 0 63 22 0 0 0 63 25 0 0 0 64 30 0 0 0 55 29 0 0 0 65 29 0 0 0 66 30 0 0 0 67 16 0 0 0 63 28 0 0 0 63 28 0 0 0 64 30 0 0 0 70 14 <	b West At 0 0	pproach Martin PI EB L 0 0	Peak 1336																	Image: state
Time North Ag Period Start (Period End U) 0.00 10:00 10:15 0 10:30 0 0.00 10:30 0.00 0.015 0 10:30 10:45 0 0 10:45 0.00 11:15 0 11:100 11:15 0 11:145 0 11:130 11:145 0 11:145 0 12:15 12:30 0 12:15 0 12:15 13:30 0 13:30 0 13:20 13:15 0 13:30 0 13:245 13:30 0 13:345 0 13:345 14:60 0 0 12:60 12:20 13:345 13:35 0 0 13:45 0 12:45 13:30 13:30 0 0 12:20 13:30 0 13:345 13:35 0 0 0 0 0 <th>Approach Hors Fiel East Approach Cook L R 4 31 0 0 0 96 17 0 0 1 46 31 0 0 0 59 17 0 0 1 44 23 0 0 0 63 22 0 0 0 63 22 0 0 0 63 25 0 0 0 64 26 0 0 0 65 29 0 0 0 66 30 0 0 0 67 16 0 0 0 63 28 0 0 0 63 27 0 0 0 64 30 0 0 0 67 16 0 0 0 67 10 R <</th> <th>West A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>procesh Martin PI EB L 0 0</th> <th>Peak 000 336</th> <th></th> <th>Image: state</th>	Approach Hors Fiel East Approach Cook L R 4 31 0 0 0 96 17 0 0 1 46 31 0 0 0 59 17 0 0 1 44 23 0 0 0 63 22 0 0 0 63 22 0 0 0 63 25 0 0 0 64 26 0 0 0 65 29 0 0 0 66 30 0 0 0 67 16 0 0 0 63 28 0 0 0 63 27 0 0 0 64 30 0 0 0 67 16 0 0 0 67 10 R <	West A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	procesh Martin PI EB L 0 0	Peak 000 336																	Image: state
Time North Ag Period Start/Period End U 10:00 10:15 0 10:30 10:30 0 10:30 10:45 0 10:45 11:30 0 11:10 11:15 0 11:13 11:145 0 11:145 12:20 0 12:15 12:30 0 12:15 13:30 10 13:30 13:45 0 13:30 13:35 0 13:34 13:30 0 13:35 13:35 0 13:34 14:40 0 12:45 13:30 0 13:34 14:20 1 12:45 13:30 0 13:35 13:30 1 13:30 13:35 0 13:35 13:30 0 14:45 11:45 0 12:00 13:00 0 10:01 10:	Bank More Fiel East Approach Cook L K W B R U R K W 46 31 0 0 0 59 17 0 0 10 59 17 0 0 0 68 22 0 0 0 68 22 0 0 0 70 36 0 0 0 63 22 0 0 0 70 36 0 0 0 65 29 0 0 0 70 14 0 0 0 65 29 0 0 0 64 30 0 0 0 64 30 0 0 0 64 30 0 0 0 64 30 0 0 0 227 0 <td< th=""><th>h West A 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>Procesh Marrin PI EB L 0 0</th><th>Peak</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>- - - -</th></td<>	h West A 0 0 0 0 0 0 0 0 0 0 0 0 0	Procesh Marrin PI EB L 0 0	Peak																	- - - -
Time North Ag Peried Start (Period End U) 0 10:00 10:15 0 10:16 10:30 0 10:20 10:45 0 10:45 11:00 0 11:16 11:175 0 11:120 11:145 0 11:132 11:20 0 12:15 10 0 12:15 12:20 0 12:15 13:30 0 13:20 12:45 0 13:20 13:35 0 13:30 13:35 0 13:30 13:35 0 13:34 14:00 0 13:45 14:00 0 13:45 13:30 0 13:30 13:45 0 12:00 13:30 0 13:30 10:30 0 13:30 10:15 0 12:00 10:15 0 10:00 1	Speach Nors Fid East Approach Cock L R U R K W 46 31 0 0 0 0 59 117 0 0 10 0 10 59 177 0 0 0 0 0 0 64 20 0 0 0 0 0 0 63 22 0	h West A 0 0	Procesh Martin PI EB L 0 0	Path																	
Time North Ag Period Start (Period End U) 0 10:00 10:15 0 10:30 0 0 10:30 0 0 10:45 10:00 0 11:50 11:30 0 11:50 11:30 0 11:51 11:30 0 11:52 12:30 0 12:15 12:30 0 12:20 12:230 0 13:30 13:45 0 13:30 13:35 0 13:30 13:35 1 13:30 13:30 0 13:30 13:30 0 13:30 14:30 0 12:00 11:50 0 13:30 13:30 0 13:30 13:30 0 13:30 10:30 0 13:30 10:30 0 10:30 10:50 0 10:00 0:15	Bank More Fiel East Approach Cock L K VU R VU R </th <th>Neese A Weese A 0 0 0</th> <th>Pprosch Martin PI EB L 0 0</th> <th>Peak 1058 2356 2356 2356 2356 2356 2356 2356 2356</th> <th></th>	Neese A Weese A 0 0 0	Pprosch Martin PI EB L 0 0	Peak 1058 2356 2356 2356 2356 2356 2356 2356 2356																	
Time North Ag Period Sturt (Period End U) 0 10:00 10:15 0 10:30 0 0 10:30 0 0 10:45 10:30 0 10:45 11:30 0 11:00 11:15 0 11:30 11:34 0 11:32 11:34 0 11:32 12:30 0 12:15 12:30 0 12:20 12:45 0 13:30 13:45 0 13:30 13:45 0 13:30 13:45 0 13:30 13:35 0 13:30 11:35 0 12:20 11:30 0 12:30 11:30 0 13:30 11:30 0 13:30 11:30 0 13:30 11:30 0 10:30 11:30 0 10:30 10	Bit Mark Fiel East Approach Cock V R U R V 46 31 0 0 0 59 17 0 0 1 48 23 0 0 0 59 17 0 0 1 48 23 0 0 0 61 20 0 0 0 63 22 0 0 0 70 36 0 0 0 70 14 0 0 0 76 14 0 0 0 76 16 0 0 0 64 30 0 0 0 63 28 0 0 0 70 18 0 0 0 70 0 0 0 0 70 0 0 0 0 <tr< th=""><th>b West A U 0 0 0</th><th>Approach Martin PI EB L 0 0</th><th>Peak total 336</th><th>- -</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></tr<>	b West A U 0 0 0	Approach Martin PI EB L 0 0	Peak total 336	- -																
Time North Ag Period Start (Period End U) 0 10:00 10:15 0 10:30 0 0 10:30 0 0 10:45 10:00 0 11:00 10:45 0 11:00 11:15 0 11:10 11:30 0 11:12 11:30 0 11:20 12:15 0 12:20 0 1 13:20 12:45 0 12:30 12:45 0 13:30 13:45 0 13:30 13:45 0 13:30 13:45 0 13:30 13:45 0 13:30 13:45 0 13:30 13:45 0 10:20 13:30 0 10:20 13:30 0 10:30 0 0 10:20 10:30 0 10:30 0 0 <	Barrier East Approach Cock WB R L V V 46 31 0 0 0 59 17 0 0 1 46 21 0 0 1 59 17 0 0 1 59 17 0 0 1 54 22 0 0 0 63 22 0 0 0 64 30 0 0 0 70 14 0 0 0 66 29 0 0 0 67 18 0 0 0 63 28 0 0 0 64 30 0 0 0 65 28 0 0 0 64 30 0 0 0 65 0 0 0 0	Next A West A 0 0 0	Procesh Martin PI EB L 0 0	Peak total 336	- -																
Time North Ag Period Start (Period Start) 0 10:00 10:15 0 10:30 10:45 0 10:30 10:45 0 10:30 11:15 0 11:15 11:30 0 11:15 11:30 0 11:14 10:20 0 12:45 10 1 12:45 12:20 0 12:30 12:45 0 13:30 13:30 0 13:30 13:45 0 13:30 13:45 0 13:30 13:30 0 13:30 13:30 0 13:30 13:30 0 13:30 13:30 0 13:30 13:30 0 13:30 13:30 0 13:30 13:30 0 13:30 13:30 0 10:30 10:45 0 10:30 10:45	Barrier East Approach Cock WB R U N V R U 0 0 0 90 17 0 0 10 91 10 0 10 14 42 23 0 0 0 63 22 0 0 0 63 22 0 0 0 70 36 0 0 0 63 22 0 0 0 70 14 0 0 0 66 30 0 0 0 67 16 0 0 0 68 28 0 0 0 63 28 0 0 0 64 30 0 0 0 65 27 0 0 0 70 0 0 0 0	Next A 0 West A 0 0	Procesh Martin PI EB L 0 0	Pesk total 336	- -																
Time North Ag Period Start (Period End U) 0 10:00 10:15 0 10:30 0 0 10:30 0 0 10:30 10:45 0 10:30 11:15 0 11:30 11:15 0 11:30 11:145 0 11:30 11:45 0 12:45 12:20 0 12:45 13:30 11:30 13:30 13:35 0 13:30 13:35 0 13:30 13:35 0 13:34 14:60 0 13:45 13:30 0 13:30 13:45 0 13:45 14:60 0 13:45 14:60 0 13:45 14:60 0 13:45 0 0 13:45 0 0 10:45 0 0 10:45 0 <t< th=""><th>Approach Hours Fid East Approach Cook I Y R L 0 0 0 B 17 0 0 10 59 17 0 0 1 46 21 0 0 1 59 17 0 0 1 48 22 0 0 0 63 22 0 0 0 63 22 0 0 0 64 30 0 0 0 65 29 0 0 0 66 30 0 0 0 67 16 0 0 0 68 28 0 0 0 63 28 0 0 0 63 27 0 0 0 7 0 0 0 0 0 27 160 <td< th=""><th>Next A 0 West A 0 0 <</th><th>BPI ORCH MARTIN PI EB L 0 0</th><th>Peak </th><th>- -</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></td<></th></t<>	Approach Hours Fid East Approach Cook I Y R L 0 0 0 B 17 0 0 10 59 17 0 0 1 46 21 0 0 1 59 17 0 0 1 48 22 0 0 0 63 22 0 0 0 63 22 0 0 0 64 30 0 0 0 65 29 0 0 0 66 30 0 0 0 67 16 0 0 0 68 28 0 0 0 63 28 0 0 0 63 27 0 0 0 7 0 0 0 0 0 27 160 <td< th=""><th>Next A 0 West A 0 0 <</th><th>BPI ORCH MARTIN PI EB L 0 0</th><th>Peak </th><th>- -</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></td<>	Next A 0 West A 0 0 <	BPI ORCH MARTIN PI EB L 0 0	Peak	- -																
Time North Ag Period Start (Period End U) 0.00 10:00 10:15 0.0 10:30 0.0 0.30 0.0 10:30 0.0 0.0 0.0 10:45 0.0 0.11:15 0.0 11:00 11:15 0.0 11:145 0.0 11:130 11:145 0.0 11:145 0.0 12:15 12:30 0.0 12:15 0.0 12:15 12:30 0.0 13:30 0.0 13:20 13:45 0.1 0.1 0.1 13:45 13:30 0.0 13:45 0.1 13:45 13:30 1.3 0.0 13:45 0.1 13:45 13:30 10:45 0.1 0.0 10:45 0.1 13:45 11:45 0.300 10.0 10:45 0.1 0.0 10:45 0.1 13:45 11:45 0.300 10.0 10:15 0.1 10:	Bank Moves Fiel East Approach Cooke W R W B W B W B W B W B W B W B W B W B W B W B W B W B W B W B W B C W B C W B C C D <thd< th=""> D <thd< th=""> <t< th=""><th>b West A 0 0</th></t<><th>Procesh Martin PI EB L 0 0</th><th>Peak </th><th>- -</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>Image: Section of the sectio</th><th></th><th></th><th></th><th>- -</th><th></th><th></th></thd<></thd<>	b West A 0 0	Procesh Martin PI EB L 0 0	Peak	- -										Image: Section of the sectio				- -		
Time North Ag Period Start (Period End U) 0.00 10:00 10:15 0 10:30 0.045 0 10:45 10.00 0 10:45 10.00 0 11:45 0 1 11:40 11:45 0 11:45 12:00 12:15 0 12:40 12:20 0 12:45 13:20 12:45 0 0 13:45 0 0 13:45 0 13:30 13:45 0 0 13:45 0 13:40 14:40 0 0 0 13:45 0 13:40 11:45 0 0 0 12:00 10:00 0 12:00 10:00 0 12:00 10:00 0 10:00 0 10:00 0 10:00 10:00 0 10:00 10:00 0 10:00 10:00 0 10:00 10:00 <td< th=""><th>Bank Moves Fiel East Approach Cookel Wat <th< th=""><th>Next A 0 West A 0 0 <</th><th>Approach Martin FI EB L EB L 0 0 0 0</th><th>Path </th><th>- -</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></th<></th></td<>	Bank Moves Fiel East Approach Cookel Wat Wat <th< th=""><th>Next A 0 West A 0 0 <</th><th>Approach Martin FI EB L EB L 0 0 0 0</th><th>Path </th><th>- -</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></th<>	Next A 0 West A 0 0 <	Approach Martin FI EB L EB L 0 0 0 0	Path	- -																
Time North Ag Peried Start (Period End U) 0 10:00 10:15 0 10:20 10:30 0 10:30 10:45 0 10:45 11:30 0 11:10 11:13 0 11:13 11:145 0 11:145 12:20 0 12:15 12:30 0 12:15 12:30 0 13:20 12:45 0 12:15 13:30 0 13:30 13:45 0 13:45 13:30 0 13:45 13:30 0 13:45 13:30 0 13:45 13:30 0 13:45 14:00 0 14:45 14:00 0 10:00 10:15 0 10:00 10:15 0 10:01 10:15 0 10:02 10:15 0 10:03	Bank More Ref East Approach Cook I R U R V 46 31 0 0 10 59 17 0 0 1 48 23 0 0 0 59 17 0 0 1 64 20 0 0 0 63 22 0 0 0 70 36 0 0 0 63 22 0 0 0 64 30 0 0 0 65 29 0 0 0 66 31 0 0 0 67 16 0 0 0 63 13 0 0 0 64 30 0 0 0 64 30 0 0 0 64 30 0 0 0	Neese A 0 Weese A 0 0	Procesh Martin PI EB L 0 0	Peak	- -														- -		
Time North Ag Peried Start/Period 0 10:00 10:15 0 10:30 0 0 10:30 0 0 10:45 11:00 0 11:15 11:30 0 11:15 11:30 0 11:145 0 0 12:15 12:00 0 12:20 12:20 0 12:30 12:45 0 13:20 13:30 0 13:30 13:35 0 13:30 13:35 0 13:30 13:35 0 13:30 13:35 0 13:30 13:35 0 13:30 13:35 0 13:30 13:35 0 13:30 13:35 0 13:30 13:30 0 10:00 10:15 0 10:00 10:15 0 11:30 0 0<	B East Approach Cock I R U R V 46 31 0 0 10 59 17 0 0 1 48 23 0 0 1 59 17 0 0 1 64 20 0 0 0 63 22 0 0 0 63 22 0 0 0 63 22 0 0 0 64 30 0 0 0 56 29 0 0 0 64 30 0 0 0 63 28 0 0 0 64 30 0 0 0 64 30 0 0 0 64 30 0 0 0 64 30 0 0 0	West A 0 West A 0 0 <	Procesh Martin PI EB L 0 0	Peak	- -														- -		

