

Planning Proposal for a
Proposed Residential Development

**88-96 New Illawarra Road & 307-311A Bexley Road,
Bexley North**

TRAFFIC AND PARKING ASSESSMENT REPORT

5 April 2017

Ref 17160

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Document Verification

Location:	88-96 New Illawarra Rd & 307-311A Bexley Rd, Bexley North	Job Number		17160	
Revision	Details	Prepared		Approved	
Final	Final for Submission	By	Date	By	Date
		RV	5/04/17	RV	5/04/17

1. INTRODUCTION

This report has been prepared to accompany a Planning Proposal to Rockdale City Council for a residential development to be located at 88-96 New Illawarra Road and 307-311A Bexley Road, Bexley North (Figures 1 and 2).

The Planning Proposal involves the rezoning of the land from *R2 – Low Density Residential* to *R4 – High Density Residential*. The site is situated approximately 250m walking distance to the entrance of Bexley North Railway Station and is also accessible by several bus services.

The site is also located in close proximity to a variety of shops and services within the Bexley North town centre. The shops and services are located between the railway station and the subject site, and are therefore readily accessible to residents who may be walking on their way home from the station.

To improve the pedestrian accessibility of the site to the nearby shops, services and railway station, consideration could be given to the installation of a pedestrian refuge island in New Illawarra Road in the vicinity of the Fortescue Street intersection.

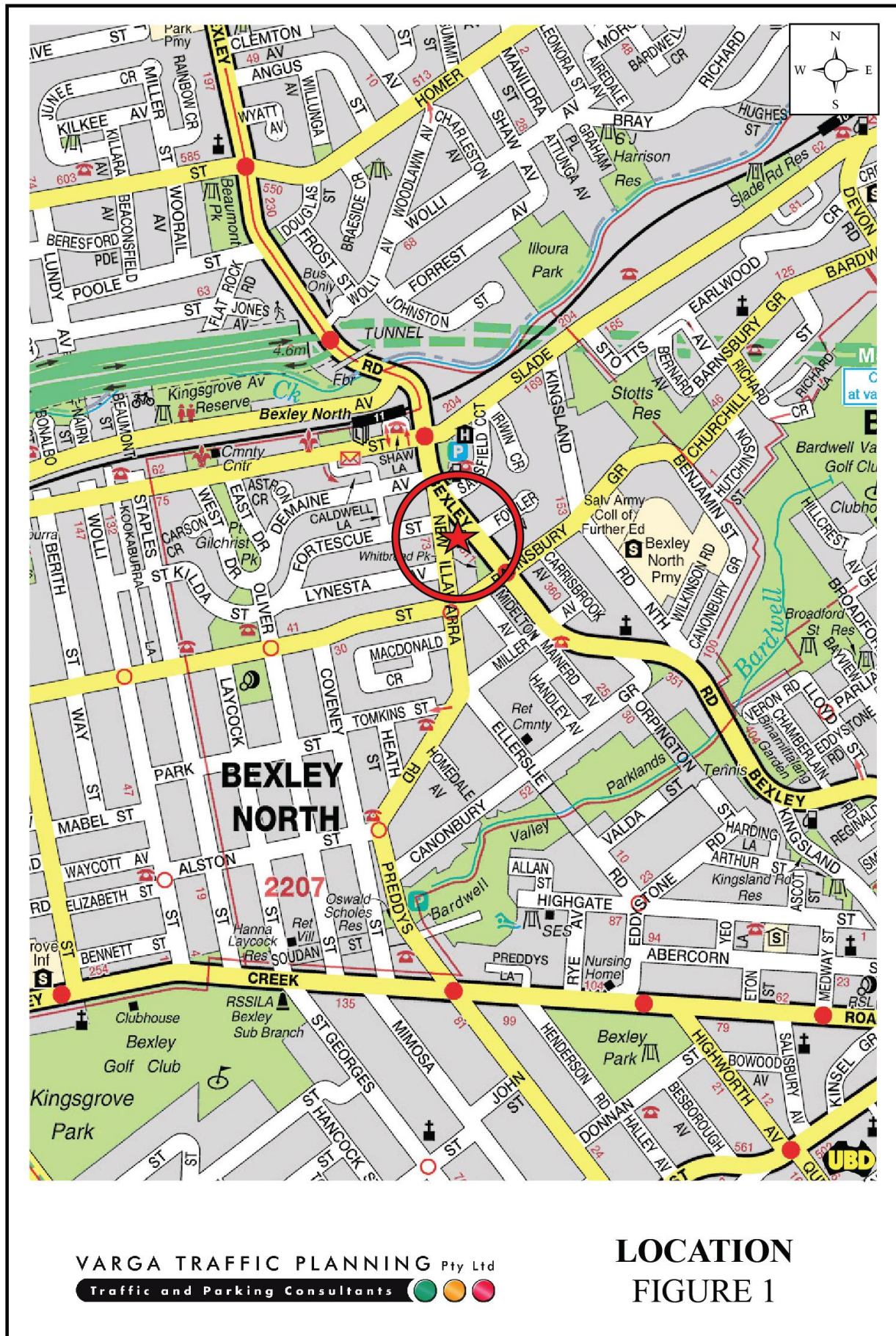
In essence, the site is *ideally located* to encourage increased use of public transport and/or walking to the nearby shops and services.

The Planning Proposal envisages the construction of three new five to six-storey residential apartment buildings resulting in a yield of approximately 100 new dwellings.

Off-street parking is to be provided in two separate new basement car parking areas, with the number of spaces to be provided in accordance with Council's requirements. Vehicular access to the site is to be provided via two separate two-way driveways located off New Illawarra Road.

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

- describes the site and provides details of the Planning Proposal
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network
- reviews the public transport services available 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
- reviews the off-street car parking requirements applicable to the Planning Proposal.





2. PROPOSED DEVELOPMENT

Site

The subject site extends between New Illawarra Road and Bexley Road, opposite Fortescue Street and Fowler Avenue. The site has street frontages approximately 85m in length to New Illawarra Road, approximately 72m in length to Bexley Road and occupies an area of approximately 4,257m².

The subject site is currently occupied by six residential dwelling houses as well as a service station with mechanical workshop, all with off-street parking. Vehicular access to the site is currently provided via a number of driveways fronting both New Illawarra Road as well as Bexley Road. A recent aerial image of the site and its surroundings is reproduced below.



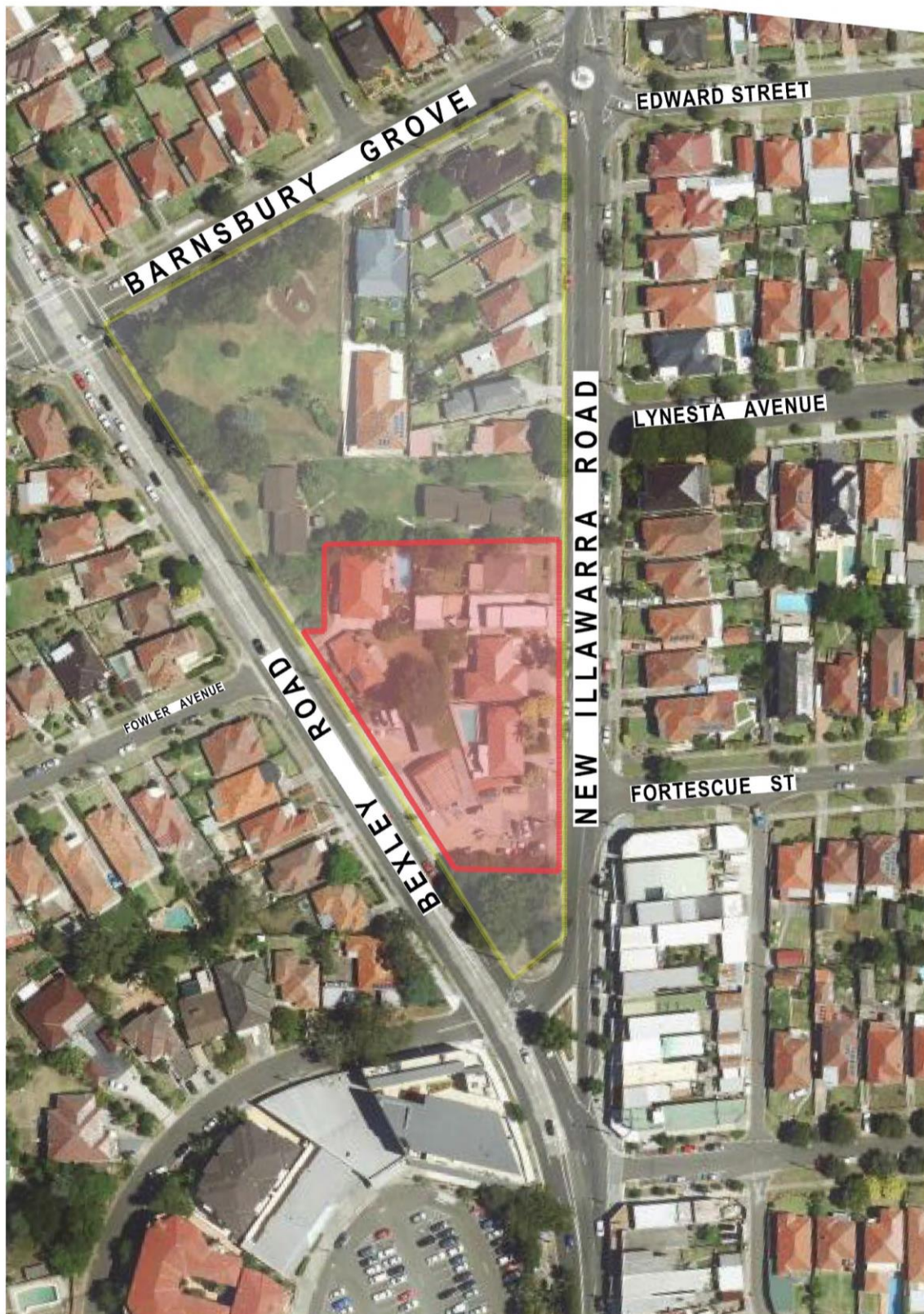
Source: Nearmap

Proposed Development

The Planning Proposal involves the rezoning of the land from *R2 – Low Density Residential* to *R4 – High Density Residential*. The Planning Proposal envisages the construction of three new five to six-storey residential apartment buildings resulting in a yield of approximately 100 new dwellings.

Off-street parking is to be provided in two separate new basement car parking areas, with the number of spaces to be provided in accordance with Council's requirements. Vehicular access to the site is to be provided via two separate two-way driveways located off New Illawarra Road.

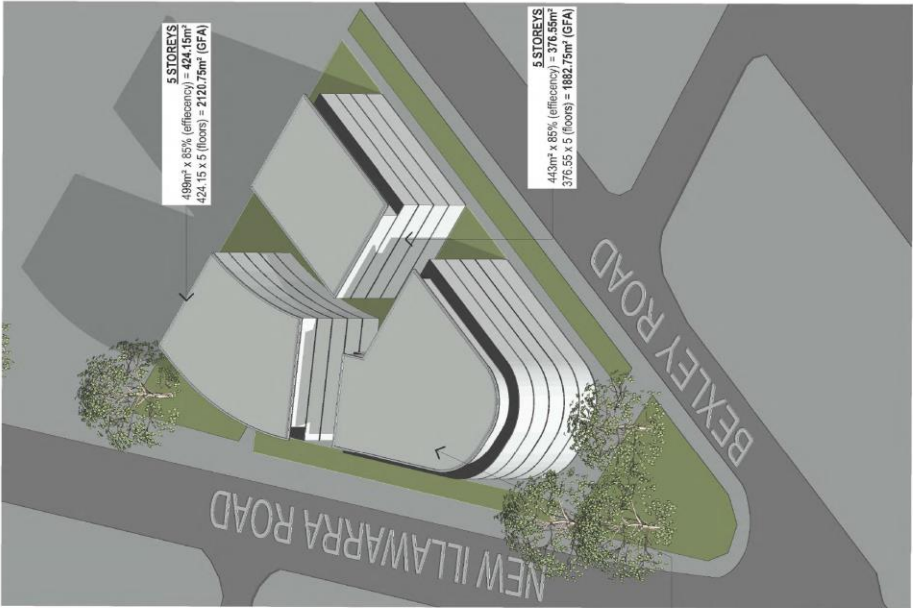
Concept plans of the Planning Proposal have been prepared by *Urbanlink* and are reproduced on the following pages.