TRA	NS 1	FR/	AFF	FIC	SU	RV	EY	ONV GL		Derv. at										
TURNIN	NG MOVE	EMEN	IT SUF	RVEY		icourie).	connau	ALT YO	AGAIN HOL	Nu 100										
Intersect	tion of Ma	cquari	e Pl an	d The	Strand,	Mortda	ale													
GPS	-33.971709, 1	151.0780	19																	
Date:	Sat 19/02/22			North:	The Strar	nd			Survey	AM:	10:00 AM-	12:00 PM	1	r						
Weather:	Fine			East:	Macquari	e Pl			Period	PM:	12:00 PM-	2:00 PM	1							
Suburban:	Mortdale			South:	The Strar	nd			Traffic	AM:	10:30 AM-	11:30 AM	1							
Customer:	VTP			West:	Macquari	e Pl			Peak	PM:	12:00 PM-	1:00 PM								
All Vehicles	:																			
Tir	me	Nort	h Approa	ch The S	trand	East	Approact	h Macqu	arie Pl	Sou	th Approa	ch The Str	and	West	Approac	h Macqua	arie Pl	Hourly	Total	

Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	υ	R	EB	L	Hour	Peak
10:00	10:15	0	9	3	6	0	0	0	0	0	17	10	1	0	1	25	2	293	
10:15	10:30	0	0	2	5	0	0	0	0	0	21	6	1	1	0	24	2	307	
10:30	10:45	0	3	1	8	0	0	0	0	0	14	15	1	0	1	21	3	332	Peak
10:45	11:00	0	2	2	13	0	0	0	0	0	29	10	2	0	0	31	1	332	Peak
11:00	11:15	0	0	2	10	0	0	1	0	0	27	7	2	0	0	35	4	318	
11:15	11:30	0	3	2	7	0	0	0	0	0	37	9	3	1	1	23	1	316	
11:30	11:45	0	1	2	5	0	0	0	0	0	26	10	1	0	0	21	1	301	
11:45	12:00	0	1	3	7	0	0	0	0	0	20	6	3	0	4	28	4	300	
12:00	12:15	0	2	2	10	0	0	0	0	0	36	4	3	0	0	29	0	297	Peak
12:15	12:30	0	0	1	8	0	0	0	0	0	26	8	2	0	0	26	1	274	
12:30	12:45	0	2	0	3	0	0	0	0	0	24	10	0	0	1	25	1	274	
12:45	13:00	0	1	5	3	0	0	0	0	0	15	13	3	0	0	32	1	260	
13:00	13:15	0	0	3	9	0	0	0	0	0	18	10	1	0	0	20	2	243	
13:15	13:30	0	4	2	4	0	0	0	0	0	32	11	2	0	0	17	0		
13:30	13:45	0	1	2	3	0	0	0	0	1	11	18	1	0	0	15	0		
13:45	14:00	0	1	2	3	0	0	0	0	0	19	8	2	0	1	20	0		

Tir	ne	North Approa	ch The Strand	East Approach	Macquarie PI	South Approa	ch The Strand	West Approact	h Macquarie PI	Hausta Tatal
Period Star	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Houriy Total
10:00	10:15	0	3	0	10	1	1	0	2	73
10:15	10:30	1	0	3	5	0	0	0	0	75
10:30	10:45	4	0	3	12	3	5	0	0	88
10:45	11:00	0	4	3	5	1	3	1	3	80
11:00	11:15	1	1	5	7	0	1	3	1	78
11:15	11:30	2	5	3	8	2	2	0	0	88
11:30	11:45	0	3	5	6	3	2	0	0	87
11:45	12:00	1	2	3	6	4	2	0	0	88
12:00	12:15	5	4	6	11	2	1	0	0	86
12:15	12:30	1	2	5	9	2	2	0	0	70
12:30	12:45	2	0	4	11	1	2	0	0	62
12:45	13:00	2	3	4	6	0	1	0	0	59
13:00	13:15	0	1	0	6	4	0	0	2	70
13:15	13:30	0	0	2	4	0	3	2	2	
13:30	13:45	0	1	5	6	2	2	1	0	
13:45	14:00	7	0	1	10	5	3	0	1	
Peak	Time	North Approa	ch The Strand	East Approach	Macquarie PI	South Approa	ch The Strand	West Approach	h Macquarie PI	Peak hour
Period Star	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	total
10:30	11:30	7	10	14	32	6	11	4	4	88
12:00	13:00	10	9	19	37	5	6	0	0	86

	Ti	me	th Approa	ch The Stra	t Approach	Macquari	th Approa	ch The Str	t Approact	h Macquari	and Take	
	Period Star	Period End	Vestbound	Eastbound	outhboun	lorthboun	Nestbound	Eastbound	outhboun	lorthbound	iouriy 10ta	
	10:00	10:15	0	0	0	0	0	0	0	0	3	
	10:15	10:30	0	0	0	1	0	0	0	0	3	
	10:30	10:45	0	0	1	0	1	0	0	0	2	
	10:45	11:00	0	0	0	0	0	0	0	0	0	
	11:00	11:15	0	0	0	0	0	0	0	0	0	
	11:15	11:30	0	0	0	0	0	0	0	0	0	
	11:30	11:45	0	0	0	0	0	0	0	0	0	
	11:45	12:00	0	0	0	0	0	0	0	0	0	
	12:00	12:15	0	0	0	0	0	0	0	0	1	
	12:15	12:30	0	0	0	0	0	0	0	0	1	
	12:30	12:45	0	0	0	0	0	0	0	0	1	
	12:45	13:00	0	0	0	1	0	0	0	0	1	
	13:00	13:15	0	0	0	0	0	0	0	0	1	
	13:15	13:30	0	0	0	0	0	0	0	0		
	13:30	13:45	0	0	0	0	0	0	0	0		
	13:45	14:00	0	0	0	0	0	1	0	0		
	Peak	Time	th Approa	ch The Stra	t Approach	Macquari	th Approa	ch The Str	t Approact	h Macquari	Peak	
_	Period Star	Period Enc	Vestbound	Eastbound	outhboun	orthboun	Westbound	Eastbound	outhboun	orthboun	hour total	
	10:30	11:30	0	0	1	0	1	0	0	0	2	
	12:00	13:00	0	0	0	1	0	0	0	0	1	

Disustan and Care





Tir	me	Nort	h Approa	ch The S	trand	East	Approach	Macqua	rie Pl	SOL	th Approa	ch The Str	and	West	Approac	h Macqua	rie Pl	
od Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
0:00	10:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	
0:15	10:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	
0:30	10:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	
0:45	11:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	
1:00	11:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	
1:15	11:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	
1:30	11:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	
1:45	12:00	0	0	0	1	0	0	0	0	0	3	0	0	0	0	3	0	
2:00	12:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	
2:15	12:30	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	
2:30	12:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
2:45	13:00	0	0	0	0	0	0	0	0	0	2	1	0	0	0	2	0	
3:00	13:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	
3:15	13:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	
3:30	13:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	
3:45	14:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	
Peak	Time	Nort	h Approa	ch The S	trand	East	Approach	n Macqua	rie Pl	SOL	th Approa	ch The Str	and	West	Approac	h Macqua	rie Pl	Peak
od Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
0:30	11:30	0	0	0	0	0	0	0	0	0	10	0	0	0	0	6	0	16
2:00	13:00	0	0	0	0	0	0	0	0	0	9	1	0	0	0	4	1	15



TRANS TRAFFIC SURVEY THE TRANSPORT	
GPS -3.3.97/391 14.07/815 Month The Strand Survey Abit 1509 Abit 2509 FM COM Workship FireS022 East FireS15 Period PA 250.97 PA 250.97 Abit 150.97 Abit 150.97 Abit 250.97 Abit 250.97 Abit 150.97	
All Vehicles North Approach Tue Stress East Approach Tue Stress South Approach Tue Stress Weit Approach Tue Stress North Approach T	Peeters Control Approach Test State Approach Tes
11:15 12:15 0 6 8 0 0 12:0 13:0 0 0 12:2 2 0 2 0 21 32:4 12:00 15:00 0 3 6 0 111 139 13 0 0 15 1 0 18 307 Mode: Sha black is for Shutharding math froms. Direction is indicative only, dimining is not or scale and not an exact streets configuration. 0 18 307 Mode: Sha black is for Shutharding math froms. Direction is indicative only, dimining is not or scale and not an exact streets configuration. 0 18 307	11:15 12:15 7 6 25 18 18 17 0 0 91 11:15 12:15 7 6 25 18 18 17 0 0 91 12:00 13:00 4 7 28 17 14 10 0 0 1 1 0 1 0 0 3 12:00 13:00 4 7 28 17 14 10 0 86 12:00 13:00 4 7 0 0 86
Interval East Approx South Approx West Approx West Approx West Approx West Approx West Approx West Approx West Approx West Approx West Approx West Approx West Approx West Approx West Approx West Approx West Approx West Approx 10:00 00:15 0 </td <td></td>	
Period Surf Vertred End U R NB L U R BI L U R DI DI <td></td>	
12.65 13.00 0 0 0 0 3 1 0	

TRANS TRAFFIC SURVEY	1000 C																			
TURNING MOVEMENT SURVEY		sanga eci	~																	
GPS -33.972871, 151.075965 Date: Sat 1902/22 North: Boundary Rd	_	Survey	AM:	10:00 AM-12:00 PM																
Weather: Fine East: Macquarle PI Suburban: Mortdale South: Boundary Rd		Period Traffic	PM: AM:	12:00 PM-2:00 PM 10:15 AM-11:15 AM																
Customer: VTP West: N/A	-	Peak	PM:	12:00 PM-1:00 PM	Parlastrians Crossing								Bio	ucles and Sci	votore					
Time orth Approach Boundary Reast Approach Macquarie Period Start Period End U SB L U R L	e Plouth Aj U	pproach Be R	oundary R NB	Hourly Total Hour Peak	Time Period Start Period En	North Approa	ch Boundary Rd Eastbound	East Approad	h Macquarie Pl Southbound	South Approa Westbound	ch Boundary Rd Eastbound Hourly Tota	1	Peri	Time od StarPeriod	h Approa	ch Boundart Appro	ach Macquari un outhboun	h Approact	h Boundar Eastbound	ourly Tota
10:00 10:15 0 117 11 0 5 3 10:15 10:30 0 146 13 0 1 1	0	17	147	1246 1288 Peak	10:00 10:15 10:15 10:30	0	0	0	0	0	2 11		1	0:00 10:	15 0 30 0	0 0	0	0	0	0
10:30 10:45 0 149 15 0 3 2	0	10	144	1273	10:30 10:45	0	0	3	1	0	0 8		1	0:30 10:	15 0	0 0	0	0	0	0
10:45 11:00 0 127 18 0 4 1 11:00 11:15 0 158 24 0 5 1	0	14	149 139	1248 1279	10:45 11:00 11:00 11:15	0	0	0	0	0	0 5		1	0:45 11: 1:00 11:	00 0 15 0	0 0	0	0	0	0
11:15 11:30 0 130 15 0 6 1 11:30 11:45 0 121 10 0 2 0	0	11	132		11:15 11:30	1	0	0	0	0	0		1	1:15 11:	30 0	0 0	0	0	0	
11:30 11:45 12:00 0 131 10 0 3 0 11:45 12:00 0 149 22 0 2 2	0	12	142		11:45 12:00	0	0	0	1	0	0		1	1:45 12:	10 0	0 0	0	0	0	
12:00 12:15 0 141 17 0 4 3 12:15 12:30 0 140 14 0 2 0	0	12	166 130	1352 Peak 1324	12:00 12:15 12:15 12:30	0	0	3	1	0	0 9		1	2:00 12: 2:15 12:	15 0 30 0	0 1	0	0	0	0
12:30 12:45 0 154 20 0 1 1 1	0	7	157	1304	12:30 12:45	0	0	0	0	0	0 5		1	2:30 12:	45 0	0 0	0	0	0	0
12:45 13:00 0 164 15 0 0 2 13:00 13:15 0 131 12 0 2 1	1	18	1/1	1217 1102	12:45 13:00 13:00 13:15	0	0	0	0	0	0 7		1	2:45 13: 3:00 13:	JO 0 15 0	0 0	0	0	0	0
13:15 13:30 0 129 9 0 5 1 13:30 13:45 0 113 9 0 2 0	0	8	127		13:15 13:30 13:30 13:45	1	0	0	0	0	0		1	3:15 13:	30 0 15 0	0 0	0	0	0	
13:45 14:00 0 113 12 0 2 1	0	9	118		13:45 14:00	0	1	2	0	0	0		1	3:45 14:	0 0	0 0	0	0	0	
Peak Time orth Approach Boundary REast Approach Macquarie Period Start Period End U SB L U R L	e Plouth Aj U	pproach Be	oundary R	Peak total	Peak Time Period Start Period En	North Approa	ch Boundary Rd Eastbound	East Approad	h Macquarie Pl Southbound	South Approa Westbound	ch Boundary Rd Eastbound Peak total		Peri	Peak Time od StarPeriod	h Approa	ch Boundart Appro	ach Macquari un couthboun	h Approact	h Boundar Eastbound	Peak total
10:15 11:15 0 580 70 0 13 5 12:00 13:00 0 599 66 0 7 6	0	53 50	567 624	1288 1352	10:15 11:15 12:00 13:00	1	0	4 6	4 2	0	1 10 0 9		1	0:15 11: 2:00 13:	15 0 00 0	0 0	0	0	0	0
Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing Graphic	is not to s	cale and no	ot an exact	streets configuration.		Boundar	Rd													
Total Boundary Rd	Boundary F	Rd					L. I													
568 70 0 589 580 70 0 Horth 599	66 66	0	1				>	North												
∛ ╚ ╝匚 ∛	Ľ,	J				_		<u> </u>												
			C-	τ <mark>ο</mark> ε		Pedestri		۸'n												
AM Peak 10:15 AM-11:15 AM	eak 12:00 P	M-1:00 PM	<i>Ç</i> .	colore o		AM Peak 10: PM Peak 12:	15 AM-11:15 AM 4	ľV ≩												
			5.	• •																
	· A	R	r =																	
0 567 53 0 0 559 47 0	624 616	50 45				1.4	>													
Boundary Rd O	Boundary	Rd	1			Boundar	Rd													
Light Vehicles Time orth Approach Boundary REast Approach Macquarie	Pouth A	pproach Be	oundary R																	
Period Start Period End U SB L U R L 10:00 10:15 0 115 11 0 5 3	0	R 15	NB 145																	
10:15 10:30 0 142 13 0 1 1 10:30 10:45 0 146 15 0 3 2	0	13	132 143																	
10:45 11:00 0 125 18 0 4 1	0	11	147																	
11:00 11:15 0 155 24 0 5 1 11:15 11:30 0 130 15 0 6 1	0	14	137																	
11:30 11:45 0 130 10 0 3 0 11:45 12:00 0 147 22 0 2 2	0	11	136																	
12:00 12:15 0 140 17 0 4 3	0	12	162																	
12:15 12:30 0 138 14 0 2 0 12:30 12:45 0 150 20 0 1 1	0	6	130 155																	
12:45 13:00 0 161 15 0 2 13:00 13:15 0 130 12 0 2 1	0	16	169																	
13:15 13:30 0 128 9 0 5 1	0	7	124																	
13:30 13:45 0 111 9 0 2 0 13:45 14:00 0 113 12 0 2 1	0	5	120 118																	
Peak Time orth Approach Boundary Reast Approach Macquarie	e Plouth Ap	pproach Be	oundary R	Peak																
Territor startperiod End U NI U R L 10:15 11:15 0 568 70 0 13 5 12:00 13:00 0 589 66 0 7 6	0	47 45	559 616	1262 1329																
Heavy Vehicles	Pouth *	nnrosch 2	oundary																	
Period Start Period End U SB L U R L 1000 10115 0 2 0 0 0 0 0	U	R	NB																	
10:10 10:10 0 2 0 0 0 0 10:15 10:30 0 4 0 0 0 0	0	1	3																	
10:30 10:45 0 3 0 0 0 0 10:45 11:00 0 2 0 0 0 0	0	1	1																	
11:00 11:15 0 3 0 0 0 0 11:15 0 3 0 0 0 0	0	1	2																	
11:10 11:30 0	0	1	6																	
11:45 12:00 0 2 0 0 0 12:00 12:15 0 1 0 0 0 0	0	3	2																	
12:15 12:30 0 2 0 0 0 0	0	2	0																	
12:30 12:45 0 4 0 0 0 0 12:45 13:00 0 3 0 0 0 0	0	1	2																	
13:00 13:15 0 1 0 0 0 0 13:45 13:30 0 4 0 7 7	0	2	1																	
13:30 13:45 0 1 0 0 0 0 13:30 13:45 0 2 0 0 0 0	0	1	3																	
<u>13:45</u> <u>14:00</u> 0 0 0 0 0 0	0	2	0																	
Peak Time orth Approach Boundary Reast Approach Macquarie Period Start Period End U SB L U R L	e Plouth Aj	R R	NB	Peak total																
10/16 11/16 0 10 0 0 0 0 0			. ж	40 1									-				_			

								ALC: NO.	Arthone Campon	A.M. Car						
TPA	NIC .	ТΡ			CII	$\mathbf{D}\mathbf{V}$	EV	`a_`a	۲ ک	(<u> </u>						
					30		E 1 (ONV GL	DNV GL	DNV-SL	1					
TURNIN	IG MOV	EMEN	T SUP	RVEY	🚺 trafi	icsurvey.c	com.au	M. NO	A20022-001	-u nd						
Intersect	tion of Ma	acquari	ie Pl an	d RSL	Carpar	k Acce	ss, Mo									
GPS	-33.971554,	151.0784	33													
Date:	Sat 19/02/22	2	1	North:	N/A			1	Survey	AM:	10:00 AM-	12:00 PM				
Weather:	Fine			East:	Macquari	e Pl			Period	PM:	12:00 PM-	2:00 PM				
Suburban:	Mortdale			South:	RSL Car	oark Acces	SS		Traffic	AM:	10:45 AM-	11:45 AM				
Customer:	VTP			West:	Macquari	e Pl			Peak	PM:	12:00 PM-	1:00 PM				
								1								
All Vehicles													Pedestrians Cro	ossing		
Ti	me	East App	roach Ma	cquarie P	h Approa	ch RSL C	arpark A	West App	roach Ma	cquarie P	Houri	y Total	Tir	me	East Approach	1
Period Start	Period End	U	WB	L	Ú	R	L	U	R	EB	Hour	Peak	Period Start	Period End	Southbound	Γ
10:00	10:15	1	0	0	0	2	0	0	2	46	222		10:00	10:15	0	Γ
																r

10:15	10:30	2	0	0	0	0	0	0	4	46	246		
10:30	10:45	1	0	0	0	1	0	0	0	43	263		
10:45	11:00	1	0	0	0	0	0	0	5	68	272	Peak	
11:00	11:15	0	0	0	0	2	1	0	4	68	255		
11:15	11:30	0	0	0	0	2	0	0	5	62			
11:30	11:45	0	0	0	0	2	0	0	4	48			
11:45	12:00	0	0	0	0	2	0	0	5	50			
12:00	12:15	0	0	0	0	1	0	0	9	66	246	Peak	
12:15	12:30	0	0	0	0	3	0	0	8	52	219		
12:30	12:45	0	0	0	0	4	0	0	0	52	213		
12:45	13:00	1	0	0	0	0	0	0	2	48	187		
13:00	13:15	0	0	0	0	2	0	0	5	42	179		
13:15	13:30	0	0	0	0	4	0	0	4	49			
13:30	13:45	0	0	0	0	1	0	0	1	28			
13:45	14:00	0	0	0	0	1	0	0	0	42			

Tir	ne	East Approact	Macquarie Pl	uth Approach R	SL Carpark Acce	West Approact	h Macquarie PI	Hausta Tatal
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Houriy Total
10:00	10:15	0	1	0	1	7	2	34
10:15	10:30	1	0	0	0	1	0	30
10:30	10:45	3	4	1	1	1	4	52
10:45	11:00	0	0	1	0	5	1	50
11:00	11:15	0	2	0	0	4	1	54
11:15	11:30	4	4	0	1	9	6	
11:30	11:45	4	2	0	1	3	2	
11:45	12:00	1	6	0	0	1	3	
12:00	12:15	6	1	0	0	2	0	41
12:15	12:30	9	0	1	0	0	3	42
12:30	12:45	3	1	0	0	4	3	39
12:45	13:00	7	1	0	0	0	0	39
13:00	13:15	4	4	1	0	1	0	43
13:15	13:30	2	2	1	0	5	0	
13:30	13:45	5	0	1	0	2	3	
13:45	14:00	5	4	0	0	0	3	

Peak tota

50

und Eastbound Southbound Northbound

Playalas a	nd Canada							
Dicycles a	ne scoolei	a Annroact	Macquari	nnroach R	SL Carpark	t Approac	Macquari	
Period Star	Period End	outhboun	orthboun	Vestbound	Eastbound	outhboun	lorthbound	lourly Tota
10:00	10:15	0	0	0	0	0	0	2
10:15	10:30	0	0	0	0	1	0	2
10:30	10:45	0	0	1	0	0	0	1
10:45	11:00	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	0	0	
11:30	11:45	0	0	0	0	0	0	
11:45	12:00	0	0	0	0	0	0	
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	1
13:15	13:30	0	0	0	0	0	0	
13:30	13:45	0	0	0	0	0	0	
13:45	14:00	0	0	0	0	0	1	
Peak	Time	t Approact	Macquari	pproach R	SL Carpark	t Approact	h Macquari	
Period Star	Period End	outhboun	orthboun	Westbound	Eastbound	outhboun	orthbound	Peak total
10:45	11:45	0	0	0	0	0	0	0
12:00	13:00	0	0	0	0	0	0	0





	10:00	10:15	1	0	0	0	2	0	0	2	41	
	10:15	10:30	2	0	0	0	0	0	0	4	42	
	10:30	10:45	1	0	0	0	1	0	0	0	40	
	10:45	11:00	1	0	0	0	0	0	0	5	62	
	11:00	11:15	0	0	0	0	2	1	0	4	65	
	11:15	11:30	0	0	0	0	2	0	0	5	58	
	11:30	11:45	0	0	0	0	2	0	0	4	45	
	11:45	12:00	0	0	0	0	2	0	0	4	44	
	12:00	12:15	0	0	0	0	1	0	0	9	64	
	12:15	12:30	0	0	0	0	3	0	0	8	46	
	12:30	12:45	0	0	0	0	4	0	0	0	51	
	12:45	13:00	1	0	0	0	0	0	0	2	44	
	13:00	13:15	0	0	0	0	2	0	0	5	36	
	13:15	13:30	0	0	0	0	4	0	0	4	45	
	13:30	13:45	0	0	0	0	1	0	0	1	27	
Γ	13:45	14:00	0	0	0	0	1	0	0	0	37	
_												

Peak	Time	East App	roach Mar	quarie P	h Approa	ch RSL C	arpark Ad	Vest App	roach Ma	cquarie P	Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
10:45	11:45	1	0	0	0	6	1	0	18	230	256
12:00	13:00	1	0	0	0	8	0	0	19	205	233

Heavy Vehi	cles									
Ti	me	East App	roach Ma	cquarie P	h Approa	ch RSL C	arpark A	Vest App	roach Ma	cquarie P
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
10:00	10:15	0	0	0	0	0	0	0	0	5
10:15	10:30	0	0	0	0	0	0	0	0	4
10:30	10:45	0	0	0	0	0	0	0	0	3
10:45	11:00	0	0	0	0	0	0	0	0	6
11:00	11:15	0	0	0	0	0	0	0	0	3
11:15	11:30	0	0	0	0	0	0	0	0	4
11:30	11:45	0	0	0	0	0	0	0	0	3
11:45	12:00	0	0	0	0	0	0	0	1	6
12:00	12:15	0	0	0	0	0	0	0	0	2
12:15	12:30	0	0	0	0	0	0	0	0	6
12:30	12:45	0	0	0	0	0	0	0	0	1
12:45	13:00	0	0	0	0	0	0	0	0	4
13:00	13:15	0	0	0	0	0	0	0	0	6
13:15	13:30	0	0	0	0	0	0	0	0	4
13:30	13:45	0	0	0	0	0	0	0	0	1
13:45	14:00	0	0	0	0	0	0	0	0	5

Peak	Time	East App	roach Mar	quarie P	h Approa	ch RSL C	arpark A	Vest App	roach Ma	cquarie P	Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
10:45	11:45	0	0	0	0	0	0	0	0	16	16
12:00	13:00	0	0	0	0	0	0	0	0	13	13



hbound Northbound W

APPENDIX C

STFM DATA



SYDNEY GMA STRATEGIC TRAFFIC FORECASTING MODEL(STFM) Scenario 2021: 2021_STFM_STD(TZP19STMV3.8FMMV7.1)-7-9AM(mf33) 2022-04-29 09:53



SYDNEY GMA STRATEGIC TRAFFIC FORECASTING MODEL(STFM) Scenario 20210: 2021_STFM_STD(TZP19STMV3.8FMMV7.1)-4-6PM(mf53) 2022-04-29 09:53



SYDNEY GMA STRATEGIC TRAFFIC FORECASTING MODEL(STFM) Scenario 2031: 2031_STFM_STD(TZP19STMV3.8FMMV7.1)-7-9AM(mf35) 2022-04-29 09:55



SYDNEY GMA STRATEGIC TRAFFIC FORECASTING MODEL(STFM) Scenario 20310: 2031_STFM_STD(TZP19STMV3.8FMMV7.1)-4-6PM(mf55) 2022-04-29 09:57

APPENDIX D

SIDRA MOVEMENT SUMMARIES

NETWORK LAYOUT

■ Network: N101 [Existing PM 2022 (Network Folder: General)]

New Network Network Category: (None)

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



∨ 101	NA	Site 2 - Morts Rd / Pitt St / Cook Ln
101	NA	Site 3 - Macquarie PI / The Strand Intersection
∨ 101	NA	Site 4 - Pitt St / The Strand Intersection
∨ 101	NA	Site 5 - Boundary Rd / Macquarie PI Intersection

V Site: 101 [Site 1 - Morts Rd / Martin PI Intersection (Site Folder: General)]

Morts Road / Martin Place Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	ehicle Movement Performance													
Mov ID	Turn	DEMA FLOV [Total veh/h	AND WS HV] %	ARRI FLO [Total veh/h	IVAL WS I HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Ql [Veh. veh	BACK OF UEUE Dist] m	Prop. Que	Effective <i>A</i> Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	n: Morts	Rd (S)												
4	L2	41	0.0	41	0.0	0.174	3.4	LOS A	0.0	0.0	0.00	0.06	0.00	39.9
5	T1	287	4.5	287	4.5	0.174	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	39.2
Appro	bach	328	4.0	328	4.0	0.174	0.4	NA	0.0	0.0	0.00	0.06	0.00	39.3
North	: Mort F	Rd (N)												
11	T1	316	4.4	316	4.4	0.226	0.5	LOS A	0.7	4.9	0.21	0.11	0.21	36.4
12	R2	77	0.0	77	0.0	0.226	5.0	LOS A	0.7	4.9	0.21	0.11	0.21	44.0
Appro	bach	393	3.6	393	3.6	0.226	1.3	NA	0.7	4.9	0.21	0.11	0.21	39.6
West	: Martin	PI (W)												
1	L2	50	0.0	50	0.0	0.103	5.6	LOS A	0.4	2.6	0.42	0.65	0.42	41.4
3	R2	40	0.0	40	0.0	0.103	8.3	LOS A	0.4	2.6	0.42	0.65	0.42	41.5
Appro	bach	90	0.0	90	0.0	0.103	6.8	LOS A	0.4	2.6	0.42	0.65	0.42	41.4
All Ve	hicles	811	3.3	811	3.3	0.226	1.6	NA	0.7	4.9	0.15	0.15	0.15	39.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 2 - Morts Rd / Pitt St / Cook Ln (Site Folder: General)]

Morts Rd / Pitt St / Cook Ln Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehio	Vehicle Movement Performance													
Mov	Turn	DEMAND FLOWS		ARRIVAL		Deg.	Deg. Aver. Level of		95% BACK OF		Prop.	Effective A	ver. No.	Aver.
ID		FLOWS [Total HV]		[Total HV]		Sath Delay Service		Service	QI [Veh	QUEUE QUEUE QUEUE QUEUE		Stop Rate	Cycles	Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		, tato		km/h
North	: Morts	Rd (N)												
7	L2	115	0.0	115	0.0	0.186	3.4	LOS A	0.0	0.0	0.00	0.51	0.00	32.7
9	R2	222	5.9	222	5.9	0.186	3.9	LOS A	0.0	0.0	0.00	0.51	0.00	32.7
Appro	bach	337	3.9	337	3.9	0.186	3.8	NA	0.0	0.0	0.00	0.51	0.00	32.7
All Ve	hicles	337	3.9	337	3.9	0.186	3.8	NA	0.0	0.0	0.00	0.51	0.00	32.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Site: 101 [Site 3 - Macquarie PI / The Strand Intersection (Site ■■ Network: N101 [Existing PM 2022 (Network Folder: General)]