LOCATION PLAN OF PLANNING PROPOSAL SITE



PROPOSED BUILDING SETBACKS



3D MASSING OF PROPOSAL

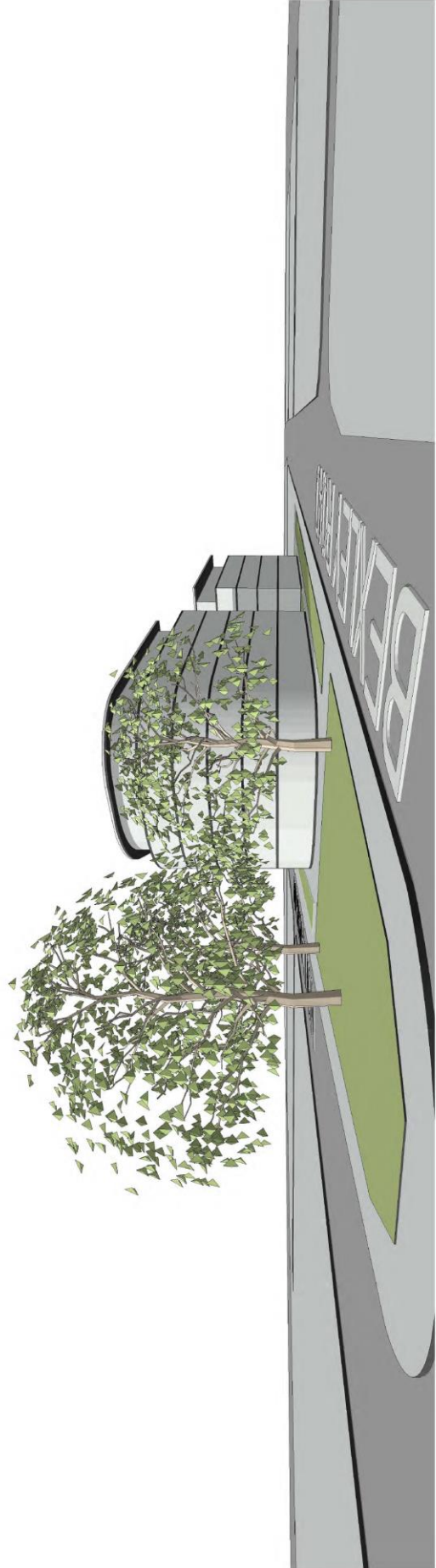


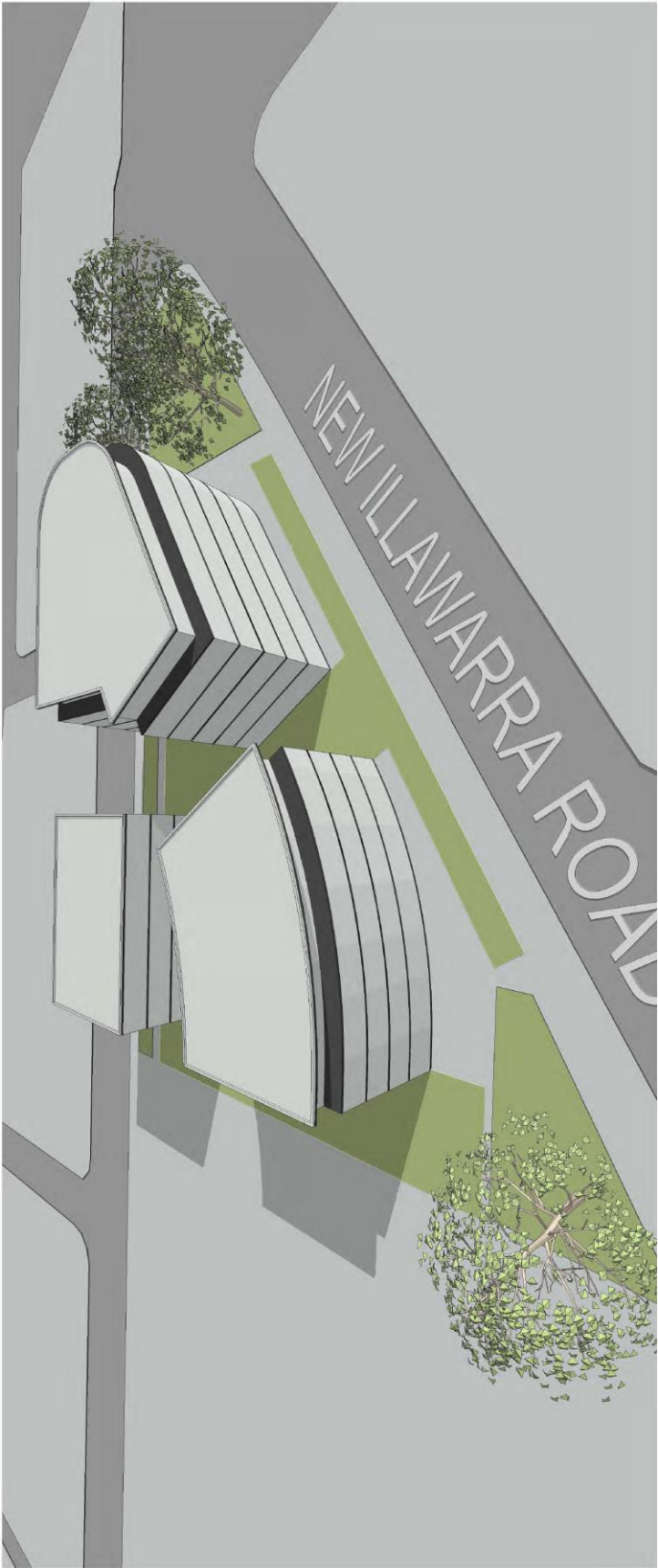
PROPOSED MASSING AND SHADOW OUTLINES



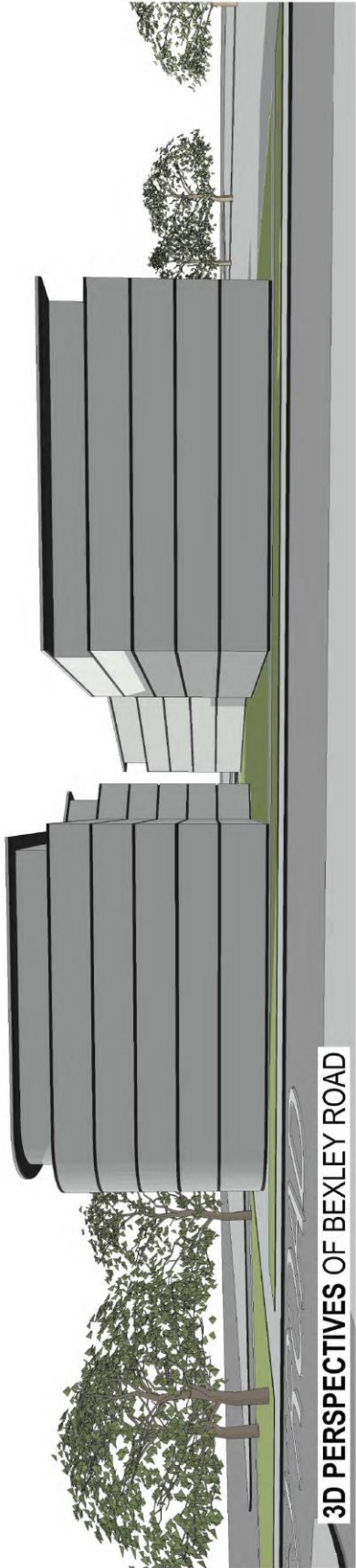


3D PERSPECTIVES OF PLANNING PROPOSAL





3D PERSPECTIVES OF PLANNING PROPOSAL



3D PERSPECTIVES OF BEXLEY ROAD

3. TRAFFIC ASSESSMENT

Road Hierarchy

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

Bexley Road is classified by the RMS as a *State Road* and provides the key north-south road link in the area, linking Campsie to Bexley. It typically carries two traffic lanes in each direction in the vicinity of the site, with kerbside parking generally permitted outside of commuter peak periods.

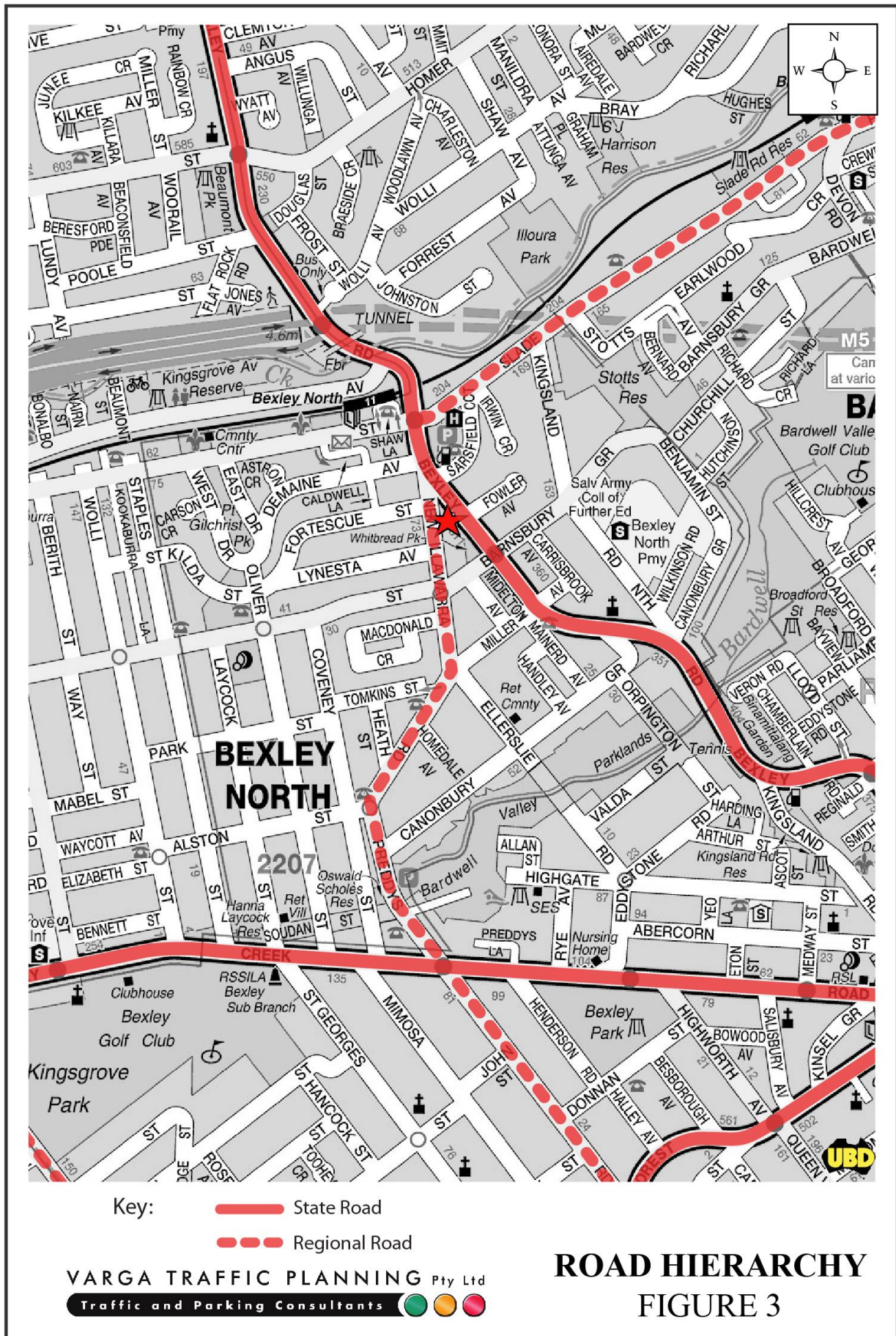
Stoney Creek Road is also classified by the RMS as a *State Road* and provides the key east-west road link in the area, linking Peakhurst to Bexley. It also typically carries two traffic lanes in each direction in the vicinity of the site, with Clearway restrictions applying during commuter peak periods.

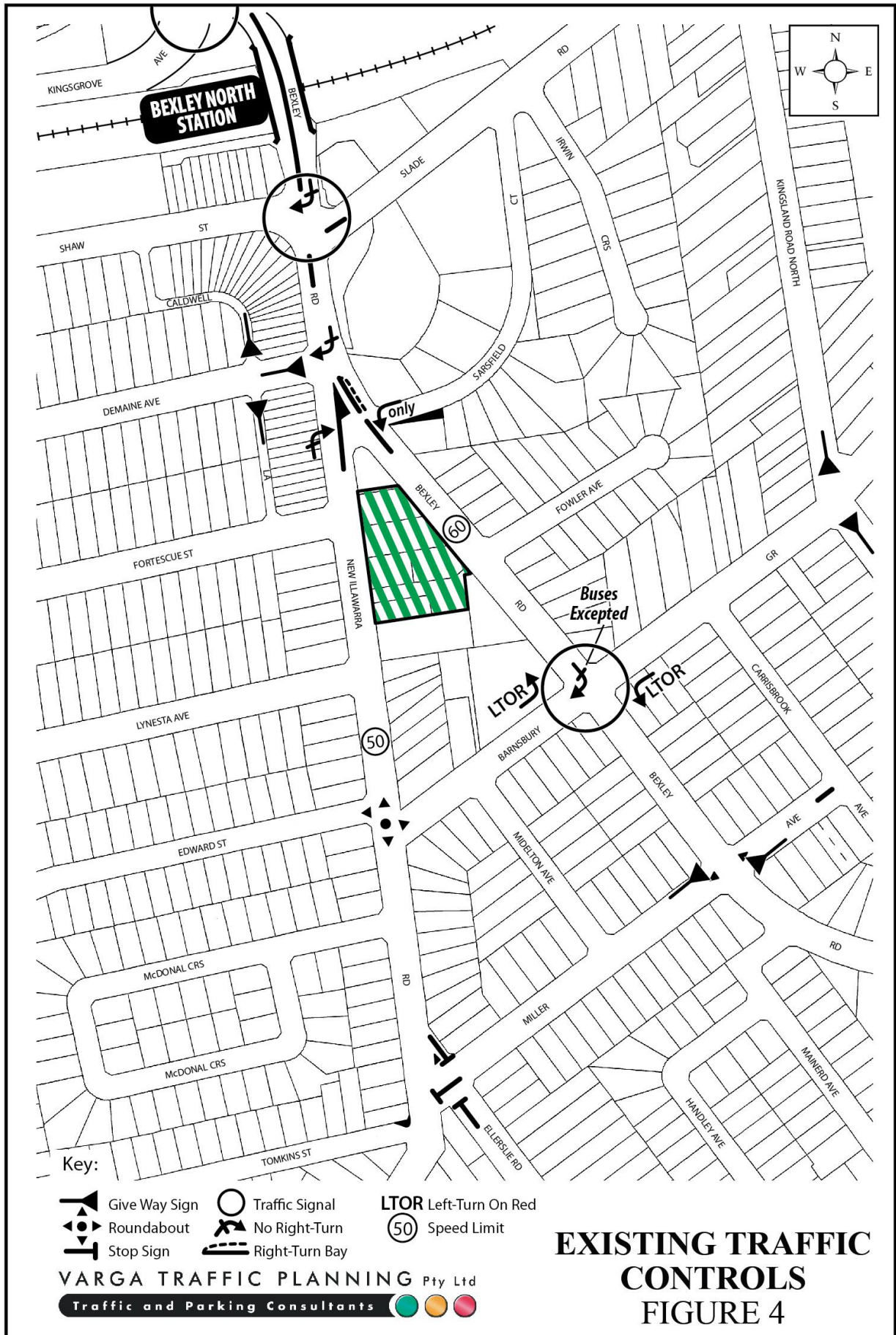
New Illawarra Road is classified by the RMS as a *Regional Road* and provides the key north-south road link in the area. It typically carries one traffic lane with some kerbside parking permitted in selected locations only.

Existing Traffic Controls

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

- a 60 km/h SPEED LIMIT which applies to Bexley Road
- a 50 km/h SPEED LIMIT which applies to New Illawarra Road and all other local roads in the area
- a ROUNDABOUT in New Illawarra Road where it intersects with Edward Street/Barnsbury Grove





- TRAFFIC SIGNALS in Bexley Road where it intersects with Shaw Street/Slade Road and also Barnsbury Grove
- a RIGHT TURN HOLDING BAY in Bexley Road for southbound traffic turning into New Illawarra Road
- a NO RIGHT TURN restriction for southbound traffic in Bexley Road turning into Barnsbury Grove (Buses Excepted)
- a NO RIGHT TURN restriction for southbound traffic in Bexley Road turning into Shaw Street.