Macquarie PI / The Strand Intersection Site Category: Existing Design Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMA FLO\ [Total	AND WS HV 1	ARRI FLO [Total	IVAL WS I HV 1	Deg. Satn	Aver. Delay	Level of Service	95% E Ql [Veh.	BACK OF JEUE Dist]	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South	: The S	Strand (S))											
1	L2	5	0.0	5	0.0	0.121	7.4	LOS A	0.4	3.4	0.25	0.92	0.25	23.6
2	T1	34	0.0	34	0.0	0.121	7.6	LOS A	0.4	3.4	0.25	0.92	0.25	29.6
3	R2	80	16.3	80	16.3	0.121	8.3	LOS A	0.4	3.4	0.25	0.92	0.25	35.1
Appro	bach	119	10.9	119	10.9	0.121	8.1	LOS A	0.4	3.4	0.25	0.92	0.25	33.7
North	: The S	trand (N)												
7	L2	24	0.0	24	0.0	0.036	7.8	LOS A	0.1	0.9	0.21	0.90	0.21	36.9
8	T1	11	0.0	11	0.0	0.036	7.6	LOS A	0.1	0.9	0.21	0.90	0.21	24.0
9	R2	8	0.0	8	0.0	0.036	7.6	LOS A	0.1	0.9	0.21	0.90	0.21	24.0
Appro	bach	43	0.0	43	0.0	0.036	7.7	LOS A	0.1	0.9	0.21	0.90	0.21	33.5
West:	Macqu	aire PI (\	N)											
10	L2	1	0.0	1	0.0	0.057	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	48.3
11	T1	108	0.9	108	0.9	0.057	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
12	R2	1	0.0	1	0.0	0.057	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
Appro	bach	110	0.9	110	0.9	0.057	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.8
All Ve	hicles	272	5.1	272	5.1	0.121	4.8	NA	0.4	3.4	0.14	0.55	0.14	41.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 4 - Pitt St / The Strand Intersection (Site Folder: General)]

■ Network: N101 [Existing PM 2022 (Network Folder: General)]

Pitt St / The Strand Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	lov Turn DEMAND D FLOWS [Total HV veh/h %		AND NS HV]	ARRIVAL FLOWS [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% B/ QU [Veh.	ACK OF EUE Dist]	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed
Cauth	. The C	veh/h	%	veh/h	%	v/c	sec	_	veh	m	_	_	_	km/h
South	i: The S	strand (S)											
1	L2	1	0.0	1	0.0	0.010	4.9	LOS A	0.0	0.2	0.30	0.48	0.30	40.6
2	T1	10	0.0	10	0.0	0.010	4.1	LOS A	0.0	0.2	0.30	0.48	0.30	29.7
Appro	bach	11	0.0	11	0.0	0.010	4.2	LOS A	0.0	0.2	0.30	0.48	0.30	31.9
East:	Pitt St	(E)												
4	L2	10	0.0	10	0.0	0.127	3.5	LOS A	0.5	3.9	0.07	0.22	0.07	38.5
5	T1	127	2.4	127	2.4	0.127	0.0	LOS A	0.5	3.9	0.07	0.22	0.07	42.8
6	R2	85	15.3	85	15.3	0.127	4.1	LOS A	0.5	3.9	0.07	0.22	0.07	36.8
Appro	bach	222	7.2	222	7.2	0.127	1.7	NA	0.5	3.9	0.07	0.22	0.07	41.0
North	: The S	trand (N)												
8	T1	5	0.0	5	0.0	0.010	4.1	LOS A	0.0	0.2	0.31	0.52	0.31	34.2
9	R2	5	0.0	5	0.0	0.010	5.7	LOS A	0.0	0.2	0.31	0.52	0.31	38.8
Appro	bach	10	0.0	10	0.0	0.010	4.9	LOS A	0.0	0.2	0.31	0.52	0.31	37.0
West	Pitt St	(W)												
10	L2	23	0.0	23	0.0	0.014	4.6	LOS A	0.0	0.1	0.04	0.51	0.04	39.1
12	R2	2	0.0	2	0.0	0.014	4.9	LOS A	0.0	0.1	0.04	0.51	0.04	39.3
Appro	bach	25	0.0	25	0.0	0.014	4.6	NA	0.0	0.1	0.04	0.51	0.04	39.1
All Ve	hicles	268	6.0	268	6.0	0.127	2.2	NA	0.5	3.9	0.09	0.27	0.09	40.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 5 - Boundary Rd / Macquarie PI Intersection] (Site Folder: General)]

■ Network: N101 [Existing PM 2022 (Network Folder: General)]

Boundary Rd / Macquarie PI Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmanc	e									
Mov ID	Turn	DEMA FLOV [Total veh/h	AND NS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% E Ql [Veh. veh	BACK OF JEUE Dist] m	Prop. Que	Effective <i>A</i> Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	n: Boun	dary Rd ((S)											
2	T1	574	1.4	574	1.4	0.345	0.7	LOS A	0.9	6.4	0.15	0.05	0.18	48.8
3	R2	44	2.3	44	2.3	0.345	8.9	LOS A	0.9	6.4	0.15	0.05	0.18	47.8
Appro	bach	618	1.5	618	1.5	0.345	1.3	NA	0.9	6.4	0.15	0.05	0.18	48.8
East:	Macqu	arie PI (E)											
4	L2	6	0.0	6	0.0	0.029	6.7	LOS A	0.1	0.7	0.61	0.75	0.61	39.9
6	R2	8	0.0	8	0.0	0.029	13.1	LOS A	0.1	0.7	0.61	0.75	0.61	39.0
Appro	bach	14	0.0	14	0.0	0.029	10.3	LOS A	0.1	0.7	0.61	0.75	0.61	39.4
North	: Bound	dary Rd (l	N)											
7	L2	64	0.0	64	0.0	0.324	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	49.0
8	T1	561	1.1	561	1.1	0.324	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	49.4
Appro	bach	625	1.0	625	1.0	0.324	0.5	NA	0.0	0.0	0.00	0.06	0.00	49.4
All Ve	hicles	1257	1.2	1257	1.2	0.345	1.0	NA	0.9	6.4	0.08	0.06	0.10	49.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

NETWORK LAYOUT

■ Network: N101 [Existing SAT 2022 (Network Folder:

General)]

New Network Network Category: (None)

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



	-	
▽ 101	NA	Site 1 - Morts Rd / Martin PI Intersection
▽ 101	NA	Site 2 - Morts Rd / Pitt St / Cook Ln
101	NA	Site 3 - Macquarie PI / The Strand Intersection
∇ 101	NA	Site 4 - Pitt St / The Strand Intersection
∨ 101	NA	Site 5 - Boundary Rd / Macquarie PI Intersection

V Site: 101 [Site 1 - Morts Rd / Martin PI Intersection (Site Folder: General)]

Morts Road / Martin Place Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmand	e:									
Mov ID	Turn	DEMA FLOV [Total veh/h	AND WS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Ql [Veh. veh	BACK OF UEUE Dist] m	Prop. Que	Effective <i>A</i> Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	n: Morts	Rd (S)												
4	L2	38	0.0	38	0.0	0.148	3.4	LOS A	0.0	0.0	0.00	0.06	0.00	39.8
5	T1	242	4.5	242	4.5	0.148	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	39.1
Appro	bach	280	3.9	280	3.9	0.148	0.5	NA	0.0	0.0	0.00	0.06	0.00	39.3
North	: Mort F	Rd (N)												
11	T1	335	3.3	335	3.3	0.219	0.3	LOS A	0.5	3.7	0.15	0.08	0.15	37.3
12	R2	58	1.7	58	1.7	0.219	4.8	LOS A	0.5	3.7	0.15	0.08	0.15	44.3
Appro	bach	393	3.1	393	3.1	0.219	0.9	NA	0.5	3.7	0.15	0.08	0.15	39.7
West	: Martin	PI (W)												
1	L2	71	1.4	71	1.4	0.099	5.4	LOS A	0.4	2.6	0.36	0.60	0.36	41.8
3	R2	28	7.1	28	7.1	0.099	8.4	LOS A	0.4	2.6	0.36	0.60	0.36	42.1
Appro	bach	99	3.0	99	3.0	0.099	6.2	LOS A	0.4	2.6	0.36	0.60	0.36	41.9
All Ve	hicles	772	3.4	772	3.4	0.219	1.5	NA	0.5	3.7	0.12	0.14	0.12	40.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 2 - Morts Rd / Pitt St / Cook Ln (Site Folder: General)]

Morts Rd / Pitt St / Cook Ln Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehio	Vehicle Movement Performance													
Mov	Turn	DEMA	٨ND	ARRI	VAL	Deg.	Aver.	Level of	95% E	BACK OF	Prop.	Effective A	ver. No.	Aver.
ID		FLO\	NS	FLO	WS	Satn	Delay	Service	Q	JEUE	Que	Stop	Cycles	Speed
		[Total	HV]	[Total	HV]				[Veh.	Dist]		Rate		
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
North	: Morts	Rd (N)												
7	L2	90	1.1	90	1.1	0.196	3.4	LOS A	0.0	0.0	0.00	0.52	0.00	32.6
9	R2	262	5.7	262	5.7	0.196	3.9	LOS A	0.0	0.0	0.00	0.52	0.00	32.6
Appro	bach	352	4.5	352	4.5	0.196	3.8	NA	0.0	0.0	0.00	0.52	0.00	32.6
All Ve	hicles	352	4.5	352	4.5	0.196	3.8	NA	0.0	0.0	0.00	0.52	0.00	32.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com Organisation: VARGA TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Thursday, 26 May 2022 5:32:42 PM

Project: Z:\DATA\Data\Jobs\1\Jobs\20work\20106T_19-27MacquariePIMortdale\SIDRA\220524\Existing SAT 2022.sip9

Site: 101 [Site 3 - Macquarie PI / The Strand Intersection (Site ■■ Network: N101 [Existing SAT Folder: General)] 2022 (Network Folder: General)]

Macquarie PI / The Strand Intersection Site Category: Existing Design Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMA FLOV	ND VS HV 1	ARR FLO [Tota	IVAL WS I HV 1	Deg. Satn	Aver. Delay	Level of Service	95% B QU [Veh	ACK OF EUE Dist 1	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		1 10110		km/h
South	: The S	trand (S))											
1	L2	8	0.0	8	0.0	0.143	7.4	LOS A	0.5	4.0	0.26	0.91	0.26	23.6
2	T1	35	2.9	35	2.9	0.143	7.8	LOS A	0.5	4.0	0.26	0.91	0.26	29.5
3	R2	101	8.9	101	8.9	0.143	8.1	LOS A	0.5	4.0	0.26	0.91	0.26	35.4
Appro	bach	144	6.9	144	6.9	0.143	8.0	LOS A	0.5	4.0	0.26	0.91	0.26	34.0
North	: The S	trand (N)												
7	L2	24	0.0	24	0.0	0.030	7.8	LOS A	0.1	0.8	0.22	0.90	0.22	36.9
8	T1	8	0.0	8	0.0	0.030	7.6	LOS A	0.1	0.8	0.22	0.90	0.22	24.0
9	R2	5	0.0	5	0.0	0.030	7.7	LOS A	0.1	0.8	0.22	0.90	0.22	24.0
Appro	bach	37	0.0	37	0.0	0.030	7.8	LOS A	0.1	0.8	0.22	0.90	0.22	34.3
West:	Macqu	aire PI (V	√)											
10	L2	3	33.3	3	33.3	0.061	4.9	LOS A	0.0	0.0	0.00	0.02	0.00	45.9
11	T1	112	3.6	112	3.6	0.061	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.8
12	R2	1	0.0	1	0.0	0.061	4.6	LOS A	0.0	0.0	0.00	0.02	0.00	49.6
Appro	bach	116	4.3	116	4.3	0.061	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.7
All Ve	hicles	297	5.1	297	5.1	0.143	4.9	NA	0.5	4.0	0.15	0.56	0.15	40.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
V Site: 101 [Site 4 - Pitt St / The Strand Intersection (Site Folder: General)]

■ Network: N101 [Existing SAT 2022 (Network Folder: General)]

Pitt St / The Strand Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmand	ce									
Mov Turn DEMAND ARRIVAL Deg. Aver. Level of 95% BACK OF Prop. Effective Aver. No. ID FLOWS FLOWS Satn Delay Service QUEUE Que Stop Cycles S									Aver. Speed					
		l Iotai veh/h	нvј %	veh/h	IHV] %	v/c	sec		ر ven. veh	Dist j m		Rate		km/h
South	n: The S	Strand (S))											
1	L2	1	0.0	1	0.0	0.015	5.0	LOS A	0.1	0.4	0.33	0.50	0.33	40.6
2	T1	15	0.0	15	0.0	0.015	4.3	LOS A	0.1	0.4	0.33	0.50	0.33	29.5
Appro	bach	16	0.0	16	0.0	0.015	4.3	LOS A	0.1	0.4	0.33	0.50	0.33	31.1
East:	Pitt St	(E)												
4	L2	13	0.0	13	0.0	0.148	3.5	LOS A	0.6	4.7	0.07	0.25	0.07	38.2
5	T1	139	3.6	139	3.6	0.148	0.0	LOS A	0.6	4.7	0.07	0.25	0.07	42.6
6	R2	111	9.0	111	9.0	0.148	4.0	LOS A	0.6	4.7	0.07	0.25	0.07	36.4
Appro	bach	263	5.7	263	5.7	0.148	1.9	NA	0.6	4.7	0.07	0.25	0.07	40.5
North	: The S	trand (N)												
8	T1	6	0.0	6	0.0	0.009	4.3	LOS A	0.0	0.2	0.34	0.52	0.34	34.5
9	R2	3	0.0	3	0.0	0.009	5.9	LOS A	0.0	0.2	0.34	0.52	0.34	39.0
Appro	bach	9	0.0	9	0.0	0.009	4.8	LOS A	0.0	0.2	0.34	0.52	0.34	36.5
West	Pitt St	(W)												
10	L2	18	0.0	18	0.0	0.010	4.6	LOS A	0.0	0.0	0.03	0.51	0.03	39.2
12	R2	1	0.0	1	0.0	0.010	5.0	LOS A	0.0	0.0	0.03	0.51	0.03	39.3
Appro	bach	19	0.0	19	0.0	0.010	4.6	NA	0.0	0.0	0.03	0.51	0.03	39.2
All Ve	hicles	307	4.9	307	4.9	0.148	2.3	NA	0.6	4.7	0.09	0.28	0.09	40.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 5 - Boundary Rd / Macquarie PI Intersection] (Site Folder: General)]

■ Network: N101 [Existing SAT 2022 (Network Folder: General)]