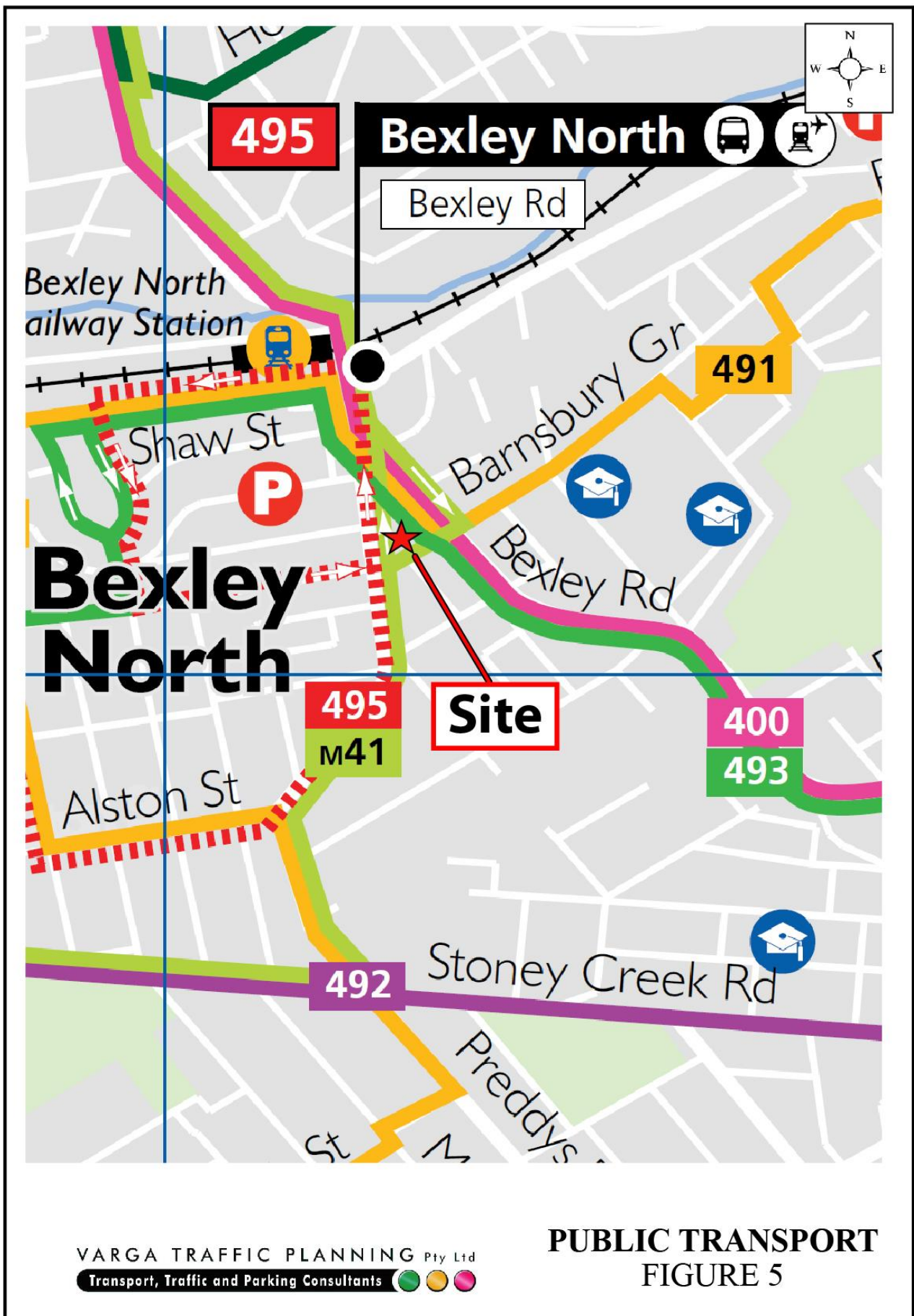
Existing Public Transport Services

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

The site is located within an easy 250m walking distance of Bexley North Railway Station which provides regular suburban rail services between Sydney CBD and Campbelltown.

There are currently 5 bus routes travelling along either New Illawarra Road or Bexley Road as set out in the table below. These include the intra-regional *Metrobus* M41 and Route 400 bus services which travel between Hurstville/Ryde and Bondi Junction/Burwood respectively. The *M41* service operates seven days per week with weekday services every 15 minutes (every 10 minutes during the morning and afternoon peak) and weekend services every 20 minutes.

Bus Routes and Frequencies							
Route No.	Route	Weekdays		Saturday		Sunday	
		IN	OUT	IN	OUT	IN	OUT
M41	Hurstville Westfield to Waterloo Park	~62	~65	~33	~40	~34	~40
400	Bondi Junction to Burwood	126	127	86	84	86	82
491	Hurstville to Five Dock	36	36	32	30	17	15
493	Roselands to Rockdale	7	7	-	-	-	-
495	Kingsgrove to Bexley North	1	1	-	-	-	-
TOTAL		232	236	151	154	137	137



In summary there are more than 460 bus services travelling past the site on weekdays, decreasing to approximately 300 bus services on Saturdays and approximately 260 bus services on Sundays, as set out in the table below:

All of the abovementioned bus services provide access to suburban railway stations such as Hurstville, Bexley North, Campsie, Burwood, Rhodes, Banksia, Bondi Junction, Rockdale and Macquarie Park Railway Stations.

The site is also located just south of the Bexley North town centre where there is a wide range of essential shops and services such as a Woolworths supermarket, fruit market, butchery, bakery, seafood shop, restaurants, cafés, bottle shop, post office, pharmacy, optometrist, newsagency, hair dresser and beautician.

The site is therefore considered to be highly accessible by public transport and within easy walking distance of a broad range of shops and services which are located between the site and the railway station.

The site is therefore ideally suited to reduce levels of car ownership, and to encourage increased use of public transport and active forms of transport such as walking.

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys undertaken as part of this traffic study. The traffic surveys were undertaken at the surrounding intersections listed below:

- Bexley Road, Shaw Street & Slade Road (traffic signals)
- Bexley Road & Demaine Avenue (give way)
- Bexley Road, New Illawarra Road & Sarsfield Circuit (give way)
- Bexley Road & Barnsbury Grove (traffic signals)
- New Illawarra Road, Barnsbury Grove & Edward Street (roundabout)

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

- two-way traffic flows in Bexley Road past the site frontage are typically in the order of 1,800 vehicles per hour (vph) during the morning and afternoon network peak periods
- two-way traffic flows in New Illawarra Road past the site frontage are much lower, typically in the order of 600 vph during the morning and afternoon network peak periods.

Projected Traffic Generation

An indication of the traffic generation potential of the residential component of the Planning Proposal is provided by reference to the Roads and Maritime Services publication *Technical Direction TDT 2013/04a (August 2013)*.

The RMS's *Technical Direction* is based on extensive surveys of a wide range of land uses and nominates the following traffic generation rates which are applicable to the Planning Proposal:

High Density Residential Flat Buildings

- AM: 0.19 peak hour vehicle trips per dwelling
PM: 0.15 peak hour vehicle trips per dwelling

Application of the above traffic generation rates to the potential yield of 100 residential apartments as outlined in the Planning Proposal yields the following traffic generation potential during commuter peak periods:

Projected Future Traffic Generation Potential

- AM Peak Period: 19 vph
PM Peak Period: 15 vph

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the Planning Proposal.

The RMS *Guidelines* and *Technical Direction* nominate the following traffic generation rates which are applicable to the existing development on the site:

Low Density Residential Dwellings

AM: 0.95 peak hour vehicle trips per dwelling

PM: 0.99 peak hour vehicle trips per dwelling

Service Stations and Convenience Stores

Evening Peak Hour Vehicle Trips = $0.04A(S) + 0.3A(F)$

Where: $A(S)$ = area of site (m^2)

$A(F)$ = convenience store GFA (m^2)

The existing service station also includes a mechanical workshop with two work bays. Reference to the RMS *Guidelines* indicates that, as a guide, 6 parking spaces should be provided per work bay – i.e. 12 parking spaces. If it is assumed that there are two mechanics on site and all customers drop off their car during the morning peak period and collect them during the afternoon peak period, then the workshop has a traffic generation potential of 14 peak hour vehicle trips.

Application of the above traffic generation rates to the existing development on the site yields a traffic generation potential of approximately 91 vehicle trips per hour during commuter peak periods as set out below:

Existing Traffic Generation Potential

	AM	PM
Dwelling houses (6 dwellings):	6 vph	6 vph
Service Station (1170m ² site area, 80m ² shop & workshop):	85 vph	85 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	91 vph	91 vph

Accordingly, it is likely that the Planning Proposal will result in a ***substantial reduction*** in the traffic generation potential of the site of approximately 72 vph during the AM commuter peak period and approximately 76 vph during the PM commuter peak period, as set out below:

**Projected Nett Reduction in Peak Hour Traffic Generation Potential
of the site as a consequence of the Planning Proposal**

	AM	PM
Projected Future Traffic Generation Potential:	19 vph	15 vph
Less Existing Traffic Generation Potential:	-91 vph	-91 vph
NETT DECREASE IN TRAFFIC GENERATION POTENTIAL:	-72 vph	-76 vph

For the purposes of this assessment however, it has been assumed that *all* of the projected future traffic flows of 19 vph during the AM commuter peak period and 15 vph during the PM commuter peak period will be new or *additional* to the existing traffic flows currently using the adjacent road network. Those additional traffic volumes and distributions are illustrated on Figure 6.

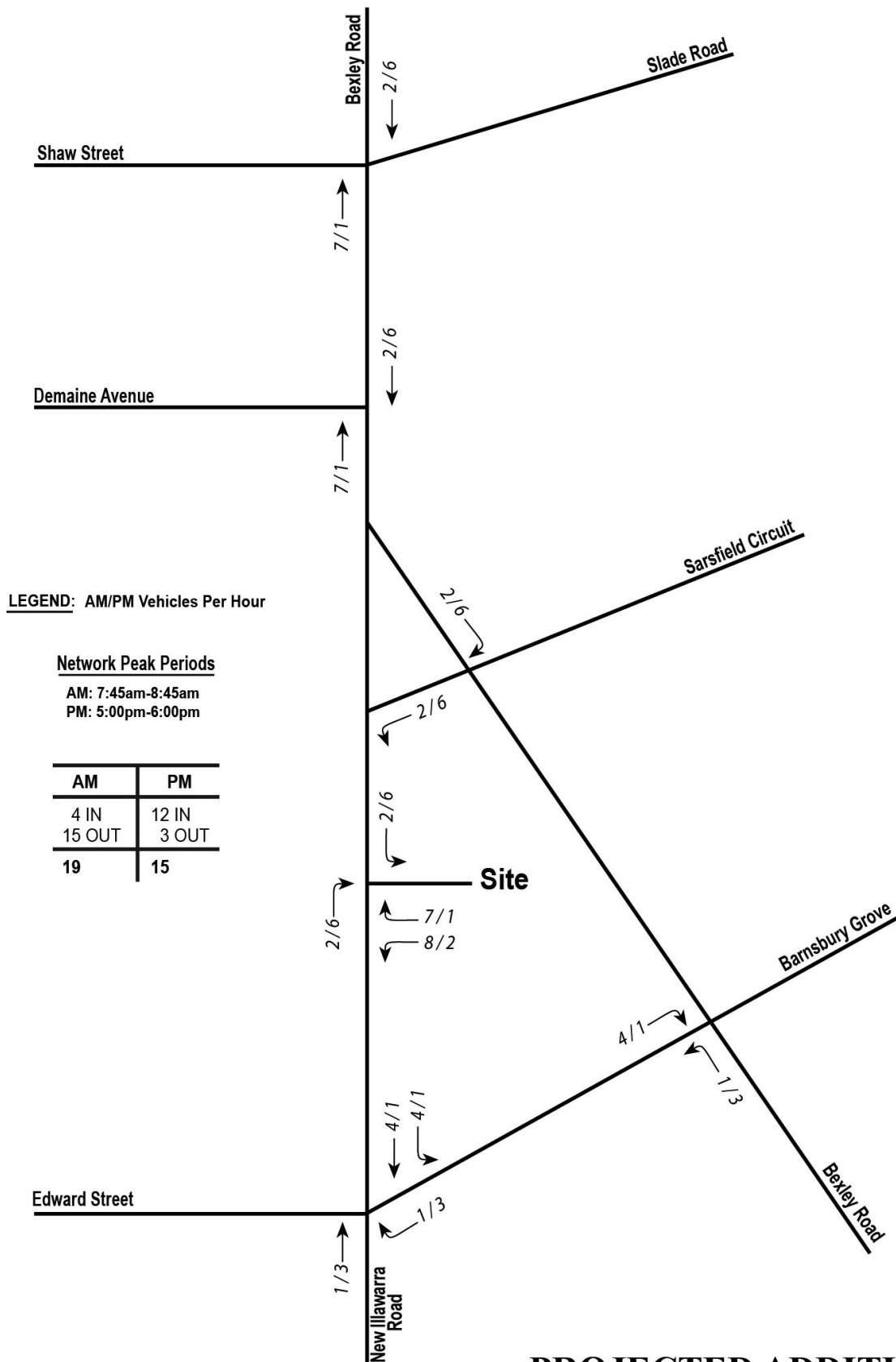
That projected level of future traffic generation potential of the site as a consequence of the Planning Proposal is *minimal* and will clearly not have any unacceptable traffic implications in terms of road network capacity, as is demonstrated by the following section of this report.

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 INTERSECTION 7 NETWORK program which is widely used by the RMS and many LGA's for this purpose. Criteria for evaluating the results of SIDRA analysis are reproduced in the following pages.

The results of the SIDRA analysis are summarised in the tables below, revealing that:

- the volume of traffic generated by the existing houses and service station on the site is in the order of 85 vph
- the volume of traffic expected to be generated by the Planning Proposal is in the order of 19 vph
- the Planning Proposal would result in a ***substantial reduction*** in the traffic flows generated by the site



**PROJECTED ADDITIONAL
TRAFFIC VOLUMES
FIGURE 6**

- all of the intersections would continue to operate at current Levels of Service under the Planning Proposal traffic demands, and
- the Planning Proposal traffic flows would have no appreciable effect whatsoever on the performance of the nearby intersections.

In the circumstances, it is clear that the Planning Proposal will not have any unacceptable traffic implications in terms of road network capacity, and that no improvements works or intersection upgrades will be required on the adjacent road network as a consequence of the Planning Proposal.

**TABLE 3.1 - RESULTS OF SIDRA ANALYSIS OF
BEXLEY ROAD & SHAW STREET & SLADE ROAD**

Key Indicators	Existing Traffic Demand		Projected Additional Traffic Demand	
	AM	PM	AM	PM
Level of Service	E	D	E	D
Degree of Saturation	0.920	0.880	0.925	0.880
Average Vehicle Delay (secs/veh)	64.2	52.0	66.8	52.3

**TABLE 3.2 - RESULTS OF SIDRA ANALYSIS OF
BEXLEY ROAD & DERMAINE AVENUE**

Key Indicators	Existing Traffic Demand		Projected Additional Traffic Demand	
	AM	PM	AM	PM
Level of Service	A	A	A	A
Degree of Saturation	0.518	0.382	0.528	0.383
Average Vehicle Delay (secs/veh)	0.7	0.2	0.7	0.2

**TABLE 3.3 - RESULTS OF SIDRA ANALYSIS OF
BEXLEY ROAD, NEW ILLAWARRA ROAD & SARSFIELD CIRCUIT**

Key Indicators	Existing Traffic Demand		Projected Additional Traffic Demand	
	AM	PM	AM	PM
Level of Service	A	A	A	A
Degree of Saturation	0.718	0.871	0.722	0.883
Average Vehicle Delay (secs/veh)	3.4	5.5	3.4	5.8

**TABLE 3.4 - RESULTS OF SIDRA ANALYSIS OF
BEXLEY ROAD & BARNSBURY GROVE**

Key Indicators	Existing Traffic Demand		Projected Additional Traffic Demand	
	AM	PM	AM	PM
Level of Service	B	A	B	A
Degree of Saturation	0.739	0.594	0.757	0.594
Average Vehicle Delay (secs/veh)	16.3	12.6	17.4	12.6

**TABLE 3.5 - RESULTS OF SIDRA ANALYSIS OF
NEW ILLAWARRA ROAD, BARNSBURY ROAD & EDWARD STREET**

Key Indicators	Existing Traffic Demand		Projected Additional Traffic Demand	
	AM	PM	AM	PM
Level of Service	A	A	A	A
Degree of Saturation	0.436	0.478	0.437	0.482
Average Vehicle Delay (secs/veh)	7.2	7.5	7.2	7.5

Criteria for Interpreting Results of Sidra Analysis

1. Level of Service (LOS)

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

2. Average Vehicle Delay (AVD)

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

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

3. Degree of Saturation (DS)

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

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

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

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

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

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

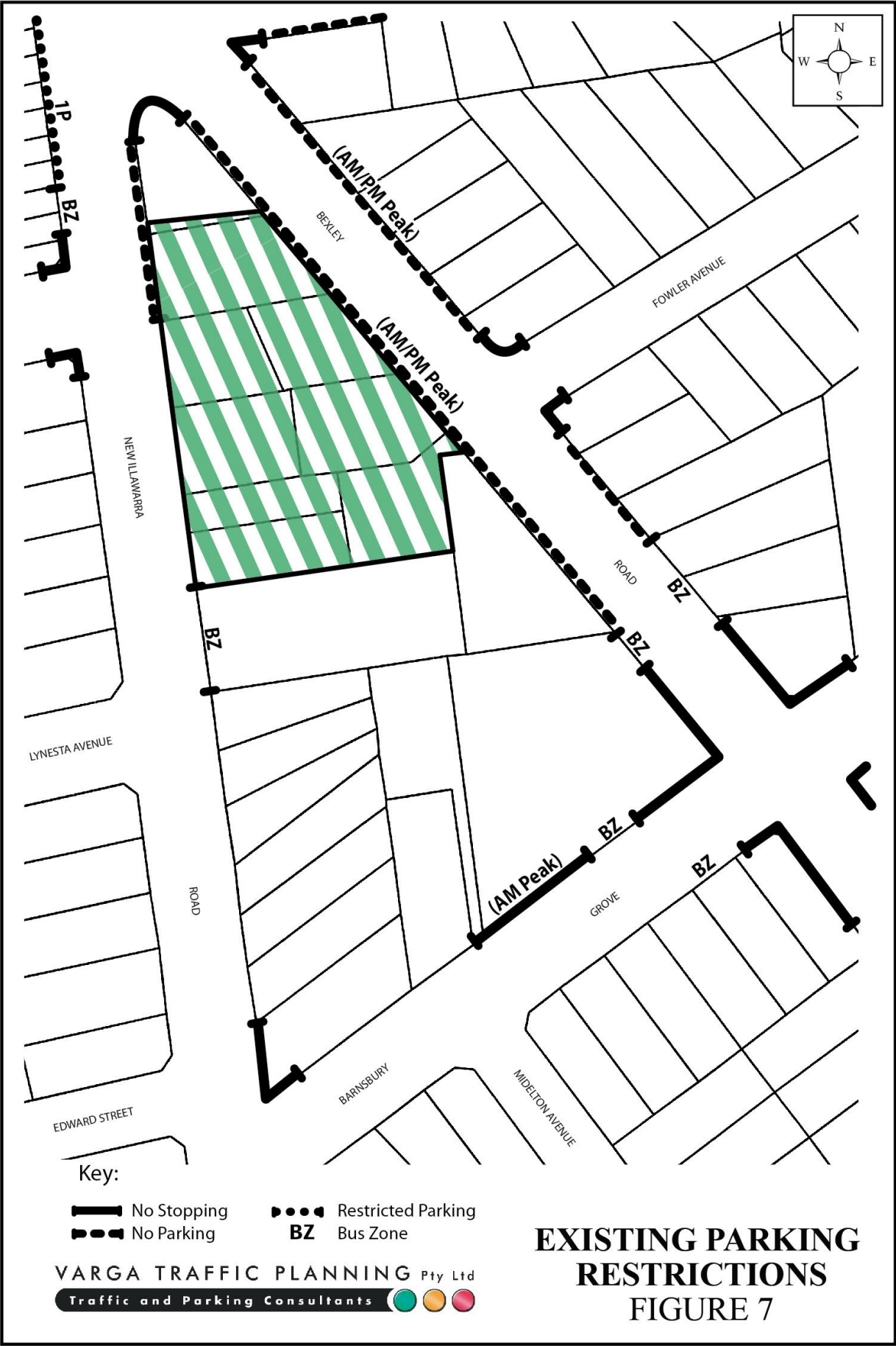
- NO PARKING restrictions along the Bexley Road site frontage during the morning and afternoon commuter peak periods, with UNRESTRICTED parking permitted at all other times
- NO PARKING restrictions along the northern portion of the New Illawarra Road site frontage
- generally UNRESTRICTED PARKING elsewhere along New Illawarra Road in the vicinity of the site including the southern portion of the site frontage
- BUS ZONES located at regular intervals along both sides of New Illawarra Road and Bexley Road.

Off-Street Parking Provisions

The off-street parking requirements applicable to the Planning Proposal are specified in Council's *Development Control Plan 2011, Part 4.6: Car parking, Access and Movement* document in the following terms:

Residential Flat Buildings

- 1 space/studio, 1 and 2 bedrooms apartments
- 2 spaces/3 bedrooms apartments or more
- Visitor parking: 1 space/5 dwellings (including a carwash bay)



It is anticipated that the above parking requirements will be satisfied by the proposed provision of basement car parking areas, with vehicular access to be provided off the New Illawarra Road frontage of the site.

In addition, the geometric design layout of the future car parking facilities will also ultimately be designed to comply with Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6*.

It should also be noted that the 11 existing vehicular access driveways which service the site in both Bexley Road and New Illawarra Road will be replaced with just two new entry/exit driveways in New Illawarra Road, thereby improving the road network efficiency and providing additional kerbside parking as the redundant driveways will be restored to kerb and gutter.

Conclusion

The Planning Proposal seeks to amend the existing planning controls on the subject site to permit a high density residential uses, resulting in a potential yield of 100 residential apartments. Based on the analysis and discussions presented within this report, the following conclusions are made:

- the Planning Proposal is expected to have a traffic generation potential of approximately 19 vph during the AM commuter peak period and 15 vph during the PM commuter peak period, resulting in a significant *reduction* in the traffic generation potential of the site when compared to the existing low density residential and service station uses
- the capacity analysis of nearby intersections using the SIDRA capacity analysis program indicates that:
 - the projected additional traffic flows will not have any adverse effects on the operational performance on the surrounding intersections, and

- no road improvements or intersection upgrades will be required as a consequence of the Planning Proposal
- the future design will accommodate all of the required off-street parking within two new basement car parking areas and will comply with all relevant standards and guidelines.

In summary, the future parking facilities are capable of satisfying the relevant requirements specified in both Council's *DCP 2011* as well as the Australian Standards (with detailed analysis to be undertaken at DA stage), and it is therefore concluded that the Planning Proposal will not have any unacceptable parking implications.

APPENDIX A

TRAFFIC SURVEY DATA



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6389 BEXLEY NTH Bexley Rd
Day/Date : Tuesday 14th March 2017

Lights	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Barnsbury Gr			New Illawarra			Barnsbury Gr			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0715	6	156	0	26	13	6	3	199	21	0	4	9	443
0715 - 0730	2	155	0	20	31	16	1	222	16	0	12	7	482
0730 - 0745	7	176	0	36	36	11	1	251	22	0	13	6	559
0745 - 0800	4	160	0	31	52	9	6	239	27	1	27	7	563
0800 - 0815	9	183	0	23	40	11	4	241	21	1	26	9	568
0815 - 0830	1	196	0	34	55	22	13	249	15	5	35	9	634
0830 - 0845	13	185	0	23	73	27	6	209	45	1	33	10	625
0845 - 0900	15	172	0	24	78	19	2	194	37	2	44	9	596
Period End	57	1383	0	217	378	121	36	1804	204	10	194	66	4470

Lights	NORTH			WEST			SOUTH			EAST			
	New Illawarra Rd			Barnsbury Gr			New Illawarra Rd			Barnsbury Gr			
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0800	19	647	0	113	132	42	11	911	86	1	56	29	2047
0715 - 0815	22	674	0	110	159	47	12	953	86	2	78	29	2172
0730 - 0830	21	715	0	124	183	53	24	980	85	7	101	31	2324
0745 - 0845	27	724	0	111	220	69	29	938	108	8	121	35	2390
0800 - 0900	38	736	0	104	246	79	25	893	118	9	138	37	2423

PEAK HOUR	38	736	0	104	246	79	25	893	118	9	138	37	2423
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Combined	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Barnsbury Gr			New Illawarra			Barnsbury Gr			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0715	7	158	1	26	13	6	3	205	21	0	4	9	453
0715 - 0730	2	156	3	21	31	16	1	223	16	0	12	8	489
0730 - 0745	8	179	1	36	36	11	1	259	22	0	13	7	573
0745 - 0800	4	161	1	31	52	9	6	242	27	1	27	8	569
0800 - 0815	10	185	2	23	40	11	4	244	21	1	26	9	576
0815 - 0830	1	199	0	34	55	22	13	250	15	5	35	10	639
0830 - 0845	14	187	2	23	73	27	6	214	45	1	33	10	635
0845 - 0900	15	176	1	24	78	19	2	198	37	2	44	10	606
Period End	61	1401	11	218	378	121	36	1835	204	10	194	71	4540

Combined	NORTH			WEST			SOUTH			EAST			
	Bexley Rd			Barnsbury Gr			Bexley Rd			Barnsbury Gr			
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0800	21	654	6	114	132	42	11	929	86	1	56	32	2084
0715 - 0815	24	681	7	111	159	47	12	968	86	2	78	32	2207
0730 - 0830	23	724	4	124	183	53	24	995	85	7	101	34	2357
0745 - 0845	29	732	5	111	220	69	29	950	108	8	121	37	2419
0800 - 0900	40	747	5	104	246	79	25	906	118	9	138	39	2456

PEAK HOUR	40	747	5	104	246	79	25	906	118	9	138	39	2456
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Heavies	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Barnsbury Gr			New Illawarra			Barnsbury Gr			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0715	1	2	1	0	0	0	0	6	0	0	0	0	10
0715 - 0730	0	1	3	1	0	0	0	1	0	0	0	1	7
0730 - 0745	1	3	1	0	0	0	0	8	0	0	0	1	14
0745 - 0800	0	1	1	0	0	0	0	3	0	0	0	1	6
0800 - 0815	1	2	2	0	0	0	0	3	0	0	0	0	8
0815 - 0830	0	3	0	0	0	0	0	1	0	0	0	1	5
0830 - 0845	1	2	2	0	0	0	0	5	0	0	0	0	10
0845 - 0900	0	4	1	0	0	0	0	4	0	0	0	1	10
Period End	4	18	11	1	0	0	0	31	0	0	0	5	70

Heavies	NORTH			WEST			SOUTH			EAST			
	New Illawarra Rd			Barnsbury Gr			New Illawarra Rd			Barnsbury Gr			
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0800	2	7	6	1	0	0	0	18	0	0	0	3	37
0715 - 0815	2	7	7	1	0	0	0	15	0	0	0	3	35
0730 - 0830	2	9	4	0	0	0	0	15	0	0	0	3	33
0745 - 0845	2	8	5	0	0	0	0	12	0	0	0	2	29
0800 - 0900	2	11	5	0	0	0	0	13	0	0	0	2	33

PEAK HOUR	2	11	5	0	0	0	0	13	0	0	0	2	33
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Peds	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Barnsbury Gr			New Illawarra			Barnsbury Gr			
Time Per	UNCLASSIFIED			UNCLASSIFIED			UNCLASSIFIED			UNCLASSIFIED			TOT
0700 - 0715	0			0			0			1			1
0715 - 0730	0			3			0			3			6
0730 - 0745	0			6			3			1			10
0745 - 0800	1			4			0			0			5
0800 - 0815	0			7			1			2			10
0815 - 0830	0			2			0			0			2
0830 - 0845	0			6			1			1			8
0845 - 0900	0			0			0			1			1
Period End	1			28			5			9			43

Peds	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Barnsbury Gr			New Illawarra			Barnsbury Gr			
Peak Per	UNCLASSIFIED			UNCLASSIFIED			UNCLASSIFIED			UNCLASSIFIED			TOT
0700 - 0800	1			13			3			5			22
0715 - 0815	1			20			4			6			31
0730 - 0830	1			19			4			3			27
0745 - 0845	1			19			2			3			25
0800 - 0900	0			15			2			4			21

PEAK HR	0			15			2			4			21
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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Lights	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Barnsbury Gr			New Illawarra			Barnsbury Gr			
Time Per	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	TOT
1600 - 1615	12	175	0	14	15	8	7	246	15	1	62	2	557
1615 - 1630	9	172	0	10	28	10	13	231	17	3	44	5	542
1630 - 1645	4	200	0	6	21	5	12	243	9	3	45	7	555
1645 - 1700	5	181	0	15	29	11	7	216	8	2	46	5	525
1700 - 1715	11	202	0	5	24	7	12	249	16	3	35	2	566
1715 - 1730	10	185	0	11	34	10	21	254	12	1	42	5	585
1730 - 1745	6	183	0	9	27	11	21	256	14	2	56	2	587
1745 - 1800	8	212	0	10	17	8	12	247	16	2	41	2	575
Period End	65	1510	0	80	195	70	105	1942	107	17	371	30	4492