Boundary Rd / Macquarie PI Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmanc	e:									
Mov ID	Turn	DEMA FLO\ [Total veh/h	AND WS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% [Ql [Veh. veh	BACK OF JEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	n: Boun	dary Rd ((S)											
2	T1	624	1.3	624	1.3	0.382	0.9	LOS A	1.2	8.7	0.17	0.05	0.22	48.6
3	R2	50	10.0	50	10.0	0.382	9.6	LOS A	1.2	8.7	0.17	0.05	0.22	47.5
Appro	bach	674	1.9	674	1.9	0.382	1.5	NA	1.2	8.7	0.17	0.05	0.22	48.6
East:	Macqu	arie PI (E)											
4	L2	6	0.0	6	0.0	0.029	6.7	LOS A	0.1	0.6	0.63	0.75	0.63	39.6
6	R2	7	0.0	7	0.0	0.029	14.3	LOS A	0.1	0.6	0.63	0.75	0.63	38.7
Appro	bach	13	0.0	13	0.0	0.029	10.8	LOS A	0.1	0.6	0.63	0.75	0.63	39.1
North	: Bound	dary Rd (N)											
7	L2	66	0.0	66	0.0	0.326	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	48.9
8	T1	559	1.8	559	1.8	0.326	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	49.4
Appro	bach	625	1.6	625	1.6	0.326	0.6	NA	0.0	0.0	0.00	0.06	0.00	49.4
All Ve	hicles	1312	1.8	1312	1.8	0.382	1.2	NA	1.2	8.7	0.09	0.06	0.12	48.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 1 - Morts Rd / Martin PI Intersection (Site Folder: General)]

Morts Road / Martin Place Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmano	e:									
Mov ID	Turn	DEMA FLOV [Total veh/h	AND WS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Q [Veh. veh	BACK OF UEUE Dist] m	Prop. Que	Effective <i>F</i> Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	: Morts	Rd (S)												
4	L2	112	0.0	112	0.0	0.237	3.4	LOS A	0.0	0.0	0.00	0.12	0.00	39.5
5	T1	337	3.9	337	3.9	0.237	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	38.5
Appro	bach	449	2.9	449	2.9	0.237	0.9	NA	0.0	0.0	0.00	0.12	0.00	38.9
North	: Mort F	Rd (N)												
11	T1	316	4.4	316	4.4	0.273	1.1	LOS A	1.2	8.6	0.35	0.18	0.35	34.7
12	R2	120	0.0	120	0.0	0.273	5.8	LOS A	1.2	8.6	0.35	0.18	0.35	43.3
Appro	bach	436	3.2	436	3.2	0.273	2.4	NA	1.2	8.6	0.35	0.18	0.35	39.2
West:	Martin	PI (W)												
1	L2	50	0.0	50	0.0	0.116	5.8	LOS A	0.4	2.8	0.46	0.68	0.46	40.9
3	R2	40	0.0	40	0.0	0.116	9.5	LOS A	0.4	2.8	0.46	0.68	0.46	40.9
Appro	bach	90	0.0	90	0.0	0.116	7.4	LOS A	0.4	2.8	0.46	0.68	0.46	40.9
All Ve	hicles	975	2.8	975	2.8	0.273	2.1	NA	1.2	8.6	0.20	0.19	0.20	39.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com Organisation: VARGA TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Thursday, 26 May 2022 5:40:40 PM

Project: Z:\DATA\Data\Jobs\1Jobs\20work\20106T_19-27MacquariePIMortdale\SIDRA\220524\Proposed PM 2022.sip9

V Site: 101 [Site 2 - Morts Rd / Pitt St / Cook Ln (Site Folder: General)]

Morts Rd / Pitt St / Cook Ln Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehio	cle Mo	vement	Perfo	rmano	ce									
Mov	Turn	DEMA	AND	ARR	IVAL	Deg.	Aver.	Level of	95% I	BACK OF	Prop.	Effective/	ver. No.	Aver.
ID		FLO\ [Total	NS HV 1	FLO Total	WS THV 1	Satn	Delay	Service	QI [Veh	UEUE Dist 1	Que	Stop Rate	Cycles	Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
North	: Morts	Rd (N)												
7	L2	115	0.0	115	0.0	0.204	3.4	LOS A	0.0	0.0	0.00	0.51	0.00	32.7
9	R2	254	5.1	254	5.1	0.204	3.9	LOS A	0.0	0.0	0.00	0.51	0.00	32.6
Appro	bach	369	3.5	369	3.5	0.204	3.8	NA	0.0	0.0	0.00	0.51	0.00	32.7
All Ve	hicles	369	3.5	369	3.5	0.204	3.8	NA	0.0	0.0	0.00	0.51	0.00	32.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Site: 101 [Site 3 - Macquarie PI / The Strand Intersection (Site Folder: General)]

Macquarie PI / The Strand Intersection Site Category: Existing Design Stop (Two-Way)

Vehi	cle Mo	vement	Perfo	rman	ce									
Mov ID	Turn	DEMA FLO\ [Total	AND NS HV 1	ARR FLO	IVAL WS I HV 1	Deg. Satn	Aver. Delay	Level of Service	95% E Ql [Veh	BACK OF JEUE Dist 1	Prop. Que	Effective A Stop Rate	ver. No. Cycles	Aver. Speed
		veh/h	%	veh/h	· %	v/c	sec		veh	m				km/h
South	n: The S	Strand (S)											
1	L2	5	0.0	5	0.0	0.161	7.4	LOS A	0.6	4.5	0.36	0.92	0.36	22.4
2	T1	34	0.0	34	0.0	0.161	7.9	LOS A	0.6	4.5	0.36	0.92	0.36	28.6
3	R2	97	13.4	97	13.4	0.161	9.4	LOS A	0.6	4.5	0.36	0.92	0.36	34.4
Appro	bach	136	9.6	136	9.6	0.161	9.0	LOS A	0.6	4.5	0.36	0.92	0.36	33.1
North	: The S	Strand (N))											
7	L2	119	0.0	119	0.0	0.116	8.1	LOS A	0.5	3.3	0.29	0.88	0.29	36.7
8	T1	11	0.0	11	0.0	0.116	7.9	LOS A	0.5	3.3	0.29	0.88	0.29	23.8
9	R2	8	0.0	8	0.0	0.116	8.0	LOS A	0.5	3.3	0.29	0.88	0.29	23.8
Appro	bach	138	0.0	138	0.0	0.116	8.1	LOS A	0.5	3.3	0.29	0.88	0.29	35.8
West	: Macqu	uaire PI (\	N)											
10	L2	1	0.0	1	0.0	0.088	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	48.3
11	T1	168	0.6	168	0.6	0.088	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
12	R2	1	0.0	1	0.0	0.088	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	49.8
Appro	bach	170	0.6	170	0.6	0.088	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
All Ve	hicles	444	3.2	444	3.2	0.161	5.3	NA	0.6	4.5	0.20	0.56	0.20	40.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 4 - Pitt St / The Strand Intersection (Site Folder: General)]

Pitt St / The Strand Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmano	ce									
Mov ID	Turn	DEMA FLO\ [Total	AND NS HV]	ARR FLO [Tota	IVAL WS I HV]	Deg. Satn	Aver. Delay	Level of Service	95% E Ql [Veh.	BACK OF JEUE Dist]	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed
0 11	-	veh/h	%	veh/h	ı %	v/c	sec		veh	m				km/h
South	: The S	strand (S))											
1	L2	1	0.0	1	0.0	0.011	5.0	LOS A	0.0	0.3	0.32	0.49	0.32	40.5
2	T1	10	0.0	10	0.0	0.011	4.3	LOS A	0.0	0.3	0.32	0.49	0.32	29.5
Appro	bach	11	0.0	11	0.0	0.011	4.3	LOS A	0.0	0.3	0.32	0.49	0.32	31.7
East:	Pitt St	(E)												
4	L2	10	0.0	10	0.0	0.145	3.5	LOS A	0.6	4.5	0.08	0.23	0.08	38.4
5	T1	142	2.1	142	2.1	0.145	0.1	LOS A	0.6	4.5	0.08	0.23	0.08	42.7
6	R2	102	12.7	102	12.7	0.145	4.1	LOS A	0.6	4.5	0.08	0.23	0.08	36.7
Appro	bach	254	6.3	254	6.3	0.145	1.8	NA	0.6	4.5	0.08	0.23	0.08	40.8
North	: The S	trand (N))											
8	T1	5	0.0	5	0.0	0.011	4.2	LOS A	0.0	0.3	0.34	0.53	0.34	34.0
9	R2	5	0.0	5	0.0	0.011	5.9	LOS A	0.0	0.3	0.34	0.53	0.34	38.7
Appro	bach	10	0.0	10	0.0	0.011	5.1	LOS A	0.0	0.3	0.34	0.53	0.34	36.9
West	Pitt St	(W)												
10	L2	23	0.0	23	0.0	0.014	4.6	LOS A	0.0	0.1	0.05	0.51	0.05	39.0
12	R2	2	0.0	2	0.0	0.014	5.0	LOS A	0.0	0.1	0.05	0.51	0.05	39.2
Appro	bach	25	0.0	25	0.0	0.014	4.6	NA	0.0	0.1	0.05	0.51	0.05	39.1
All Ve	hicles	300	5.3	300	5.3	0.145	2.2	NA	0.6	4.5	0.09	0.27	0.09	40.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 5 - Boundary Rd / Macquarie PI Intersection (Site Folder: General)]

Boundary Rd / Macquarie Pl Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmanc	e									
Mov ID	Turn	DEMA FLOV [Total veh/h	AND WS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Q [Veh. veh	BACK OF UEUE Dist] m	Prop. Que	Effective <i>A</i> Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	: Boun	dary Rd ((S)											
2	T1	574	1.4	574	1.4	0.367	1.1	LOS A	1.4	9.7	0.21	0.07	0.27	48.3
3	R2	61	1.6	61	1.6	0.367	9.5	LOS A	1.4	9.7	0.21	0.07	0.27	46.8
Appro	bach	635	1.4	635	1.4	0.367	1.9	NA	1.4	9.7	0.21	0.07	0.27	48.2
East:	Macqu	arie PI (E)											
4	L2	6	0.0	6	0.0	0.031	6.7	LOS A	0.1	0.7	0.63	0.76	0.63	39.7
6	R2	8	0.0	8	0.0	0.031	13.7	LOS A	0.1	0.7	0.63	0.76	0.63	38.8
Appro	bach	14	0.0	14	0.0	0.031	10.7	LOS A	0.1	0.7	0.63	0.76	0.63	39.2
North	: Bound	dary Rd (N)											
7	L2	107	0.0	107	0.0	0.347	4.6	LOS A	0.0	0.0	0.00	0.09	0.00	48.5
8	T1	561	1.1	561	1.1	0.347	0.1	LOS A	0.0	0.0	0.00	0.09	0.00	49.1
Appro	bach	668	0.9	668	0.9	0.347	0.8	NA	0.0	0.0	0.00	0.09	0.00	49.1
All Ve	hicles	1317	1.1	1317	1.1	0.367	1.4	NA	1.4	9.7	0.11	0.08	0.14	48.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com Organisation: VARGA TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Thursday, 26 May 2022 5:40:40 PM

Project: Z:\DATA\Data\Jobs\1Jobs\20work\20106T_19-27MacquariePIMortdale\SIDRA\220524\Proposed PM 2022.sip9

V Site: 101 [Site 1 - Morts Rd / Martin PI Intersection (Site Folder: General)]

Morts Road / Martin Place Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehio	cle Mo	vement	Perfo	rmano	e:									
Mov ID	Turn	DEMA FLO\ [Total veh/h	AND NS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% I QI [Veh. veh	BACK OF UEUE Dist] m	Prop. Que	Effective <i>A</i> Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	: Morts	s Rd (S)												
4	L2	122	0.0	122	0.0	0.226	3.4	LOS A	0.0	0.0	0.00	0.13	0.00	39.4
5	T1	306	3.6	306	3.6	0.226	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	38.3
Appro	bach	428	2.6	428	2.6	0.226	1.0	NA	0.0	0.0	0.00	0.13	0.00	38.8
North	: Mort I	Rd (N)												
11	T1	335	3.3	335	3.3	0.266	0.9	LOS A	1.0	7.5	0.30	0.14	0.30	35.4
12	R2	104	1.0	104	1.0	0.266	5.7	LOS A	1.0	7.5	0.30	0.14	0.30	43.5
Appro	bach	439	2.7	439	2.7	0.266	2.0	NA	1.0	7.5	0.30	0.14	0.30	39.2
West:	Martin	PI (W)												
1	L2	71	1.4	71	1.4	0.112	5.7	LOS A	0.4	2.9	0.42	0.64	0.42	41.4
3	R2	28	7.1	28	7.1	0.112	9.8	LOS A	0.4	2.9	0.42	0.64	0.42	41.5
Appro	bach	99	3.0	99	3.0	0.112	6.8	LOS A	0.4	2.9	0.42	0.64	0.42	41.4
All Ve	hicles	966	2.7	966	2.7	0.266	2.0	NA	1.0	7.5	0.18	0.19	0.18	39.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

Organisation: VARGA TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Thursday, 26 May 2022 6:23:06 PM Project: Z:\DATA\Data\Jobs01\Jobs\20work\20106T_19-27MacquariePIMortdale\SIDRA\220524\Proposed SAT 2022.sip9

V Site: 101 [Site 2 - Morts Rd / Pitt St / Cook Ln (Site Folder: General)]

Morts Rd / Pitt St / Cook Ln Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehio	cle Mo	vement	Perfo	rmano	ce									
Mov	Turn	DEMA	ND	ARR	IVAL	Deg.	Aver.	Level of	95% E	BACK OF	Prop.	Effective A	ver. No.	Aver.
ID		FLO\ [Total	NS HV]	FLO [Tota]	WS [HV]	Satn	Delay	Service	Ql [Veh.	JEUE Dist]	Que	Stop Rate	Cycles	Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
North	: Morts	Rd (N)												
7	L2	90	1.1	90	1.1	0.216	3.4	LOS A	0.0	0.0	0.00	0.52	0.00	32.6
9	R2	300	5.0	300	5.0	0.216	3.9	LOS A	0.0	0.0	0.00	0.52	0.00	32.6
Appro	bach	390	4.1	390	4.1	0.216	3.8	NA	0.0	0.0	0.00	0.52	0.00	32.6
All Ve	hicles	390	4.1	390	4.1	0.216	3.8	NA	0.0	0.0	0.00	0.52	0.00	32.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Site: 101 [Site 3 - Macquarie PI / The Strand Intersection (Site Folder: General)]

Macquarie PI / The Strand Intersection Site Category: Existing Design Stop (Two-Way)