Lights	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Barnsbury Gr			New Illawarra			Barnsbury Gr			
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1600 - 1700	30	728	0	45	93	34	39	936	49	9	197	19	2179
1615 - 1715	29	755	0	36	102	33	44	939	50	11	170	19	2188
1630 - 1730	30	768	0	37	108	33	52	962	45	9	168	19	2231
1645 - 1745	32	751	0	40	114	39	61	975	50	8	179	14	2263
1700 - 1800	35	782	0	35	102	36	66	1006	58	8	174	11	2313
PEAK HOUR	35	782	0	35	102	36	66	1006	58	8	174	11	2313

Combined	NORTH			WEST			SOUTH			EAST			
	Bexley Rd			Barnsbury Gr			Bexley Rd			Barnsbury Gr			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1600 - 1615	13	177	0	14	15	8	7	251	15	1	63	3	567
1615 - 1630	9	174	5	10	28	10	13	232	17	3	44	6	551
1630 - 1645	5	202	0	6	21	5	12	245	9	3	45	7	560
1645 - 1700	5	183	2	15	29	11	7	217	8	2	46	6	531
1700 - 1715	12	202	0	5	24	7	12	253	16	3	35	2	571
1715 - 1730	10	189	2	11	34	10	21	256	12	1	42	6	594
1730 - 1745	7	185	0	9	27	11	21	260	14	2	56	2	594
1745 - 1800	8	214	2	10	17	8	12	251	16	2	41	3	584
Period End	69	1526	11	80	195	70	105	1965	107	17	372	35	4552

Combined	NORTH			WEST			SOUTH			EAST			
	Bexley Rd			Barnsbury Gr			Bexley Rd			Barnsbury Gr			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1700	32	736	7	45	93	34	39	945	49	9	198	22	2209
1615 - 1715	31	761	7	36	102	33	44	947	50	11	170	21	2213
1630 - 1730	32	776	4	37	108	33	52	971	45	9	168	21	2256
1645 - 1745	34	759	4	40	114	39	61	986	50	8	179	16	2290
1700 - 1800	37	790	4	35	102	36	66	1020	58	8	174	13	2343
PEAK HOUR	37	790	4	35	102	36	66	1020	58	8	174	13	2343

Client : Varga Traffic Planning
Job No/Name : 6389 BEXLEY NTH Bexley Rd
Day/Date : Tuesday 14th March 2017

Heavies	NORTH			WEST			SOUTH			EAST			TOT
	New Illawarra			Barnsbury Gr			New Illawarra			Barnsbury Gr			
	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	
Time Per	1	2	0	0	0	0	0	5	0	0	1	1	10
1600 - 1615	0	2	5	0	0	0	0	1	0	0	0	1	9
1615 - 1630	1	2	0	0	0	0	0	2	0	0	0	0	5
1630 - 1645	0	2	2	0	0	0	0	1	0	0	0	1	6
1645 - 1700	1	0	0	0	0	0	0	4	0	0	0	0	5
1700 - 1715	0	4	2	0	0	0	0	2	0	0	0	1	9
1715 - 1730	1	2	0	0	0	0	0	4	0	0	0	0	7
1730 - 1745	0	2	2	0	0	0	0	4	0	0	0	1	9
1745 - 1800	4	16	11	0	0	0	0	23	0	0	1	5	60
Period End	4	16	11	0	0	0	0	23	0	0	1	5	60

Heavies	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Barnsbury Gr			New Illawarra			Barnsbury Gr			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1700	2	8	7	0	0	0	0	9	0	0	1	3	30
1615 - 1715	2	6	7	0	0	0	0	8	0	0	0	2	25
1630 - 1730	2	8	4	0	0	0	0	9	0	0	0	2	25
1645 - 1745	2	8	4	0	0	0	0	11	0	0	0	2	27
1700 - 1800	2	8	4	0	0	0	0	14	0	0	0	2	30
PEAK HOUR	2	8	4	0	0	0	0	14	0	0	0	2	30

Peds	NORTH	WEST	SOUTH	EAST	
	New Illawarra	Barnsbury Gr	New Illawarra	Barnsbury Gr	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1600 - 1615	0	3	4	2	9
1615 - 1630	0	2	0	0	2
1630 - 1645	2	3	0	0	5
1645 - 1700	0	0	0	1	1
1700 - 1715	0	3	0	0	3
1715 - 1730	0	3	2	0	5
1730 - 1745	0	1	2	0	3
1745 - 1800	0	2	2	1	5
Period End	2	17	10	4	33

Peds	NORTH	WEST	SOUTH	EAST	
	New Illawarra	Barnsbury Gr	New Illawarra	Barnsbury Gr	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1600 - 1700	2	8	4	3	17
1615 - 1715	2	8	0	1	11
1630 - 1730	2	9	2	1	14
1645 - 1745	0	7	4	1	12
1700 - 1800	0	9	6	1	16
PEAK HR	0	9	6	1	16



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6389 BEXLEY NTH Bexley Rd

Day/Date : Tuesday 14th March 2017

Lights	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0715	4	45	2	8	10	1	2	81	27	3	4	1	188
0715 - 0730	3	38	4	4	25	0	3	89	40	6	7	1	220
0730 - 0745	3	44	1	2	28	2	3	58	60	9	4	0	214
0745 - 0800	4	62	8	3	24	1	6	67	69	22	10	3	279
0800 - 0815	4	60	11	1	32	1	11	76	45	21	10	3	275
0815 - 0830	9	64	3	0	41	3	5	67	58	22	21	4	297
0830 - 0845	10	77	7	3	51	2	8	59	64	15	21	3	320
0845 - 0900	7	64	5	2	56	3	2	65	52	20	16	5	297
Period End	44	454	41	23	267	13	40	562	415	118	93	20	2090

Lights	NORTH			WEST			SOUTH			EAST			
	New Illawarra Rd			Edward St			New Illawarra Rd			Barnsbury Gr			
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0800	14	189	15	17	87	4	14	295	196	40	25	5	901
0715 - 0815	14	204	24	10	109	4	23	290	214	58	31	7	988
0730 - 0830	20	230	23	6	125	7	25	268	232	74	45	10	1065
0745 - 0845	27	263	29	7	148	7	30	269	236	80	62	13	1171
0800 - 0900	30	265	26	6	180	9	26	267	219	78	68	15	1189

PEAK HOUR	30	265	26	6	180	9	26	267	219	78	68	15	1189
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Combined	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0715	4	45	2	8	10	1	2	82	27	4	4	1	190
0715 - 0730	3	39	4	5	25	0	3	92	41	9	7	1	229
0730 - 0745	3	45	1	2	28	2	3	64	60	10	4	0	222
0745 - 0800	4	63	8	3	24	1	6	71	69	23	10	3	285
0800 - 0815	4	61	11	1	32	1	11	77	45	23	10	3	279
0815 - 0830	9	65	3	0	41	3	5	70	58	22	21	4	301
0830 - 0845	10	79	7	3	51	2	8	60	64	17	21	3	325
0845 - 0900	7	66	5	2	56	3	2	68	52	21	16	5	303
Period End	44	463	41	24	267	13	40	584	416	129	93	20	2134

Combined	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0800	14	192	15	18	87	4	14	309	197	46	25	5	926
0715 - 0815	14	208	24	11	109	4	23	304	215	65	31	7	1015
0730 - 0830	20	234	23	6	125	7	25	282	232	78	45	10	1087
0745 - 0845	27	268	29	7	148	7	30	278	236	85	62	13	1190
0800 - 0900	30	271	26	6	180	9	26	275	219	83	68	15	1208

PEAK HOUR	30	271	26	6	180	9	26	275	219	83	68	15	1208
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Heavies	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0715	0	0	0	0	0	0	0	1	0	1	0	0	2
0715 - 0730	0	1	0	1	0	0	0	3	1	3	0	0	9
0730 - 0745	0	1	0	0	0	0	0	6	0	1	0	0	8
0745 - 0800	0	1	0	0	0	0	0	4	0	1	0	0	6
0800 - 0815	0	1	0	0	0	0	0	1	0	2	0	0	4
0815 - 0830	0	1	0	0	0	0	0	3	0	0	0	0	4
0830 - 0845	0	2	0	0	0	0	0	1	0	2	0	0	5
0845 - 0900	0	2	0	0	0	0	0	3	0	1	0	0	6
Period End	0	9	0	1	0	0	0	22	1	11	0	0	44

Heavies	NORTH			WEST			SOUTH			EAST			
	New Illawarra Rd			Edward St			New Illawarra Rd			Barnsbury Gr			
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0800	0	3	0	1	0	0	0	14	1	6	0	0	25
0715 - 0815	0	4	0	1	0	0	0	14	1	7	0	0	27
0730 - 0830	0	4	0	0	0	0	0	14	0	4	0	0	22
0745 - 0845	0	5	0	0	0	0	0	9	0	5	0	0	19
0800 - 0900	0	6	0	0	0	0	0	8	0	5	0	0	19

PEAK HOUR	0	6	0	0	0	0	0	8	0	5	0	0	19
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Peds	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Time Per	UNCLASSIFIED			UNCLASSIFIED			UNCLASSIFIED			UNCLASSIFIED			TOT
0700 - 0715	0			2			0			0			2
0715 - 0730	0			4			0			1			5
0730 - 0745	1			13			0			0			14
0745 - 0800	1			6			0			0			7
0800 - 0815	0			6			0			3			9
0815 - 0830	0			2			2			4			8
0830 - 0845	0			4			0			1			5
0845 - 0900	0			4			3			1			8
Period End	2			41			5			10			58

Peds	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Peak Per	UNCLASSIFIED			UNCLASSIFIED			UNCLASSIFIED			UNCLASSIFIED			TOT
0700 - 0800	2			25			0			1			28
0715 - 0815	2			29			0			4			35
0730 - 0830	2			27			2			7			38
0745 - 0845	1			18			2			8			29
0800 - 0900	0			16			5			9			30

PEAK HR	0			16			5			9			30
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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6389 BEXLEY NTH Bexley Rd

Day/Date : Tuesday 14th March 2017

Lights	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1615	3	103	8	10	9	1	15	50	21	36	28	3	287
1615 - 1630	3	89	5	3	17	1	11	34	32	26	34	4	259
1630 - 1645	0	98	4	3	3	1	4	44	24	27	31	2	241
1645 - 1700	2	96	1	2	10	2	6	61	36	24	19	1	260
1700 - 1715	2	92	6	2	9	1	7	43	32	29	29	2	254
1715 - 1730	2	99	6	2	17	3	4	51	29	18	41	6	278
1730 - 1745	3	97	6	2	13	0	5	51	25	32	37	5	276
1745 - 1800	4	89	4	1	9	1	7	38	24	25	32	1	235
Period End	19	763	40	25	87	10	59	372	223	217	251	24	2090

Heavies	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1615	0	1	0	0	0	0	0	2	0	1	0	0	4
1615 - 1630	0	2	0	0	0	0	0	2	0	5	0	0	9
1630 - 1645	0	0	0	0	0	0	0	2	0	0	0	0	2
1645 - 1700	0	2	0	0	0	0	0	1	0	2	0	0	5
1700 - 1715	0	0	0	0	0	0	0	1	0	0	0	0	1
1715 - 1730	0	1	0	0	0	0	0	2	0	2	0	0	5
1730 - 1745	0	0	0	0	0	0	0	1	0	0	0	0	1
1745 - 1800	0	1	0	0	0	0	0	2	0	2	0	0	5
Period End	0	7	0	0	0	0	0	13	0	12	0	0	32

Lights	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1700	8	386	18	18	39	5	36	189	113	113	112	10	1047
1615 - 1715	7	375	16	10	39	5	28	182	124	106	113	9	1014
1630 - 1730	6	385	17	9	39	7	21	199	121	98	120	11	1033
1645 - 1745	9	384	19	8	49	6	22	206	122	103	126	14	1068
1700 - 1800	11	377	22	7	48	5	23	183	110	104	139	14	1043
PEAK HOUR	9	384	19	8	49	6	22	206	122	103	126	14	1068

Heavies	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1700	0	5	0	0	0	0	0	7	0	8	0	0	20
1615 - 1715	0	4	0	0	0	0	0	6	0	7	0	0	17
1630 - 1730	0	3	0	0	0	0	0	6	0	4	0	0	13
1645 - 1745	0	3	0	0	0	0	0	5	0	4	0	0	12
1700 - 1800	0	2	0	0	0	0	0	6	0	4	0	0	12
PEAK HOUR	0	3	0	0	0	0	0	5	0	4	0	0	12

Combined	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1615	3	104	8	10	9	1	15	52	21	37	28	3	291
1615 - 1630	3	91	5	3	17	1	11	36	32	31	34	4	268
1630 - 1645	0	98	4	3	3	1	4	46	24	27	31	2	243
1645 - 1700	2	98	1	2	10	2	6	62	36	26	19	1	265
1700 - 1715	2	92	6	2	9	1	7	44	32	29	29	2	255
1715 - 1730	2	100	6	2	17	3	4	53	29	20	41	6	283
1730 - 1745	3	97	6	2	13	0	5	52	25	32	37	5	277
1745 - 1800	4	90	4	1	9	1	7	40	24	27	32	1	240
Period End	19	770	40	25	87	10	59	385	223	229	251	24	2122

Peds	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Time Per	UNCLASSIFIED			UNCLASSIFIED			UNCLASSIFIED			UNCLASSIFIED			TOT
1600 - 1615	0			5			2			0			7
1615 - 1630	0			4			0			0			4
1630 - 1645	0			4			0			0			4
1645 - 1700	0			11			0			0			11
1700 - 1715	0			4			1			1			6
1715 - 1730	0			4			0			2			6
1730 - 1745	0			2			1			0			3
1745 - 1800	0			5			0			0			5
Period End	0			39			4			3			46

Combined	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1700	8	391	18	18	39	5	36	196	113	121	112	10	1067
1615 - 1715	7	379	16	10	39	5	28	188	124	113	113	9	1031
1630 - 1730	6	388	17	9	39	7	21	205	121	102	120	11	1046
1645 - 1745	9	387	19	8	49	6	22	211	122	107	126	14	1080
1700 - 1800	11	379	22	7	48	5	23	189	110	108	139	14	1055
PEAK HOUR	9	387	19	8	49	6	22	211	122	107	126	14	1080

Peds	NORTH			WEST			SOUTH			EAST			
	New Illawarra			Edward St			New Illawarra			Barnsbury Gr			
Peak Per	UNCLASSIFIED			UNCLASSIFIED			UNCLASSIFIED			UNCLASSIFIED			TOT
1600 - 1700	0			24			2			0			26
1615 - 1715	0			23			1			1			25
1630 - 1730	0			23			1			3			27
1645 - 1745	0			21			2			3			26
1700 - 1800	0			15			2			3			20
PEAK HR	0			21			2			3			26



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6389 BEXLEY NTH Bexley Rd
Day/Date : Tuesday 14th March 2017

Lights	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0700 - 0715	1	154	53	0	0	0	1	236	0	9	0	0	454
0715 - 0730	0	149	34	0	0	0	0	227	0	2	0	0	412
0730 - 0745	1	167	50	0	0	0	0	302	0	1	0	0	521
0745 - 0800	0	163	77	0	0	0	0	279	0	3	0	0	522
0800 - 0815	1	166	73	0	0	0	0	266	0	8	0	0	514
0815 - 0830	2	201	90	0	0	0	2	281	0	0	0	0	576
0830 - 0845	0	223	93	0	0	0	0	262	0	8	0	0	586
0845 - 0900	0	165	69	0	0	0	0	223	0	5	0	0	462
Period End	5	1388	539	0	0	0	3	2076	0	36	0	0	4047

Lights	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0700 - 0800	2	633	214	0	0	0	1	1044	0	15	0	0	1909
0715 - 0815	2	645	234	0	0	0	0	1074	0	14	0	0	1969
0730 - 0830	4	697	290	0	0	0	2	1128	0	12	0	0	2133
0745 - 0845	3	753	333	0	0	0	2	1088	0	19	0	0	2198
0800 - 0900	3	755	325	0	0	0	2	1032	0	21	0	0	2138
PEAK HOUR	3	753	333	0	0	0	2	1088	0	19	0	0	2198

Combined	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0700 - 0715	1	160	53	0	0	0	1	242	0	9	0	0	466
0715 - 0730	1	153	34	0	0	0	0	230	0	2	0	0	420
0730 - 0745	1	171	51	0	0	0	0	310	0	1	0	0	534
0745 - 0800	0	166	78	0	0	0	0	283	0	3	0	0	530
0800 - 0815	1	171	74	0	0	0	0	269	0	8	0	0	523
0815 - 0830	2	205	91	0	0	0	2	283	0	0	0	0	583
0830 - 0845	0	227	95	0	0	0	0	267	0	8	0	0	597
0845 - 0900	0	171	69	0	0	0	0	228	0	5	0	0	473
Period End	6	1424	545	0	0	0	3	2112	0	36	0	0	4126

Combined	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0700 - 0800	3	650	216	0	0	0	1	1065	0	15	0	0	1950
0715 - 0815	3	661	237	0	0	0	0	1092	0	14	0	0	2007
0730 - 0830	4	713	294	0	0	0	2	1145	0	12	0	0	2170
0745 - 0845	3	769	338	0	0	0	2	1102	0	19	0	0	2233
0800 - 0900	3	774	329	0	0	0	2	1047	0	21	0	0	2176
PEAK HOUR	3	769	338	0	0	0	2	1102	0	19	0	0	2233

Heavies	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0700 - 0715	0	6	0	0	0	0	0	6	0	0	0	0	12
0715 - 0730	1	4	0	0	0	0	0	3	0	0	0	0	8
0730 - 0745	0	4	1	0	0	0	0	8	0	0	0	0	13
0745 - 0800	0	3	1	0	0	0	0	4	0	0	0	0	8
0800 - 0815	0	5	1	0	0	0	0	3	0	0	0	0	9
0815 - 0830	0	4	1	0	0	0	0	2	0	0	0	0	7
0830 - 0845	0	4	2	0	0	0	0	5	0	0	0	0	11
0845 - 0900	0	6	0	0	0	0	0	5	0	0	0	0	11
Period End	1	36	6	0	0	0	0	36	0	0	0	0	79

Heavies	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0700 - 0800	1	17	2	0	0	0	0	21	0	0	0	0	41
0715 - 0815	1	16	3	0	0	0	0	18	0	0	0	0	38
0730 - 0830	0	16	4	0	0	0	0	17	0	0	0	0	37
0745 - 0845	0	16	5	0	0	0	0	14	0	0	0	0	35
0800 - 0900	0	19	4	0	0	0	0	15	0	0	0	0	38
PEAK HOUR	0	16	5	0	0	0	0	14	0	0	0	0	35

Peds	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0700 - 0715	1			0			0			4			5
0715 - 0730	0			4			1			6			11
0730 - 0745	0			6			0			5			11
0745 - 0800	0			5			0			9			14
0800 - 0815	0			6			2			7			15
0815 - 0830	0			3			1			5			9
0830 - 0845	0			4			2			6			12
0845 - 0900	0			1			1			7			9
Period End	1			29			7			49			86

Peds	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0700 - 0800	1			15			1			24			41
0715 - 0815	0			21			3			27			51
0730 - 0830	0			20			3			26			49
0745 - 0845	0			18			5			27			50
0800 - 0900	0			14			6			25			45
PEAK HR	0			18			5			27			50



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Lights	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			TOT
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1615	2	186	103	0	0	0	1	296	0	4	0	0	592
1615 - 1630	2	176	98	0	0	0	0	262	0	11	0	0	549
1630 - 1645	0	219	100	0	0	0	2	272	0	4	0	0	597
1645 - 1700	3	197	107	0	0	0	2	235	0	6	0	0	550
1700 - 1715	1	187	109	0	0	0	0	241	0	6	0	0	544
1715 - 1730	0	165	103	0	0	0	0	246	0	8	0	0	522
1730 - 1745	1	193	111	0	0	0	0	276	0	11	0	0	592
1745 - 1800	1	190	115	0	0	0	0	270	0	10	0	0	586
Period End	10	1513	846	0	0	0	5	2098	0	60	0	0	4532

Lights	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			TOT
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1700	7	778	408	0	0	0	5	1065	0	25	0	0	2288
1615 - 1715	6	779	414	0	0	0	4	1010	0	27	0	0	2240
1630 - 1730	4	768	419	0	0	0	4	994	0	24	0	0	2213
1645 - 1745	5	742	430	0	0	0	2	998	0	31	0	0	2208
1700 - 1800	3	735	438	0	0	0	0	1033	0	35	0	0	2244

PEAK HOUR	3	735	438	0	0	0	0	1033	0	35	0	0	2244
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Combined	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			TOT
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1615	2	190	104	0	0	0	1	301	0	4	0	0	602
1615 - 1630	2	182	100	0	0	0	0	265	0	11	0	0	560
1630 - 1645	0	222	101	0	0	0	2	273	0	4	0	0	602
1645 - 1700	3	201	108	0	0	0	2	238	0	6	0	0	558
1700 - 1715	1	188	109	0	0	0	0	245	0	6	0	0	549
1715 - 1730	0	171	104	0	0	0	0	248	0	8	0	0	531
1730 - 1745	1	198	112	0	0	0	0	280	0	11	0	0	602
1745 - 1800	1	193	115	0	0	0	0	275	0	10	0	0	594
Period End	10	1545	853	0	0	0	5	2125	0	60	0	0	4598

Combined	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			TOT
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1700	7	795	413	0	0	0	5	1077	0	25	0	0	2322
1615 - 1715	6	793	418	0	0	0	4	1021	0	27	0	0	2269
1630 - 1730	4	782	422	0	0	0	4	1004	0	24	0	0	2240
1645 - 1745	5	758	433	0	0	0	2	1011	0	31	0	0	2240
1700 - 1800	3	750	440	0	0	0	0	1048	0	35	0	0	2276

PEAK HOUR	3	750	440	0	0	0	0	1048	0	35	0	0	2276
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Client : Varga Traffic Planning
 Job No/Name : 6389 BEXLEY NTH Bexley Rd
 Day/Date : Tuesday 14th March 2017

Heavies	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			TOT
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1615	0	4	1	0	0	0	0	5	0	0	0	0	10
1615 - 1630	0	6	2	0	0	0	0	3	0	0	0	0	11
1630 - 1645	0	3	1	0	0	0	0	1	0	0	0	0	5
1645 - 1700	0	4	1	0	0	0	0	3	0	0	0	0	8
1700 - 1715	0	1	0	0	0	0	0	4	0	0	0	0	5
1715 - 1730	0	6	1	0	0	0	0	2	0	0	0	0	9
1730 - 1745	0	5	1	0	0	0	0	4	0	0	0	0	10
1745 - 1800	0	3	0	0	0	0	0	5	0	0	0	0	8
Period End	0	32	7	0	0	0	0	27	0	0	0	0	66

Heavies	NORTH Bexley Rd			WEST Slip Lane			SOUTH Bexley Rd			EAST Sarsfield Cct			TOT
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1600 - 1700	0	17	5	0	0	0	0	12	0	0	0	0	34
1615 - 1715	0	14	4	0	0	0	0	11	0	0	0	0	29
1630 - 1730	0	14	3	0	0	0	0	10	0	0	0	0	27
1645 - 1745	0	16	3	0	0	0	0	13	0	0	0	0	32
1700 - 1800	0	15	2	0	0	0	0	15	0	0	0	0	32

PEAK HOUR	0	15	2	0	0	0	0	15	0	0	0	0	32
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Peds	NORTH	WEST	SOUTH	EAST	
	Bexley Rd	Slip Lane	Bexley Rd	Sarsfield Cct	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1600 - 1615	0	3	0	5	8
1615 - 1630	0	2	1	3	6
1630 - 1645	0	1	1	9	11
1645 - 1700	0	0	0	6	6
1700 - 1715	0	4	2	8	14
1715 - 1730	0	3	3	3	9
1730 - 1745	0	1	2	8	11
1745 - 1800	0	1	1	3	5
Period End	0	15	10	45	70

Peds	NORTH	WEST	SOUTH	EAST	
	Bexley Rd	Slip Lane	Bexley Rd	Sarsfield Cct	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1600 - 1700	0	6	2	23	31
1615 - 1715	0	7	4	26	37
1630 - 1730	0	8	6	26	40
1645 - 1745	0	8	7	25	40
1700 - 1800	0	9	8	22	39

PEAK HR	0	9	8	22	39
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ROAR DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6389 BEXLEY NTH Bexley Rd

Day/Date : Tuesday 14th March 2017

Lights	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Time Per	I	R	L	R	L	I	TOT
0700 - 0715	185	0	2	0	0	317	504
0715 - 0730	171	0	17	0	1	348	537
0730 - 0745	272	0	14	0	1	371	658
0745 - 0800	245	0	44	0	0	387	676
0800 - 0815	268	0	38	0	1	409	716
0815 - 0830	292	0	29	0	1	353	675
0830 - 0845	285	2	21	1	0	346	655
0845 - 0900	251	0	16	0	2	316	585
Per End	1969	2	181	1	6	2847	5006

Heavies	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Time Per	I	R	L	R	L	I	TOT
0700 - 0715	6	0	0	0	0	8	14
0715 - 0730	5	0	0	0	0	5	10
0730 - 0745	6	0	0	0	0	14	20
0745 - 0800	3	0	0	0	0	8	11
0800 - 0815	7	0	0	0	0	5	12
0815 - 0830	4	0	0	0	0	6	10
0830 - 0845	6	0	0	0	0	6	12
0845 - 0900	5	0	0	0	0	7	12
Per End	42	0	0	0	0	59	101

Combined	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Time Per	I	R	L	R	L	I	TOT
0700 - 0715	191	0	2	0	0	325	518
0715 - 0730	176	0	17	0	1	353	547
0730 - 0745	278	0	14	0	1	385	678
0745 - 0800	248	0	44	0	0	395	687
0800 - 0815	275	0	38	0	1	414	728
0815 - 0830	296	0	29	0	1	359	685
0830 - 0845	291	2	21	1	0	352	667
0845 - 0900	256	0	16	0	2	323	597
Per End	2011	2	181	1	6	2906	5107

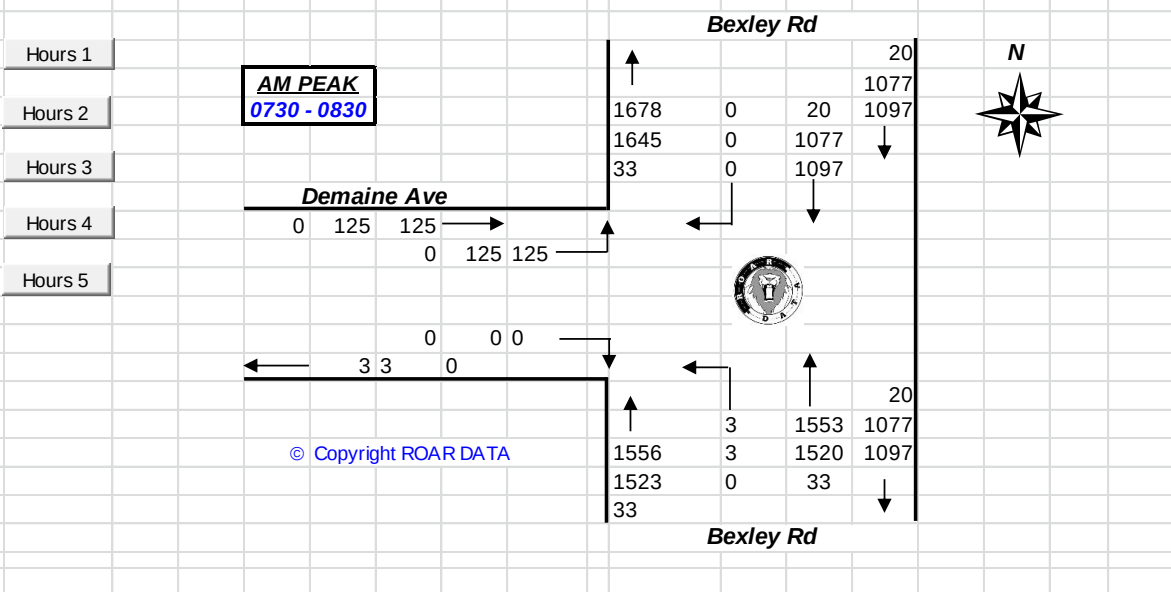
Lights	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Peak Per	I	R	L	R	L	I	TOT
0700 - 0800	873	0	77	0	2	1423	2375
0715 - 0815	956	0	113	0	3	1515	2587
0730 - 0830	1077	0	125	0	3	1520	2725
0745 - 0845	1090	2	132	1	2	1495	2722
0800 - 0900	1096	2	104	1	4	1424	2631
PEAK HR	1077	0	125	0	3	1520	2725

Heavies	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Peak Per	I	R	L	R	L	I	TOT
0700 - 0800	20	0	0	0	0	35	55
0715 - 0815	21	0	0	0	0	32	53
0730 - 0830	20	0	0	0	0	33	53
0745 - 0845	20	0	0	0	0	25	45
0800 - 0900	22	0	0	0	0	24	46
PEAK HR	20	0	0	0	0	33	53