Vehi	cle Mo	vement	Perfo	rmano	ce									
Mov ID	Turn	DEMA FLO\ [Total	AND NS HV]	ARR FLO [Tota	IVAL WS I HV]	Deg. Satn	Aver. Delay	Level of Service	95% B QU [Veh.	ACK OF EUE Dist]	Prop. Que	Effective <i>A</i> Stop Rate	ver. No. Cycles	Aver. Speed
		veh/h	%	veh/h	· %	v/c	sec		veh	m				km/h
South	n: The S	Strand (S)											
1	L2	8	0.0	8	0.0	0.191	7.4	LOS A	0.7	5.4	0.38	0.92	0.38	22.3
2	T1	35	2.9	35	2.9	0.191	8.2	LOS A	0.7	5.4	0.38	0.92	0.38	28.4
3	R2	120	7.5	120	7.5	0.191	9.3	LOS A	0.7	5.4	0.38	0.92	0.38	34.5
Appro	bach	163	6.1	163	6.1	0.191	9.0	LOS A	0.7	5.4	0.38	0.92	0.38	33.3
North	: The S	strand (N))											
7	L2	126	0.0	126	0.0	0.117	8.2	LOS A	0.5	3.3	0.30	0.88	0.30	36.6
8	T1	8	0.0	8	0.0	0.117	7.9	LOS A	0.5	3.3	0.30	0.88	0.30	23.8
9	R2	5	0.0	5	0.0	0.117	8.1	LOS A	0.5	3.3	0.30	0.88	0.30	23.8
Appro	bach	139	0.0	139	0.0	0.117	8.2	LOS A	0.5	3.3	0.30	0.88	0.30	36.0
West	: Macqu	uaire PI (\	N)											
10	L2	3	33.3	3	33.3	0.094	4.9	LOS A	0.0	0.0	0.00	0.01	0.00	46.0
11	T1	176	2.3	176	2.3	0.094	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.8
12	R2	1	0.0	1	0.0	0.094	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
Appro	bach	180	2.8	180	2.8	0.094	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.8
All Ve	ehicles	482	3.1	482	3.1	0.191	5.4	NA	0.7	5.4	0.22	0.57	0.22	40.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 4 - Pitt St / The Strand Intersection (Site Folder: General)]

Pitt St / The Strand Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmano	ce									
Mov Turn DEMAND ARRIVAL Deg. Aver. Level of 95% BACK OF Prop. Effective Aver. No ID FLOWS FLOWS Satn Delay Service QUEUE Que Stop Cycle [Total HV] [Total HV] [Veh. Dist] Rate											ver. No. Cycles	Aver. Speed		
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South	: The S	Strand (S)												
1	L2	1	0.0	1	0.0	0.016	5.0	LOS A	0.1	0.4	0.35	0.52	0.35	40.4
2	T1	15	0.0	15	0.0	0.016	4.5	LOS A	0.1	0.4	0.35	0.52	0.35	29.3
Appro	bach	16	0.0	16	0.0	0.016	4.5	LOS A	0.1	0.4	0.35	0.52	0.35	30.8
East:	Pitt St	(E)												
4	L2	13	0.0	13	0.0	0.169	3.5	LOS A	0.8	5.5	0.07	0.25	0.07	38.2
5	T1	158	3.2	158	3.2	0.169	0.0	LOS A	0.8	5.5	0.07	0.25	0.07	42.5
6	R2	130	7.7	130	7.7	0.169	4.0	LOS A	0.8	5.5	0.07	0.25	0.07	36.4
Appro	bach	301	5.0	301	5.0	0.169	1.9	NA	0.8	5.5	0.07	0.25	0.07	40.4
North	: The S	trand (N)												
8	T1	6	0.0	6	0.0	0.010	4.4	LOS A	0.0	0.2	0.36	0.53	0.36	34.2
9	R2	3	0.0	3	0.0	0.010	6.2	LOS A	0.0	0.2	0.36	0.53	0.36	38.8
Appro	bach	9	0.0	9	0.0	0.010	5.0	LOS A	0.0	0.2	0.36	0.53	0.36	36.2
West	Pitt St	(W)												
10	L2	18	0.0	18	0.0	0.010	4.6	LOS A	0.0	0.0	0.03	0.51	0.03	39.1
12	R2	1	0.0	1	0.0	0.010	5.1	LOS A	0.0	0.0	0.03	0.51	0.03	39.3
Appro	bach	19	0.0	19	0.0	0.010	4.6	NA	0.0	0.0	0.03	0.51	0.03	39.2
All Ve	hicles	345	4.3	345	4.3	0.169	2.3	NA	0.8	5.5	0.09	0.28	0.09	40.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 5 - Boundary Rd / Macquarie PI Intersection (Site Folder: General)]

Boundary Rd / Macquarie Pl Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmanc	e									
Mov ID	Turn	DEMA FLOV [Total veh/h	AND NS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Q [Veh. veh	BACK OF UEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	: Boun	dary Rd (S)											
2	T1	624	1.3	624	1.3	0.406	1.3	LOS A	1.8	12.7	0.23	0.07	0.31	48.0
3	R2	68	7.4	68	7.4	0.406	10.2	LOS A	1.8	12.7	0.23	0.07	0.31	46.4
Appro	bach	692	1.9	692	1.9	0.406	2.2	NA	1.8	12.7	0.23	0.07	0.31	47.9
East:	Macqu	arie PI (E)											
4	L2	6	0.0	6	0.0	0.030	6.7	LOS A	0.1	0.7	0.64	0.76	0.64	39.3
6	R2	7	0.0	7	0.0	0.030	15.0	LOS B	0.1	0.7	0.64	0.76	0.64	38.4
Appro	bach	13	0.0	13	0.0	0.030	11.2	LOS A	0.1	0.7	0.64	0.76	0.64	38.8
North	: Bound	dary Rd (N)											
7	L2	112	0.0	112	0.0	0.350	4.6	LOS A	0.0	0.0	0.00	0.09	0.00	48.4
8	T1	559	1.8	559	1.8	0.350	0.1	LOS A	0.0	0.0	0.00	0.09	0.00	49.1
Appro	bach	671	1.5	671	1.5	0.350	0.9	NA	0.0	0.0	0.00	0.09	0.00	49.0
All Ve	hicles	1376	1.7	1376	1.7	0.406	1.6	NA	1.8	12.7	0.12	0.09	0.16	48.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

Organisation: VARGA TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Thursday, 26 May 2022 6:23:06 PM Project: Z:\DATA\Data\Jobs01\Jobs\20work\20106T_19-27MacquariePIMortdale\SIDRA\220524\Proposed SAT 2022.sip9

V Site: 101 [Site 1 - Morts Rd / Martin PI Intersection (Site Folder: General)]

Morts Road / Martin Place Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmand	e:									
Mov ID	Turn	DEMA FLOV [Total veh/h	AND WS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF [Veh. veh	AGE BACK QUEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	n: Morts	Rd (S)												
4	L2	44	0.0	44	0.0	0.187	3.4	LOS A	0.0	0.0	0.00	0.06	0.00	39.9
5	T1	310	4.2	310	4.2	0.187	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	39.2
Appro	bach	354	3.7	354	3.7	0.187	0.4	NA	0.0	0.0	0.00	0.06	0.00	39.3
North	: Mort F	Rd (N)												
11	T1	347	4.0	347	4.0	0.250	0.5	LOS A	0.3	2.3	0.23	0.11	0.23	36.3
12	R2	85	0.0	85	0.0	0.250	5.2	LOS A	0.3	2.3	0.23	0.11	0.23	44.0
Appro	bach	432	3.2	432	3.2	0.250	1.4	NA	0.3	2.3	0.23	0.11	0.23	39.5
West	: Martin	PI (W)												
1	L2	55	0.0	55	0.0	0.131	5.7	LOS A	0.2	1.3	0.45	0.68	0.45	41.0
3	R2	50	0.0	50	0.0	0.131	9.0	LOS A	0.2	1.3	0.45	0.68	0.45	41.0
Appro	bach	105	0.0	105	0.0	0.131	7.3	LOS A	0.2	1.3	0.45	0.68	0.45	41.0
All Ve	hicles	891	3.0	891	3.0	0.250	1.7	NA	0.3	2.3	0.16	0.16	0.16	39.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 2 - Morts Rd / Pitt St / Cook Ln (Site Folder: General)]

Morts Rd / Pitt St / Cook Ln Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehio	cle Mc	vement	Perfo	rmano	e:									
Mov	Turn	DEMA	٨ND	ARRI	VAL	Deg.	Aver.	Level of	AVERA	GE BACK	Prop.	Effective A	ver. No.	Aver.
ID		FLO\	NS	FLO	WS	Satn	Delay	Service	OF	QUEUE	Que	Stop	Cycles	Speed
		[Total	HV]	[Total	HV]				[Veh.	Dist]		Rate		
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
North	: Morts	Rd (N)												
7	L2	138	0.0	138	0.0	0.213	3.4	LOS A	0.0	0.0	0.00	0.51	0.00	32.7
9	R2	248	5.2	248	5.2	0.213	3.9	LOS A	0.0	0.0	0.00	0.51	0.00	32.7
Appro	bach	386	3.4	386	3.4	0.213	3.8	NA	0.0	0.0	0.00	0.51	0.00	32.7
All Ve	hicles	386	3.4	386	3.4	0.213	3.8	NA	0.0	0.0	0.00	0.51	0.00	32.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Site: 101 [Site 3 - Macquarie PI / The Strand Intersection (Site ■■ Network: N101 [Existing PM Folder: General)]

Macquarie PI / The Strand Intersection Site Category: Existing Design Stop (Two-Way)

Vehi	cle Mo	vement	Perfo	rmano	ce									
Mov ID	Turn	DEMA FLO\ [Total	AND NS HV]	ARR FLO [Tota	IVAL WS I HV]	Deg. Satn	Aver. Delay	Level of Service	AVERA OF C [Veh.	GE BACK QUEUE Dist]	Prop. Que	Effective A Stop Rate	ver. No. Cycles	Aver. Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South	: The S	Strand (S))											
1	L2	5	0.0	5	0.0	0.136	7.4	LOS A	0.2	1.5	0.27	0.92	0.27	23.4
2	T1	34	0.0	34	0.0	0.136	7.7	LOS A	0.2	1.5	0.27	0.92	0.27	29.5
3	R2	92	14.1	92	14.1	0.136	8.4	LOS A	0.2	1.5	0.27	0.92	0.27	35.1
Appro	bach	131	9.9	131	9.9	0.136	8.2	LOS A	0.2	1.5	0.27	0.92	0.27	33.8
North	: The S	Strand (N))											
7	L2	28	0.0	28	0.0	0.044	7.9	LOS A	0.1	0.5	0.23	0.90	0.23	36.8
8	T1	11	0.0	11	0.0	0.044	7.6	LOS A	0.1	0.5	0.23	0.90	0.23	23.9
9	R2	12	0.0	12	0.0	0.044	7.7	LOS A	0.1	0.5	0.23	0.90	0.23	23.9
Appro	bach	51	0.0	51	0.0	0.044	7.8	LOS A	0.1	0.5	0.23	0.90	0.23	33.3
West:	Macqu	uaire PI (\	N)											
10	L2	1	0.0	1	0.0	0.065	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	48.3
11	T1	124	0.8	124	0.8	0.065	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
12	R2	1	0.0	1	0.0	0.065	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	49.8
Appro	bach	126	0.8	126	0.8	0.065	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
All Ve	hicles	308	4.5	308	4.5	0.136	4.8	NA	0.2	1.5	0.15	0.54	0.15	41.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 4 - Pitt St / The Strand Intersection (Site Folder: General)]

■ Network: N101 [Existing PM 2032 (Network Folder: General)]

Pitt St / The Strand Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehio	cle Mo	vement	Perfo	rmano	ce									
Mov ID	Turn	DEMA FLOV [Total	ND NS HV]	ARRI FLO [Total	IVAL WS I HV]	Deg. Satn	Aver. Delay	Level of Service	AVERA OF C [Veh.	GE BACK QUEUE Dist]	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed
South	· The S	veh/h Strand (S)	%	veh/h	%	V/C	sec	_	veh	m	_	_	_	km/h
0000			0.0		0.0	0.040		100.1	0.0	0.4	0.00	0.50	0.00	10.0
1	LZ	1	0.0	1	0.0	0.012	5.3	LOSA	0.0	0.1	0.39	0.53	0.39	40.0
2	11	10	0.0	10	0.0	0.012	4.8	LOSA	0.0	0.1	0.39	0.53	0.39	28.6
Appro	bach	11	0.0	11	0.0	0.012	4.8	LOS A	0.0	0.1	0.39	0.53	0.39	30.9
East:	Pitt St	(E)												
4	L2	10	0.0	10	0.0	0.193	3.5	LOS A	0.3	1.9	0.07	0.15	0.07	39.2
5	T1	245	1.2	245	1.2	0.193	0.0	LOS A	0.3	1.9	0.07	0.15	0.07	43.4
6	R2	91	14.3	91	14.3	0.193	4.1	LOS A	0.3	1.9	0.07	0.15	0.07	37.7
Appro	bach	346	4.6	346	4.6	0.193	1.2	NA	0.3	1.9	0.07	0.15	0.07	42.3
North	: The S	trand (N)												
8	T1	5	0.0	5	0.0	0.012	4.7	LOS A	0.0	0.1	0.40	0.57	0.40	33.1
9	R2	5	0.0	5	0.0	0.012	6.5	LOS A	0.0	0.1	0.40	0.57	0.40	38.0
Appro	bach	10	0.0	10	0.0	0.012	5.6	LOS A	0.0	0.1	0.40	0.57	0.40	36.1
West	Pitt St	(W)												
10	L2	30	0.0	30	0.0	0.018	4.6	LOS A	0.0	0.0	0.05	0.50	0.05	39.0
12	R2	2	0.0	2	0.0	0.018	5.3	LOS A	0.0	0.0	0.05	0.50	0.05	39.2
Appro	bach	32	0.0	32	0.0	0.018	4.7	NA	0.0	0.0	0.05	0.50	0.05	39.0
All Ve	hicles	399	4.0	399	4.0	0.193	1.7	NA	0.3	1.9	0.08	0.20	0.08	41.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 5 - Boundary Rd / Macquarie PI Intersection]

(Site Folder: General)]

■ Network: N101 [Existing PM 2032 (Network Folder: General)]

Boundary Rd / Macquarie PI Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehio	cle Mo	vement	Perfo	rmanc	e									
Mov ID	Turn	DEMA FLOV [Total veh/h	AND NS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF [Veh. veh	AGE BACK QUEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	: Boun	dary Rd (S)											
2	T1	625	1.3	625	1.3	0.393	1.3	LOS A	0.6	4.3	0.21	0.05	0.28	48.1
3	R2	50	2.0	50	2.0	0.393	11.6	LOS A	0.6	4.3	0.21	0.05	0.28	46.5
Appro	bach	675	1.3	675	1.3	0.393	2.1	NA	0.6	4.3	0.21	0.05	0.28	48.0
East:	Macqu	arie PI (E)											
4	L2	9	0.0	9	0.0	0.062	7.9	LOS A	0.1	0.5	0.73	0.84	0.73	37.6
6	R2	12	0.0	12	0.0	0.062	18.0	LOS B	0.1	0.5	0.73	0.84	0.73	36.8
Appro	bach	21	0.0	21	0.0	0.062	13.7	LOS A	0.1	0.5	0.73	0.84	0.73	37.1
North	: Bound	dary Rd (l	N)											
7	L2	74	0.0	74	0.0	0.416	4.7	LOS A	0.0	0.0	0.00	0.05	0.00	49.0
8	T1	729	0.8	729	0.8	0.416	0.1	LOS A	0.0	0.0	0.00	0.05	0.00	49.4
Appro	bach	803	0.7	803	0.7	0.416	0.5	NA	0.0	0.0	0.00	0.05	0.00	49.4
All Ve	hicles	1499	1.0	1499	1.0	0.416	1.4	NA	0.6	4.3	0.10	0.06	0.14	48.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 1 - Morts Rd / Martin PI Intersection (Site Folder: General)]

Morts Road / Martin Place Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmand	e:									
Mov ID	Turn	DEM/ FLO [Total veh/h	AND WS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVER/ OF [Veh. veh	AGE BACK QUEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	n: Morts	Rd (S)												
4	L2	41	0.0	41	0.0	0.160	3.4	LOS A	0.0	0.0	0.00	0.06	0.00	39.8
5	T1	261	4.2	261	4.2	0.160	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	39.1
Appro	bach	302	3.6	302	3.6	0.160	0.5	NA	0.0	0.0	0.00	0.06	0.00	39.3
North	: Mort I	Rd (N)												
11	T1	385	2.9	385	2.9	0.250	0.3	LOS A	0.2	1.7	0.16	0.08	0.16	37.3
12	R2	64	1.6	64	1.6	0.250	4.9	LOS A	0.2	1.7	0.16	0.08	0.16	44.3
Appro	bach	449	2.7	449	2.7	0.250	1.0	NA	0.2	1.7	0.16	0.08	0.16	39.7
West	: Martin	PI (W)												
1	L2	82	1.2	82	1.2	0.120	5.5	LOS A	0.2	1.3	0.39	0.62	0.39	41.6
3	R2	32	6.3	32	6.3	0.120	9.1	LOS A	0.2	1.3	0.39	0.62	0.39	41.9
Appro	bach	114	2.6	114	2.6	0.120	6.5	LOS A	0.2	1.3	0.39	0.62	0.39	41.7
All Ve	hicles	865	3.0	865	3.0	0.250	1.5	NA	0.2	1.7	0.13	0.14	0.13	40.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 2 - Morts Rd / Pitt St / Cook Ln (Site Folder: General)]

Morts Rd / Pitt St / Cook Ln Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehio	cle Mo	ovement	Perfo	rmanc	e:									
Mov	Turn	DEMA	AND	ARRI	VAL	Deg.	Aver.	Level of	AVERA	GE BACK	Prop.	EffectiveA	ver. No.	Aver.
ID		FLO\ [Total	NS HV]	FLO [Total	WS HV]	Satn	Delay	Service	OF [Veh.	QUEUE Dist]	Que	Stop Rate	Cycles	Speed
		- veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
North	: Morts	Rd (N)												
7	L2	102	1.0	102	1.0	0.220	3.4	LOS A	0.0	0.0	0.00	0.52	0.00	32.6
9	R2	296	5.1	296	5.1	0.220	3.9	LOS A	0.0	0.0	0.00	0.52	0.00	32.6
Appro	bach	398	4.0	398	4.0	0.220	3.8	NA	0.0	0.0	0.00	0.52	0.00	32.6
All Ve	hicles	398	4.0	398	4.0	0.220	3.8	NA	0.0	0.0	0.00	0.52	0.00	32.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

Organisation: VARGA TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Thursday, 26 May 2022 6:35:43 PM Project: Z:\DATA\Data\Jobs01\Jobs\20work\20106T_19-27MacquariePIMortdale\SIDRA\220524\Existing SAT 2032.sip9

Site: 101 [Site 3 - Macquarie PI / The Strand Intersection (Site ■■ Network: N101 [Existing SAT Folder: General)]

Macquarie PI / The Strand Intersection Site Category: Existing Design Stop (Two-Way)

Vehic	cle Mo	vement	Perfo	rmano	ce									
Mov ID	Turn	DEMA FLOV [Total	AND WS HV]	ARR FLO [Tota	IVAL WS I HV]	Deg. Satn	Aver. Delay	Level of Service	AVERA OF C [Veh.	GE BACK UEUE Dist]	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South	: The S	trand (S))											
1	L2	8	0.0	8	0.0	0.182	7.4	LOS A	0.3	2.1	0.31	0.91	0.31	23.2
2	T1	35	2.9	35	2.9	0.182	8.0	LOS A	0.3	2.1	0.31	0.91	0.31	29.2
3	R2	131	6.9	131	6.9	0.182	8.3	LOS A	0.3	2.1	0.31	0.91	0.31	35.2
Appro	ach	174	5.7	174	5.7	0.182	8.2	LOS A	0.3	2.1	0.31	0.91	0.31	34.1
North	: The S	trand (N)												
7	L2	31	0.0	31	0.0	0.037	8.0	LOS A	0.1	0.4	0.25	0.89	0.25	36.8
8	T1	8	0.0	8	0.0	0.037	7.7	LOS A	0.1	0.4	0.25	0.89	0.25	23.9
9	R2	5	0.0	5	0.0	0.037	7.8	LOS A	0.1	0.4	0.25	0.89	0.25	23.9
Appro	ach	44	0.0	44	0.0	0.037	7.9	LOS A	0.1	0.4	0.25	0.89	0.25	34.7
West:	Macqu	iaire PI (V	N)											
10	L2	3	33.3	3	33.3	0.078	4.9	LOS A	0.0	0.0	0.00	0.01	0.00	46.0
11	T1	145	2.8	145	2.8	0.078	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.8
12	R2	1	0.0	1	0.0	0.078	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
Appro	bach	149	3.4	149	3.4	0.078	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.8
All Ve	hicles	367	4.1	367	4.1	0.182	4.9	NA	0.3	2.1	0.17	0.54	0.17	41.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com Organisation: VARGA TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Thursday, 26 May 2022 6:35:43 PM

Project: Z:\DATA\Data\Jobs\1Jobs\20work\20106T_19-27MacquariePIMortdale\SIDRA\220524\Existing SAT 2032.sip9

V Site: 101 [Site 4 - Pitt St / The Strand Intersection (Site Folder: General)]

■ Network: N101 [Existing SAT 2032 (Network Folder: General)]

Pitt St / The Strand Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmand	ce									
Mov ID	Turn	DEMA FLOV [Total	ND VS HV]	ARRI FLO [Total	IVAL WS I HV]	Deg. Satn	Aver. Delay	Level of Service	AVERAC OF Q [Veh.	GE BACK UEUE Dist]	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed
South	n: The S	Strand (S)	70	ven/n	70	V/C	SEC		ven	111	_		_	KIII/11
1	L2	1	0.0	1	0.0	0.016	5.0	LOS A	0.0	0.2	0.36	0.52	0.36	40.3
2	T1	15	0.0	15	0.0	0.016	4.6	LOS A	0.0	0.2	0.36	0.52	0.36	29.1
Appro	bach	16	0.0	16	0.0	0.016	4.6	LOS A	0.0	0.2	0.36	0.52	0.36	30.7
East:	Pitt St	(E)												
4	L2	13	0.0	13	0.0	0.178	3.5	LOS A	0.3	2.3	0.08	0.25	0.08	38.1
5	T1	166	3.0	166	3.0	0.178	0.1	LOS A	0.3	2.3	0.08	0.25	0.08	42.5
6	R2	137	7.3	137	7.3	0.178	4.0	LOS A	0.3	2.3	0.08	0.25	0.08	36.3
Appro	bach	316	4.7	316	4.7	0.178	1.9	NA	0.3	2.3	0.08	0.25	0.08	40.4
North	: The S	trand (N)												
8	T1	6	0.0	6	0.0	0.010	4.5	LOS A	0.0	0.1	0.38	0.54	0.38	34.0
9	R2	3	0.0	3	0.0	0.010	6.3	LOS A	0.0	0.1	0.38	0.54	0.38	38.6
Appro	bach	9	0.0	9	0.0	0.010	5.1	LOS A	0.0	0.1	0.38	0.54	0.38	36.1
West	Pitt St	(W)												
10	L2	22	0.0	22	0.0	0.012	4.6	LOS A	0.0	0.0	0.03	0.51	0.03	39.2
12	R2	1	0.0	1	0.0	0.012	5.1	LOS A	0.0	0.0	0.03	0.51	0.03	39.4
Appro	bach	23	0.0	23	0.0	0.012	4.6	NA	0.0	0.0	0.03	0.51	0.03	39.2
All Ve	hicles	364	4.1	364	4.1	0.178	2.3	NA	0.3	2.3	0.09	0.28	0.09	40.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 5 - Boundary Rd / Macquarie PI Intersection] (Site Folder: General)]

■ Network: N101 [Existing SAT 2032 (Network Folder: General)]

Boundary Rd / Macquarie PI Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmanc	e									
Mov ID	Turn	DEMA FLO\ [Total veh/h	ND NS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF ([Veh. veh	GE BACK QUEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	n: Boun	dary Rd (S)											
2	T1	748	1.1	748	1.1	0.476	1.6	LOS A	0.9	6.6	0.24	0.06	0.36	47.8
3	R2	65	7.7	65	7.7	0.476	12.4	LOS A	0.9	6.6	0.24	0.06	0.36	45.9
Appro	bach	813	1.6	813	1.6	0.476	2.5	NA	0.9	6.6	0.24	0.06	0.36	47.7
East:	Macqu	arie PI (E)											
4	L2	9	0.0	9	0.0	0.061	7.5	LOS A	0.1	0.5	0.74	0.83	0.74	37.1
6	R2	10	0.0	10	0.0	0.061	20.9	LOS B	0.1	0.5	0.74	0.83	0.74	36.2
Appro	bach	19	0.0	19	0.0	0.061	14.5	LOS B	0.1	0.5	0.74	0.83	0.74	36.6
North	: Bound	dary Rd (N)											
7	L2	86	0.0	86	0.0	0.393	4.7	LOS A	0.0	0.0	0.00	0.06	0.00	48.8
8	T1	670	1.5	670	1.5	0.393	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	49.3
Appro	bach	756	1.3	756	1.3	0.393	0.6	NA	0.0	0.0	0.00	0.06	0.00	49.3
All Ve	hicles	1588	1.4	1588	1.4	0.476	1.7	NA	0.9	6.6	0.13	0.07	0.19	48.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 1 - Morts Rd / Martin PI Intersection (Site Folder: General)]

Morts Road / Martin Place Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmanc	e									
Mov ID	Turn	DEMA FLO\ [Total veh/h	ND NS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF ([Veh. veh	AGE BACK QUEUE Dist] m	Prop. Que	Effective <i>A</i> Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	n: Morts	Rd (S)												
4	L2	115	0.0	115	0.0	0.251	3.4	LOS A	0.0	0.0	0.00	0.11	0.00	39.5
5	T1	360	3.6	360	3.6	0.251	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	38.5
Appro	bach	475	2.7	475	2.7	0.251	0.8	NA	0.0	0.0	0.00	0.11	0.00	38.9
North	: Mort F	Rd (N)												
11	T1	347	4.0	347	4.0	0.299	1.2	LOS A	0.6	4.1	0.37	0.18	0.38	34.3
12	R2	128	0.0	128	0.0	0.299	6.1	LOS A	0.6	4.1	0.37	0.18	0.38	43.1
Appro	bach	475	2.9	475	2.9	0.299	2.5	NA	0.6	4.1	0.37	0.18	0.38	38.9
West:	: Martin	PI (W)												
1	L2	55	0.0	55	0.0	0.148	5.9	LOS A	0.2	1.4	0.50	0.71	0.50	40.5
3	R2	50	0.0	50	0.0	0.148	10.3	LOS A	0.2	1.4	0.50	0.71	0.50	40.3
Appro	bach	105	0.0	105	0.0	0.148	8.0	LOS A	0.2	1.4	0.50	0.71	0.50	40.4
All Ve	hicles	1055	2.6	1055	2.6	0.299	2.3	NA	0.6	4.1	0.21	0.20	0.22	39.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minister in de la construction d

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

Organisation: VARGA TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Thursday, 26 May 2022 6:32:08 PM Project: Z:\DATA\Data\Jobs01\Jobs\20work\20106T_19-27MacquariePIMortdale\SIDRA\220524\Proposed PM 2032.sip9

V Site: 101 [Site 2 - Morts Rd / Pitt St / Cook Ln (Site Folder: General)]

Morts Rd / Pitt St / Cook Ln Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehio	cle Mo	vement	Perfo	rmano	ce									
Mov	Turn	DEMA	ND	ARR	VAL	Deg.	Aver.	Level of	AVERA	GE BACK	Prop.	Effective	Aver. No.	Aver.
ID		FLO\ [Total	NS HV]	FLO [Total	ws IHV] _I	Satn	Delay	Service	OF∘ [Veh.	QUEUE Dist]	Que	Stop Rate	Cycles	Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
North	: Morts	Rd (N)												
7	L2	138	0.0	138	0.0	0.230	3.4	LOS A	0.0	0.0	0.00	0.51	0.00	32.7
9	R2	280	4.6	280	4.6	0.230	3.9	LOS A	0.0	0.0	0.00	0.51	0.00	32.6
Appro	bach	418	3.1	418	3.1	0.230	3.8	NA	0.0	0.0	0.00	0.51	0.00	32.7
All Ve	hicles	418	3.1	418	3.1	0.230	3.8	NA	0.0	0.0	0.00	0.51	0.00	32.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Site: 101 [Site 3 - Macquarie PI / The Strand Intersection (Site Folder: General)]

Macquarie PI / The Strand Intersection Site Category: Existing Design Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMA FLO\ [Total	AND WS HV]	ARRI FLO [Total	IVAL WS I HV]	Deg. Satn	Aver. Delay	Level of Service	AVERA OF [Veh.	AGE BACK QUEUE Dist]	Prop. Que	Effective <i>F</i> Stop Rate	ver. No. Cycles	Aver. Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South	n: The S	Strand (S)											
1	L2	5	0.0	5	0.0	0.179	7.4	LOS A	0.3	2.0	0.38	0.93	0.38	22.2
2	T1	34	0.0	34	0.0	0.179	8.0	LOS A	0.3	2.0	0.38	0.93	0.38	28.4
3	R2	109	11.9	109	11.9	0.179	9.5	LOS A	0.3	2.0	0.38	0.93	0.38	34.3
Appro	bach	148	8.8	148	8.8	0.179	9.1	LOS A	0.3	2.0	0.38	0.93	0.38	33.1
North	: The S	trand (N)												
7	L2	123	0.0	123	0.0	0.125	8.2	LOS A	0.2	1.4	0.31	0.88	0.31	36.6
8	T1	11	0.0	11	0.0	0.125	8.0	LOS A	0.2	1.4	0.31	0.88	0.31	23.7
9	R2	12	0.0	12	0.0	0.125	8.2	LOS A	0.2	1.4	0.31	0.88	0.31	23.7
Appro	bach	146	0.0	146	0.0	0.125	8.2	LOS A	0.2	1.4	0.31	0.88	0.31	35.6
West	: Macqu	uaire PI (\	N)											
10	L2	1	0.0	1	0.0	0.096	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	48.3
11	T1	184	0.5	184	0.5	0.096	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
12	R2	1	0.0	1	0.0	0.096	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	49.8
Appro	bach	186	0.5	186	0.5	0.096	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.9
All Ve	hicles	480	2.9	480	2.9	0.179	5.3	NA	0.3	2.0	0.21	0.56	0.21	40.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 4 - Pitt St / The Strand Intersection (Site Folder: General)]