Combined	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Peak Per	I	R	L	R	L	I	TOT
0700 - 0800	893	0	77	0	2	1458	2430
0715 - 0815	977	0	113	0	3	1547	2640
0730 - 0830	1097	0	125	0	3	1553	2778
0745 - 0845	1110	2	132	1	2	1520	2767
0800 - 0900	1118	2	104	1	4	1448	2677
PEAK HR	1097	0	125	0	3	1553	2778

Peds	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Time Per	I	R	L	R	L	I	TOT
0700 - 0715	1	0	3	0	0	4	4
0715 - 0730	0	0	10	0	0	10	10
0730 - 0745	0	0	25	0	0	25	25
0745 - 0800	0	0	26	0	0	26	26
0800 - 0815	0	0	41	0	0	41	41
0815 - 0830	0	0	21	0	0	21	21
0830 - 0845	0	0	16	0	0	16	16
0845 - 0900	3	0	17	0	0	20	20
Per End	4	0	159	0	0	163	163

	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Peak Per	I	R	L	R	L	I	TOT
0700 - 0800	1	0	64	0	0	65	65
0715 - 0815	0	0	102	0	0	102	102
0730 - 0830	0	0	113	0	0	113	113
0745 - 0845	0	0	104	0	0	104	104
0800 - 0900	3	0	95	0	0	98	98
PEAK HR	0	0	113	0	0	113	113





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6389 BEXLEY NTH Bexley Rd

Day/Date : Tuesday 14th March 2017

Lights	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Time Per	L	R	L	R	L	R	TOT
1600 - 1615	290	0	3	0	3	360	656
1615 - 1630	269	0	2	0	3	318	592
1630 - 1645	305	0	4	0	1	308	618
1645 - 1700	303	0	3	0	2	345	653
1700 - 1715	295	0	5	0	2	282	584
1715 - 1730	297	0	2	0	0	334	633
1730 - 1745	285	0	2	0	2	382	671
1745 - 1800	309	0	3	0	4	306	622
Per End	2353	0	24	0	17	2635	5029

Heavies	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Time Per	L	R	L	R	L	R	TOT
1600 - 1615	4	0	0	0	0	7	11
1615 - 1630	9	0	0	0	0	5	14
1630 - 1645	4	0	0	0	0	3	7
1645 - 1700	5	0	0	0	0	4	9
1700 - 1715	1	0	0	0	0	6	7
1715 - 1730	7	0	0	0	0	4	11
1730 - 1745	3	0	0	0	0	6	9
1745 - 1800	7	0	0	0	0	5	12
Per End	40	0	0	0	0	40	80

Combined	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Time Per	L	R	L	R	L	R	TOT
1600 - 1615	294	0	3	0	3	367	667
1615 - 1630	278	0	2	0	3	323	606
1630 - 1645	309	0	4	0	1	311	625
1645 - 1700	308	0	3	0	2	349	662
1700 - 1715	296	0	5	0	2	288	591
1715 - 1730	304	0	2	0	0	338	644
1730 - 1745	288	0	2	0	2	388	680
1745 - 1800	316	0	3	0	4	311	634
Per End	2393	0	24	0	17	2675	5109

Lights	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Peak Per	L	R	L	R	L	R	TOT
1600 - 1700	1167	0	12	0	9	1331	2519
1615 - 1715	1172	0	14	0	8	1253	2447
1630 - 1730	1200	0	14	0	5	1269	2488
1645 - 1745	1180	0	12	0	6	1343	2541
1700 - 1800	1186	0	12	0	8	1304	2510

Heavies	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Peak Per	L	R	L	R	L	R	TOT
1600 - 1700	22	0	0	0	0	19	41
1615 - 1715	19	0	0	0	0	18	37
1630 - 1730	17	0	0	0	0	17	34
1645 - 1745	16	0	0	0	0	20	36
1700 - 1800	18	0	0	0	0	21	39

Combined	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Peak Per	L	R	L	R	L	R	TOT
1600 - 1700	1189	0	12	0	9	1350	2560
1615 - 1715	1191	0	14	0	8	1271	2484
1630 - 1730	1217	0	14	0	5	1286	2522
1645 - 1745	1196	0	12	0	6	1363	2577
1700 - 1800	1204	0	12	0	8	1325	2549

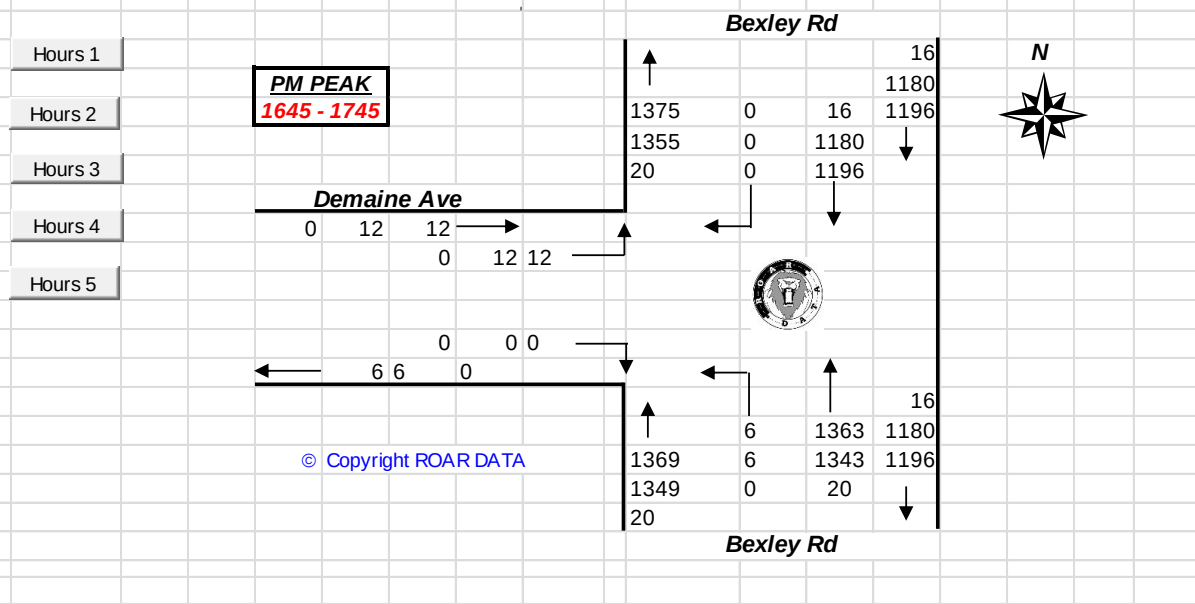
PEAK HR	1180	0	12	0	6	1343	
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PEAK HR	16	0	0	0	0	20	36
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PEAK HR	1196	0	12	0	6	1363	2577
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Peds	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
Time Per	L	R	L	R	L	R	TOT
1600 - 1615	0	0	8	0	0	8	8
1615 - 1630	0	0	9	0	1	10	10
1630 - 1645	0	0	11	0	0	11	11
1645 - 1700	0	0	21	0	0	21	21
1700 - 1715	0	0	14	0	0	14	14
1715 - 1730	0	0	13	0	0	13	13
1730 - 1745	0	0	26	0	0	26	26
1745 - 1800	0	0	27	0	0	27	27
Per End	0	0	129	0	1	130	130

Peak Per	NORTH		WEST		SOUTH		
	Bexley Rd		Demaine		Bexley Rd		
1600 - 1700	0	0	49	0	1	50	50
1615 - 1715	0	0	55	0	1	56	56
1630 - 1730	0	0	59	0	0	59	59
1645 - 1745	0	0	74	0	0	74	74
1700 - 1800	0	0	80	0	0	80	80
PEAK HR	0	0	74	0	0	74	74





R.O.A.R. DATA

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Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6389 BEXLEY NTH Bexley Rd

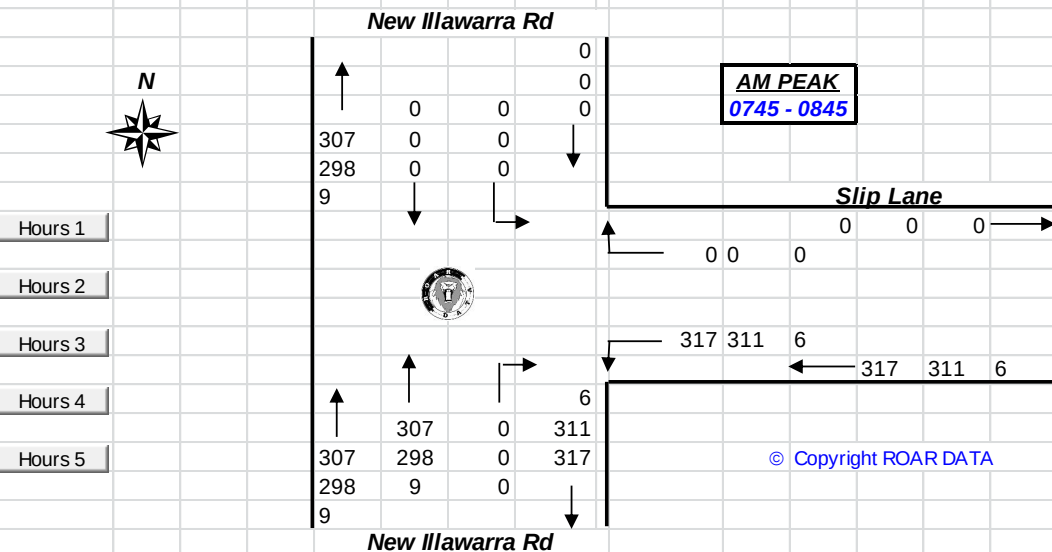
Day/Date : Tuesday 14th March 2017

Lights	NORTH		EAST		SOUTH			Heavies	NORTH		EAST		SOUTH			Combined	NORTH		EAST		SOUTH		
	New		Slip Lane		New				New		Slip Lane		New				New		Slip Lane		New		
Time Per	T	L	R	L	R	T	TOT	Time Per	T	L	R	L	R	T	TOT	Time Per	T	L	R	L	R	T	TOT
0700 - 0715	0	0	0	46	0	98	144	0700 - 0715	0	0	0	2	0	2	4	0700 - 0715	0	0	0	48	0	100	148
0715 - 0730	0	0	0	37	0	102	139	0715 - 0730	0	0	0	0	0	2	2	0715 - 0730	0	0	0	37	0	104	141
0730 - 0745	0	0	0	45	0	63	108	0730 - 0745	0	0	0	2	0	6	8	0730 - 0745	0	0	0	47	0	69	116
0745 - 0800	0	0	0	80	0	78	158	0745 - 0800	0	0	0	1	0	4	5	0745 - 0800	0	0	0	81	0	82	163
0800 - 0815	0	0	0	68	0	75	143	0800 - 0815	0	0	0	2	0	1	3	0800 - 0815	0	0	0	70	0	76	146
0815 - 0830	0	0	0	88	0	78	166	0815 - 0830	0	0	0	1	0	3	4	0815 - 0830	0	0	0	89	0	81	170
0830 - 0845	0	0	0	75	0	67	142	0830 - 0845	0	0	0	2	0	1	3	0830 - 0845	0	0	0	77	0	68	145
0845 - 0900	0	0	0	72	0	74	146	0845 - 0900	0	0	0	1	0	3	4	0845 - 0900	0	0	0	73	0	77	150
Per End	0	0	0	511	0	635	1146	Per End	0	0	0	11	0	22	33	Per End	0	0	0	522	0	657	1179

Lights	NORTH		EAST		SOUTH			Heavies	NORTH		EAST		SOUTH			Combined	NORTH		EAST		SOUTH		
	New		Slip Lane		New				New		Slip Lane		New				New		Slip Lane		New		
Peak Per	T	L	R	L	R	T	TOT	Peak Per	T	L	R	L	R	T	TOT	Peak Per	T	L	R	L	R	T	TOT
0700 - 0800	0	0	0	208	0	341	549	0700 - 0800	0	0	0	5	0	14	19	0700 - 0800	0	0	0	213	0	355	568
0715 - 0815	0	0	0	230	0	318	548	0715 - 0815	0	0	0	5	0	13	18	0715 - 0815	0	0	0	235	0	331	566
0730 - 0830	0	0	0	281	0	294	575	0730 - 0830	0	0	0	6	0	14	20	0730 - 0830	0	0	0	287	0	308	595
0745 - 0845	0	0	0	311	0	298	609	0745 - 0845	0	0	0	6	0	9	15	0745 - 0845	0	0	0	317	0	307	624
0800 - 0900	0	0	0	303	0	294	597	0800 - 0900	0	0	0	6	0	8	14	0800 - 0900	0	0	0	309	0	302	611
PEAK HR	0	0	0	311	0	298	609	PEAK HR	0	0	0	6	0	9	15	PEAK HR	0	0	0	317	0	307	624

Peds	NORTH		EAST		SOUTH		
	New		Slip Lane		New		
Time Per	T	L	R	L	R	T	TOT
0700 - 0715	0	0	1	0	1	2	2
0715 - 0730	1	0	0	0	0	1	1
0730 - 0745	0	0	0	0	1	1	1
0745 - 0800	1	0	1	0	0	2	2
0800 - 0815	0	0	1	0	0	1	1
0815 - 0830	0	0	0	0	0	0	0
0830 - 0845	1	0	0	0	1	2	2
0845 - 0900	0	0	0	0	1	1	1
Per End	3	0	3	0	3	10	10

Peak Per	NORTH		EAST		SOUTH		
	New		Slip Lane		New		
Time Per	T	L	R	L	R	T	TOT
0700 - 0800	2	0	2	0	2	6	6
0715 - 0815	2	0	2	0	1	5	5
0730 - 0830	1	0	2	0	1	4	4
0745 - 0845	2	0	2	0	1	5	5
0800 - 0900	1	0	1	0	2	4	4
PEAK HR	2	0	2	0	1	5	5





R.O.A.R. DATA

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Client : Varga Traffic Planning

Job No/Name : 6389 BEXLEY NTH Bexley Rd

Day/Date : Tuesday 14th March 2017

Lights	NORTH		EAST		SOUTH		
	New		Slip Lane		New		
Time Per	I	L	R	L	R	I	TOT
1600 - 1615	0	0	0	105	0	54	159
1615 - 1630	0	0	0	97	0	39	136
1630 - 1645	0	0	0	107	0	41	148
1645 - 1700	0	0	0	110	0	60	170
1700 - 1715	0	0	0	115	0	47	162
1715 - 1730	0	0	0	111	0	48	159
1730 - 1745	0	0	0	112	0	51	163
1745 - 1800	0	0	0	106	0	42	148
Per End	0	0	0	863	0	382	1245