Pitt St / The Strand Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Mov Turn DEMAND ID FLOWS [Total HV] veh/h %		ND VS HV]	ARRIVAL FLOWS [Total HV]		Deg. Satn	Aver. Delay	Level of Service	AVERA OF C [Veh.	GE BACK QUEUE Dist]	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed
South	. Tho S	veh/h Strand (S)	%	veh/h	ı %	v/c	sec	_	veh	m	_	_	_	km/h
Jour	i. The c													
1	L2	1	0.0	1	0.0	0.012	5.3	LOS A	0.0	0.1	0.41	0.54	0.41	39.8
2	T1	10	0.0	10	0.0	0.012	5.0	LOS A	0.0	0.1	0.41	0.54	0.41	28.2
Appro	bach	11	0.0	11	0.0	0.012	5.0	LOS A	0.0	0.1	0.41	0.54	0.41	30.5
East:	Pitt St	(E)												
4	L2	10	0.0	10	0.0	0.210	3.5	LOS A	0.3	2.2	0.07	0.16	0.07	39.0
5	T1	260	1.2	260	1.2	0.210	0.1	LOS A	0.3	2.2	0.07	0.16	0.07	43.3
6	R2	108	12.0	108	12.0	0.210	4.1	LOS A	0.3	2.2	0.07	0.16	0.07	37.5
Appro	bach	378	4.2	378	4.2	0.210	1.3	NA	0.3	2.2	0.07	0.16	0.07	42.1
North	: The S	trand (N)												
8	T1	5	0.0	5	0.0	0.013	4.9	LOS A	0.0	0.1	0.42	0.58	0.42	32.7
9	R2	5	0.0	5	0.0	0.013	6.7	LOS A	0.0	0.1	0.42	0.58	0.42	37.7
Appro	bach	10	0.0	10	0.0	0.013	5.8	LOS A	0.0	0.1	0.42	0.58	0.42	35.8
West	: Pitt St	(W)												
10	L2	30	0.0	30	0.0	0.018	4.6	LOS A	0.0	0.0	0.05	0.50	0.05	39.0
12	R2	2	0.0	2	0.0	0.018	5.4	LOS A	0.0	0.0	0.05	0.50	0.05	39.2
Appro	bach	32	0.0	32	0.0	0.018	4.7	NA	0.0	0.0	0.05	0.50	0.05	39.0
All Ve	hicles	431	3.7	431	3.7	0.210	1.7	NA	0.3	2.2	0.09	0.21	0.09	41.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 5 - Boundary Rd / Macquarie PI Intersection (Site Folder: General)]

Boundary Rd / Macquarie Pl Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	Vehicle Movement Performance													
Mov ID	Turn	DEMA FLOV [Total veh/h	ND NS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF ([Veh. veh	GE BACK QUEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	: Boun	dary Rd (S)											
2	T1	625	1.3	625	1.3	0.422	2.0	LOS A	0.9	6.3	0.29	0.07	0.41	47.3
3	R2	67	1.5	67	1.5	0.422	12.5	LOS A	0.9	6.3	0.29	0.07	0.41	45.1
Appro	bach	692	1.3	692	1.3	0.422	3.0	NA	0.9	6.3	0.29	0.07	0.41	47.2
East:	Macqu	arie PI (E)											
4	L2	9	0.0	9	0.0	0.066	7.9	LOS A	0.1	0.6	0.75	0.85	0.75	37.2
6	R2	12	0.0	12	0.0	0.066	19.1	LOS B	0.1	0.6	0.75	0.85	0.75	36.4
Appro	bach	21	0.0	21	0.0	0.066	14.3	LOS A	0.1	0.6	0.75	0.85	0.75	36.7
North	: Bound	dary Rd (I	N)											
7	L2	117	0.0	117	0.0	0.439	4.7	LOS A	0.0	0.0	0.00	0.08	0.00	48.6
8	T1	729	0.8	729	0.8	0.439	0.1	LOS A	0.0	0.0	0.00	0.08	0.00	49.2
Appro	bach	846	0.7	846	0.7	0.439	0.8	NA	0.0	0.0	0.00	0.08	0.00	49.1
All Ve	hicles	1559	1.0	1559	1.0	0.439	2.0	NA	0.9	6.3	0.14	0.08	0.19	48.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

Organisation: VARGA TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Thursday, 26 May 2022 6:32:08 PM Project: Z:\DATA\Data\Jobs01\Jobs\20work\20106T_19-27MacquariePIMortdale\SIDRA\220524\Proposed PM 2032.sip9

V Site: 101 [Site 1 - Morts Rd / Martin PI Intersection (Site Folder: General)]

Morts Road / Martin Place Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehio	Vehicle Movement Performance													
Mov ID	Turn	DEMA FLO\ [Total veh/h	AND NS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF [Veh. veh	AGE BACK QUEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	: Morts	Rd (S)												
4	L2	125	0.0	125	0.0	0.238	3.4	LOS A	0.0	0.0	0.00	0.13	0.00	39.4
5	T1	325	3.4	325	3.4	0.238	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	38.3
Appro	bach	450	2.4	450	2.4	0.238	1.0	NA	0.0	0.0	0.00	0.13	0.00	38.8
North	: Mort F	Rd (N)												
11	T1	385	2.9	385	2.9	0.300	0.9	LOS A	0.5	3.5	0.31	0.14	0.31	35.3
12	R2	110	0.9	110	0.9	0.300	6.0	LOS A	0.5	3.5	0.31	0.14	0.31	43.5
Appro	bach	495	2.4	495	2.4	0.300	2.1	NA	0.5	3.5	0.31	0.14	0.31	39.1
West:	Martin	PI (W)												
1	L2	82	1.2	82	1.2	0.137	5.8	LOS A	0.2	1.4	0.45	0.65	0.45	41.1
3	R2	32	6.3	32	6.3	0.137	10.8	LOS A	0.2	1.4	0.45	0.65	0.45	41.2
Appro	bach	114	2.6	114	2.6	0.137	7.2	LOS A	0.2	1.4	0.45	0.65	0.45	41.1
All Ve	hicles	1059	2.5	1059	2.5	0.300	2.1	NA	0.5	3.5	0.19	0.19	0.20	39.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Ministration of the state of th

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

Organisation: VARGA TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Thursday, 26 May 2022 6:39:55 PM Project: Z:\DATA\Data\Jobs01\Jobs\20work\20106T_19-27MacquariePIMortdale\SIDRA\220524\Proposed SAT 2032.sip9

V Site: 101 [Site 2 - Morts Rd / Pitt St / Cook Ln (Site Folder: General)]

Morts Rd / Pitt St / Cook Ln Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehio	Vehicle Movement Performance													
Mov	Turn	DEMA	ND	ARRI	VAL	Deg.	Aver.	Level of	AVERA	GE BACK	Prop.	Effective/	ver. No.	Aver.
ID		FLOWS [Total HV]		FLOWS [Total HV]		Satn	Delay	Service	OF ([Veh.	QUEUE Dist]	Que	Stop Rate	Cycles	Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
North	: Morts	Rd (N)												
7	L2	102	1.0	102	1.0	0.241	3.4	LOS A	0.0	0.0	0.00	0.52	0.00	32.6
9	R2	334	4.5	334	4.5	0.241	3.9	LOS A	0.0	0.0	0.00	0.52	0.00	32.5
Appro	bach	436	3.7	436	3.7	0.241	3.8	NA	0.0	0.0	0.00	0.52	0.00	32.6
All Ve	hicles	436	3.7	436	3.7	0.241	3.8	NA	0.0	0.0	0.00	0.52	0.00	32.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Site: 101 [Site 3 - Macquarie PI / The Strand Intersection (Site Folder: General)]

Macquarie PI / The Strand Intersection Site Category: Existing Design Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMA FLO\ [Total	AND WS HV]	ARR FLO [Tota	IVAL WS I HV]	Deg. Satn	Aver. Delay	Level of Service	AVERA OF C [Veh.	GE BACK UEUE Dist]	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed
		veh/h	%	veh/h	· %	v/c	sec		veh	m				km/h
South	n: The S	Strand (S)											
1	L2	8	0.0	8	0.0	0.236	7.4	LOS A	0.4	2.7	0.43	0.93	0.43	21.8
2	T1	35	2.9	35	2.9	0.236	8.4	LOS A	0.4	2.7	0.43	0.93	0.43	28.0
3	R2	148	6.1	148	6.1	0.236	9.7	LOS A	0.4	2.7	0.43	0.93	0.43	34.2
Appro	bach	191	5.2	191	5.2	0.236	9.3	LOS A	0.4	2.7	0.43	0.93	0.43	33.1
North	: The S	trand (N)												
7	L2	133	0.0	133	0.0	0.127	8.4	LOS A	0.2	1.5	0.33	0.88	0.33	36.5
8	T1	8	0.0	8	0.0	0.127	8.1	LOS A	0.2	1.5	0.33	0.88	0.33	23.6
9	R2	5	0.0	5	0.0	0.127	8.4	LOS A	0.2	1.5	0.33	0.88	0.33	23.6
Appro	bach	146	0.0	146	0.0	0.127	8.3	LOS A	0.2	1.5	0.33	0.88	0.33	35.9
West	: Macqu	uaire PI (\	N)											
10	L2	3	33.3	3	33.3	0.111	4.9	LOS A	0.0	0.0	0.00	0.01	0.00	46.0
11	T1	209	1.9	209	1.9	0.111	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
12	R2	1	0.0	1	0.0	0.111	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	49.8
Appro	bach	213	2.3	213	2.3	0.111	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.8
All Ve	hicles	550	2.7	550	2.7	0.236	5.5	NA	0.4	2.7	0.24	0.56	0.24	40.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 4 - Pitt St / The Strand Intersection (Site Folder: General)]

Pitt St / The Strand Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Mov Turn DEMAND ID FLOWS [Total HV] veh/h %			ARRIVAL FLOWS [Total HV] veh/h %		Deg. Satn	Aver. Delay	Level of Service	AVERA OF ([Veh.	GE BACK QUEUE Dist]	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed
South	· The S	veh/h Strand (S)	%	veh/h	%	V/C	sec	_	veh	m	_	_	_	km/h
1	1.2	1	0.0	1	0.0	0.017	5 1	1084	0.0	0.2	0.20	0.54	0.20	40.1
1	LZ T4	1	0.0	1	0.0	0.017	5.1		0.0	0.2	0.39	0.54	0.39	40.1
2		10	0.0	10	0.0	0.017	4.8	LOSA	0.0	0.2	0.39	0.54	0.39	28.0
Appro	acn	10	0.0	10	0.0	0.017	4.8	LUSA	0.0	0.2	0.39	0.54	0.39	30.2
East:	Pitt St	(E)												
4	L2	13	0.0	13	0.0	0.198	3.5	LOS A	0.4	2.7	0.08	0.25	0.08	38.1
5	T1	185	2.7	185	2.7	0.198	0.1	LOS A	0.4	2.7	0.08	0.25	0.08	42.5
6	R2	156	6.4	156	6.4	0.198	4.0	LOS A	0.4	2.7	0.08	0.25	0.08	36.3
Appro	bach	354	4.2	354	4.2	0.198	1.9	NA	0.4	2.7	0.08	0.25	0.08	40.3
North	: The S	trand (N)												
8	T1	6	0.0	6	0.0	0.011	4.7	LOS A	0.0	0.1	0.40	0.55	0.40	33.6
9	R2	3	0.0	3	0.0	0.011	6.5	LOS A	0.0	0.1	0.40	0.55	0.40	38.3
Appro	bach	9	0.0	9	0.0	0.011	5.3	LOS A	0.0	0.1	0.40	0.55	0.40	35.7
West	Pitt St	(W)												
10	L2	22	0.0	22	0.0	0.013	4.6	LOS A	0.0	0.0	0.03	0.51	0.03	39.2
12	R2	1	0.0	1	0.0	0.013	5.1	LOS A	0.0	0.0	0.03	0.51	0.03	39.3
Appro	bach	23	0.0	23	0.0	0.013	4.6	NA	0.0	0.0	0.03	0.51	0.03	39.2
All Ve	hicles	402	3.7	402	3.7	0.198	2.3	NA	0.4	2.7	0.10	0.28	0.10	40.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

V Site: 101 [Site 5 - Boundary Rd / Macquarie PI Intersection (Site Folder: General)]

Boundary Rd / Macquarie Pl Intersection Site Category: Existing Design Give-Way (Two-Way)

Vehi	Vehicle Movement Performance													
Mov ID	Turn	DEMA FLO\ [Total veh/h	AND NS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF ([Veh. veh	GE BACK QUEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
South	: Boun	dary Rd ((S)											
2	T1	748	1.1	748	1.1	0.507	2.4	LOS A	1.3	9.1	0.32	0.08	0.50	47.0
3	R2	83	6.0	83	6.0	0.507	13.4	LOS A	1.3	9.1	0.32	0.08	0.50	44.5
Appro	bach	831	1.6	831	1.6	0.507	3.5	NA	1.3	9.1	0.32	0.08	0.50	46.8
East:	Macqu	arie PI (E)											
4	L2	9	0.0	9	0.0	0.065	7.5	LOS A	0.1	0.5	0.75	0.83	0.75	36.6
6	R2	10	0.0	10	0.0	0.065	22.2	LOS B	0.1	0.5	0.75	0.83	0.75	35.8
Appro	bach	19	0.0	19	0.0	0.065	15.2	LOS B	0.1	0.5	0.75	0.83	0.75	36.2
North	: Bound	dary Rd (N)											
7	L2	132	0.0	132	0.0	0.418	4.7	LOS A	0.0	0.0	0.00	0.09	0.00	48.4
8	T1	670	1.5	670	1.5	0.418	0.1	LOS A	0.0	0.0	0.00	0.09	0.00	49.1
Appro	bach	802	1.2	802	1.2	0.418	0.9	NA	0.0	0.0	0.00	0.09	0.00	49.0
All Ve	hicles	1652	1.4	1652	1.4	0.507	2.3	NA	1.3	9.1	0.17	0.09	0.26	47.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

Organisation: VARGA TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Thursday, 26 May 2022 6:39:55 PM Project: Z:\DATA\Data\Jobs01\Jobs\20work\20106T_19-27MacquariePIMortdale\SIDRA\220524\Proposed SAT 2032.sip9