Heavies	NORTH		EAST		SOUTH		
	New		Slip Lane		New		
Time Per	I	L	R	L	R	I	TOT
1600 - 1615	0	0	0	1	0	2	3
1615 - 1630	0	0	0	2	0	2	4
1630 - 1645	0	0	0	2	0	2	4
1645 - 1700	0	0	0	0	0	1	1
1700 - 1715	0	0	0	0	0	2	2
1715 - 1730	0	0	0	1	0	2	3
1730 - 1745	0	0	0	0	0	1	1
1745 - 1800	0	0	0	1	0	2	3
Per End	0	0	0	7	0	14	21

Combined	NORTH		EAST		SOUTH		
	New		Slip Lane		New		
Time Per	I	L	R	L	R	I	TOT
1600 - 1615	0	0	0	106	0	56	162
1615 - 1630	0	0	0	99	0	41	140
1630 - 1645	0	0	0	109	0	43	152
1645 - 1700	0	0	0	110	0	61	171
1700 - 1715	0	0	0	115	0	49	164
1715 - 1730	0	0	0	112	0	50	162
1730 - 1745	0	0	0	112	0	52	164
1745 - 1800	0	0	0	107	0	44	151
Per End	0	0	0	870	0	396	1266

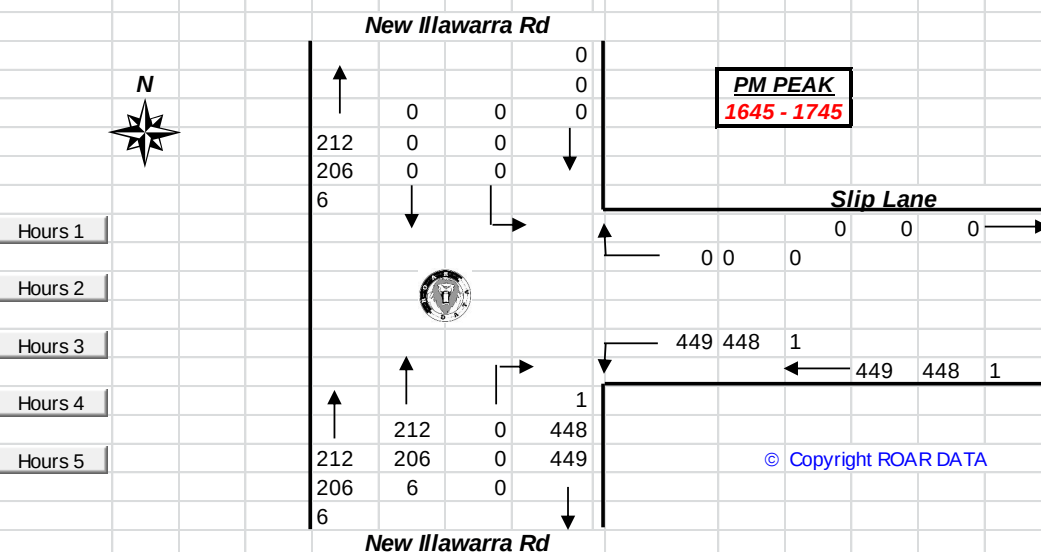
Lights	NORTH		EAST		SOUTH		
	New		Slip Lane		New		
Peak Per	I	L	R	L	R	I	TOT
1600 - 1700	0	0	0	419	0	194	613
1615 - 1715	0	0	0	429	0	187	616
1630 - 1730	0	0	0	443	0	196	639
1645 - 1745	0	0	0	448	0	206	654
1700 - 1800	0	0	0	444	0	188	632
PEAK HR	0	0	0	448	0	206	654

Heavies	NORTH		EAST		SOUTH		
	New		Slip Lane		New		
Peak Per	I	L	R	L	R	I	TOT
1600 - 1700	0	0	0	5	0	7	12
1615 - 1715	0	0	0	4	0	7	11
1630 - 1730	0	0	0	3	0	7	10
1645 - 1745	0	0	0	1	0	6	7
1700 - 1800	0	0	0	2	0	7	9
PEAK HR	0	0	0	1	0	6	7

Combined	NORTH		EAST		SOUTH		
	New		Slip Lane		New		
Peak Per	I	L	R	L	R	I	TOT
1600 - 1700	0	0	0	424	0	201	625
1615 - 1715	0	0	0	433	0	194	627
1630 - 1730	0	0	0	446	0	203	649
1645 - 1745	0	0	0	449	0	212	661
1700 - 1800	0	0	0	446	0	195	641
PEAK HR	0	0	0	449	0	212	661

Peds	NORTH		EAST		SOUTH		
	New		Slip Lane		New		
Time Per	I	L	R	L	R	I	TOT
1600 - 1615	0	0	0	0	0	0	0
1615 - 1630	0	0	0	1	0	0	1
1630 - 1645	0	0	0	1	0	0	2
1645 - 1700	0	0	0	0	0	0	0
1700 - 1715	1	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0
1730 - 1745	0	0	0	1	0	0	1
1745 - 1800	0	0	0	0	0	0	0
Per End	1	0	0	2	0	0	5

Peak Per	NORTH		EAST		SOUTH		
	New		Slip Lane		New		
Time Per	I	L	R	L	R	I	TOT
1600 - 1700	0	0	0	1	0	2	3
1615 - 1715	1	0	0	1	0	2	4
1630 - 1730	1	0	0	1	0	3	3
1645 - 1745	1	0	0	1	0	0	2
1700 - 1800	1	0	0	1	0	0	2
PEAK HR	1	0	0	1	0	0	2





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6389 BEXLEY NTH Bexley Rd

Day/Date : Tuesday 14th March 2017

Lights	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0715	26	187	0	17	75	13	14	258	64	14	15	38	721
0715 - 0730	36	182	0	22	77	8	28	291	63	8	11	28	754
0730 - 0745	23	226	0	24	90	12	12	329	57	26	19	39	857
0745 - 0800	25	198	0	26	50	12	10	309	41	20	16	36	743
0800 - 0815	16	189	0	28	56	11	8	353	50	32	28	55	826
0815 - 0830	38	265	0	23	56	9	3	265	36	23	35	41	794
0830 - 0845	23	240	0	27	54	11	7	324	45	32	41	59	863
0845 - 0900	21	220	0	23	46	4	14	294	42	35	19	64	782
Period End	208	1707	0	190	504	80	96	2423	398	190	184	360	6340

Lights	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0800	110	793	0	89	292	45	64	1187	225	68	61	141	3075
0715 - 0815	100	795	0	100	273	43	58	1282	211	86	74	158	3180
0730 - 0830	102	878	0	101	252	44	33	1256	184	101	98	171	3220
0745 - 0845	102	892	0	104	216	43	28	1251	172	107	120	191	3226
0800 - 0900	98	914	0	101	212	35	32	1236	173	122	123	219	3265

PEAK HOUR	98	914	0	101	212	35	32	1236	173	122	123	219	3265
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Combined	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0715	26	191	0	18	75	14	15	264	64	15	16	38	736
0715 - 0730	37	186	0	22	77	8	30	295	65	9	11	29	769
0730 - 0745	24	231	0	24	91	13	12	340	57	26	19	39	876
0745 - 0800	27	202	0	26	50	12	11	312	43	21	17	37	758
0800 - 0815	17	195	0	28	56	12	8	358	50	32	28	56	840
0815 - 0830	39	267	0	23	56	9	4	268	37	24	35	41	803
0830 - 0845	23	245	0	27	54	12	7	332	45	32	41	59	877
0845 - 0900	23	224	0	23	46	4	15	299	43	36	19	64	796
Period End	216	1741	0	191	505	84	102	2468	404	195	186	363	6455

Combined	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0800	114	810	0	90	293	47	68	1211	229	71	63	143	3139
0715 - 0815	105	814	0	100	274	45	61	1305	215	88	75	161	3243
0730 - 0830	107	895	0	101	253	46	35	1278	187	103	99	173	3277
0745 - 0845	106	909	0	104	216	45	30	1270	175	109	121	193	3278
0800 - 0900	102	931	0	101	212	37	34	1257	175	124	123	220	3316

PEAK HOUR	102	931	0	101	212	37	34	1257	175	124	123	220	3316
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Heavies	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0715	0	4	0	1	0	1	1	6	0	1	1	0	15
0715 - 0730	1	4	0	0	0	0	2	4	2	1	0	1	15
0730 - 0745	1	5	0	0	1	1	0	11	0	0	0	0	19
0745 - 0800	2	4	0	0	0	0	1	3	2	1	1	1	15
0800 - 0815	1	6	0	0	0	1	0	5	0	0	0	1	14
0815 - 0830	1	2	0	0	0	0	1	3	1	1	0	0	9
0830 - 0845	0	5	0	0	0	1	0	8	0	0	0	0	14
0845 - 0900	2	4	0	0	0	0	1	5	1	1	0	0	14
Period End	8	34	0	1	1	4	6	45	6	5	2	3	115

Heavies	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0700 - 0800	4	17	0	1	1	2	4	24	4	3	2	2	64
0715 - 0815	5	19	0	0	1	2	3	23	4	2	1	3	63
0730 - 0830	5	17	0	0	1	2	2	22	3	2	1	2	57
0745 - 0845	4	17	0	0	0	2	2	19	3	2	1	2	52
0800 - 0900	4	17	0	0	0	2	2	21	2	2	0	1	51

PEAK HOUR	4	17	0	0	0	2	2	21	2	2	0	1	51
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Peds	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0700 - 0715	4			16			14			5			39
0715 - 0730	1			32			14			7			54
0730 - 0745	9			42			14			2			67
0745 - 0800	11			35			12			2			60
0800 - 0815	4			26			14			1			45
0815 - 0830	15			31			9			2			57
0830 - 0845	14			33			16			5			68
0845 - 0900	13			24			23			2			62
Period End	71			239			116			26			452

Peds	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0700 - 0800	25			125			54			16			220
0715 - 0815	25			135			54			12			226
0730 - 0830	39			134			49			7			229
0745 - 0845	44			125			51			10			230
0800 - 0900	46			114			62			10			232

PEAK HR	46			114			62			10			232
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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6389 BEXLEY NTH Bexley Rd

Day/Date : Tuesday 14th March 2017

Lights	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1600 - 1615	44	174	0	14	24	5	12	307	26	36	34	52	728
1615 - 1630	38	211	0	10	27	10	7	275	31	34	38	45	726
1630 - 1645	30	257	0	12	22	8	7	279	31	33	47	49	775
1645 - 1700	47	264	0	8	22	8	10	267	30	26	45	56	783
1700 - 1715	31	212	0	8	23	12	8	240	23	48	57	49	711
1715 - 1730	36	227	0	12	37	9	8	285	30	32	49	62	787
1730 - 1745	40	241	0	15	45	7	5	316	47	28	51	58	853
1745 - 1800	44	273	0	14	30	9	2	259	35	29	37	42	774
Period End	310	1859	0	93	230	68	59	2228	253	266	358	413	6137

Lights	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1600 - 1700	159	906	0	44	95	31	36	1128	118	129	164	202	3012
1615 - 1715	146	944	0	38	94	38	32	1061	115	141	187	199	2995
1630 - 1730	144	960	0	40	104	37	33	1071	114	139	198	216	3056
1645 - 1745	154	944	0	43	127	36	31	1108	130	134	202	225	3134
1700 - 1800	151	953	0	49	135	37	23	1100	135	137	194	211	3125

PEAK HOUR	154	944	0	43	127	36	31	1108	130	134	202	225	3134
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Combined	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1600 - 1615	44	178	0	14	24	6	13	312	27	36	34	53	741
1615 - 1630	38	218	0	10	27	10	8	278	32	35	39	45	740
1630 - 1645	30	260	0	12	22	9	7	283	31	34	47	49	784
1645 - 1700	48	268	0	8	22	8	11	268	31	26	45	56	791
1700 - 1715	31	212	0	8	23	13	8	242	23	48	57	49	714
1715 - 1730	36	233	0	12	37	9	9	290	32	33	49	62	802
1730 - 1745	41	243	0	15	45	8	5	320	47	28	51	58	861
1745 - 1800	44	278	0	14	30	9	3	262	37	30	37	42	786
Period End	312	1890	0	93	230	72	64	2255	260	270	359	414	6219

Combined	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1600 - 1700	160	924	0	44	95	33	39	1141	121	131	165	203	3056
1615 - 1715	147	958	0	38	94	40	34	1071	117	143	188	199	3029
1630 - 1730	145	973	0	40	104	39	35	1083	117	141	198	216	3091
1645 - 1745	156	956	0	43	127	38	33	1120	133	135	202	225	3168
1700 - 1800	152	966	0	49	135	39	25	1114	139	139	194	211	3163

PEAK HOUR	156	956	0	43	127	38	33	1120	133	135	202	225	3168
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Heavies	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1600 - 1615	0	4	0	0	0	1	1	5	1	0	0	1	13
1615 - 1630	0	7	0	0	0	0	1	3	1	1	1	0	14
1630 - 1645	0	3	0	0	0	1	0	4	0	1	0	0	9
1645 - 1700	1	4	0	0	0	0	1	1	1	0	0	0	8
1700 - 1715	0	0	0	0	0	1	0	2	0	0	0	0	3
1715 - 1730	0	6	0	0	0	0	1	5	2	1	0	0	15
1730 - 1745	1	2	0	0	0	1	0	4	0	0	0	0	8
1745 - 1800	0	5	0	0	0	0	1	3	2	1	0	0	12
Period End	2	31	0	0	0	4	5	27	7	4	1	1	82

Heavies	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1600 - 1700	1	18	0	0	0	2	3	13	3	2	1	1	44
1615 - 1715	1	14	0	0	0	2	2	10	2	2	1	0	34
1630 - 1730	1	13	0	0	0	2	2	12	3	2	0	0	35
1645 - 1745	2	12	0	0	0	2	2	12	3	1	0	0	34
1700 - 1800	1	13	0	0	0	2	2	14	4	2	0	0	38

PEAK HOUR	2	12	0	0	0	2	2	12	3	1	0	0	34
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Peds	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1600 - 1615	11			17			8			3			39
1615 - 1630	11			15			4			6			36
1630 - 1645	8			12			18			4			42
1645 - 1700	5			10			6			5			26
1700 - 1715	8			9			19			8			44
1715 - 1730	8			10			9			6			33
1730 - 1745	16			12			13			21			62
1745 - 1800	15			21			20			21			77
Period End	82			106			97			74			359

Peds	NORTH Bexley Rd			WEST Shaw St			SOUTH Bexley Rd			EAST Slade Rd			TOT
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1600 - 1700	35			54			36			18			143
1615 - 1715	32			46			47			23			148
1630 - 1730	29			41			52			23			145
1645 - 1745	37			41			47			40			165
1700 - 1800	47			52			61			56			216

PEAK HR	37			41			47			40			165
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