

Planning Proposal  
Proposed Mixed Use Development

**186-206 Canterbury Road, Canterbury**

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**TRAFFIC AND PARKING ASSESSMENT REPORT**

13 May 2022

Ref 22167

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## 1. INTRODUCTION

This report has been prepared to accompany a planning proposal for a mixed use development to be located at 186-206 Canterbury Road, Canterbury (Figures 1 and 2)

The planning proposal seeks approval to amend the planning controls in order to permit a mixed use development with an increased apartment yield. Off-street car parking will ultimately be provided in a new multi-level basement parking area beneath the buildings, in accordance with *SEPP 65* and Council requirements.

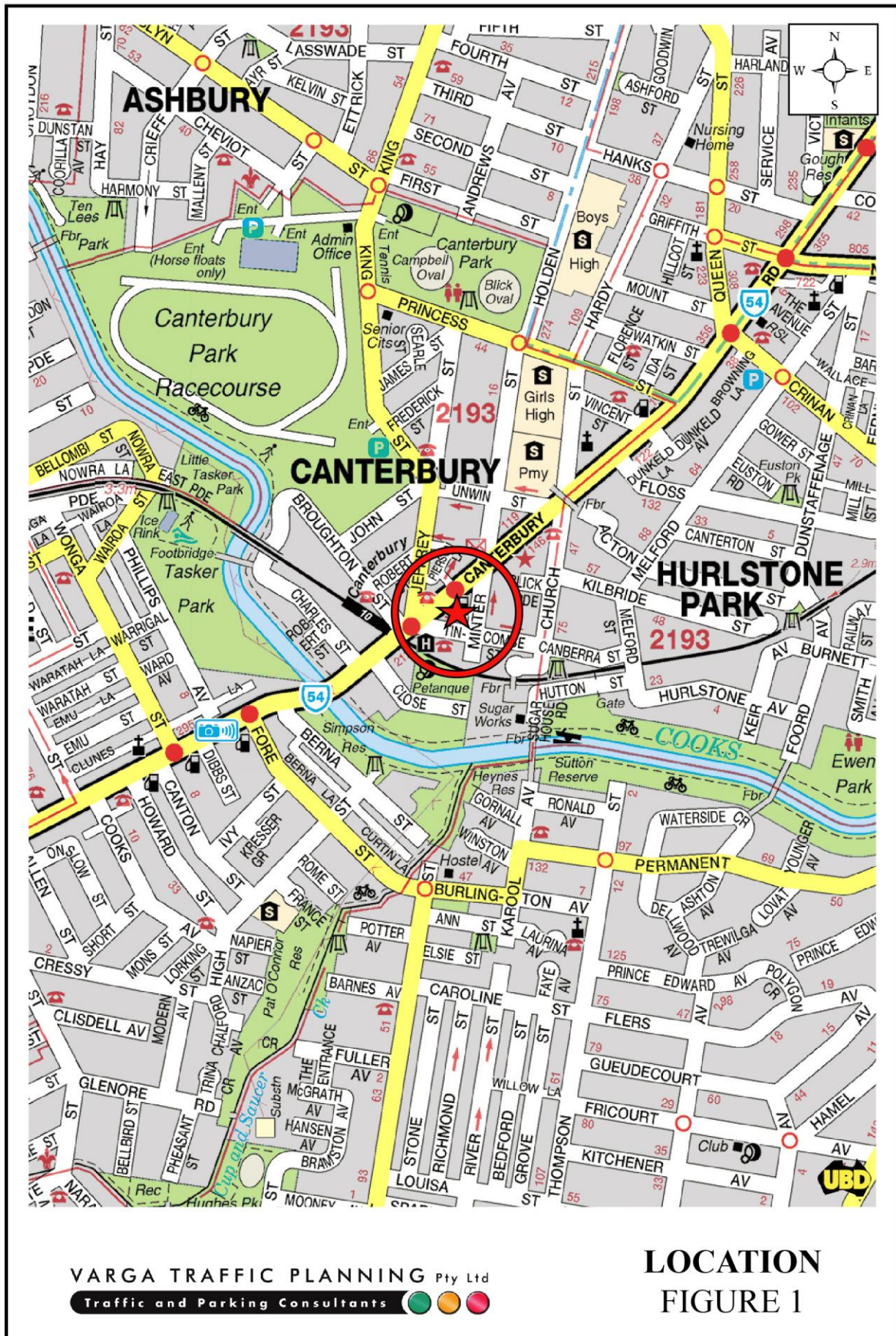
The site is located within the heart of the “Canterbury Station Precinct” as outlined in the Department of Planning & Environment’s *Sydenham to Bankstown Urban Renewal Corridor Strategy* document. The document details the redevelopment objectives of the corridor and comprises a range of uses, including low/medium/high residential, retail/commercial premises, schools and recreational facilities. The document also identifies improvements to alternate forms of travel including pedestrian and cycle paths as well as public transport.

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 alternate forms of transport 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 development proposal in terms of road network capacity

- reviews the geometric design features of the proposed car parking and loading facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking and loading envisaged on the site.









## 2. PLANNING PROPOSAL

### Site

The subject site is located within a triangular block surrounded by Canterbury Road, Tincombe Street and Minter Street (*excluding* the northern portion of the block, No.182-184 Canterbury Road). The site occupies an area of approximately 6,855m<sup>2</sup> and has street frontages of approximately 115m in length to Canterbury Road, 119m in length to Tincombe Street and 91m in length to Minter Street.

The subject site is currently occupied by a mix of two-storey commercial buildings as well as low density dwelling houses.

At-grade off-street parking is provided for the majority of the properties, with vehicular access provided via driveways located off the Canterbury Road, Tincombe Street and also Minter Street site frontages.

A recent aerial image of the site and its surroundings is reproduced below, including the nearby Canterbury railway station.



## **Existing Planning Controls**

The primary instrument that governs the mass and scale of the development on the site are contained within the *Canterbury Local Environment Plan 2012 (CLEP2012)*. The commercial properties located within the subject site are zoned *B2 – Local Centre* with a maximum FSR of part 2:1/part 2.5:1 and a maximum height limit of part 11m/part 18m. The residential properties located within the subject site are zoned *R3 – Medium Density Residential* with a maximum FSR of 0.5:1 and a maximum height limit of 8.5m.

It is therefore envisaged that a mixed use development comprising 63 apartments, 5,000m<sup>2</sup> of retail floor space and 3,300m<sup>2</sup> of commercial floor space is achievable under the existing planning controls of the site.

## **Sydenham to Bankstown Urban Renewal Corridor**

As outlined in the Department of Planning & Environment's *Sydenham to Bankstown Urban Renewal Corridor Strategy* document, the NSW Government plans for 35,400 new homes and 8,700 new jobs over the next 20 years and infrastructure to support the future community's needs. The strategy builds on the Sydney Metro City and Southwest project and provides a co-ordinated approach to infrastructure delivery and development across the corridor, with the project's priorities summarised below:

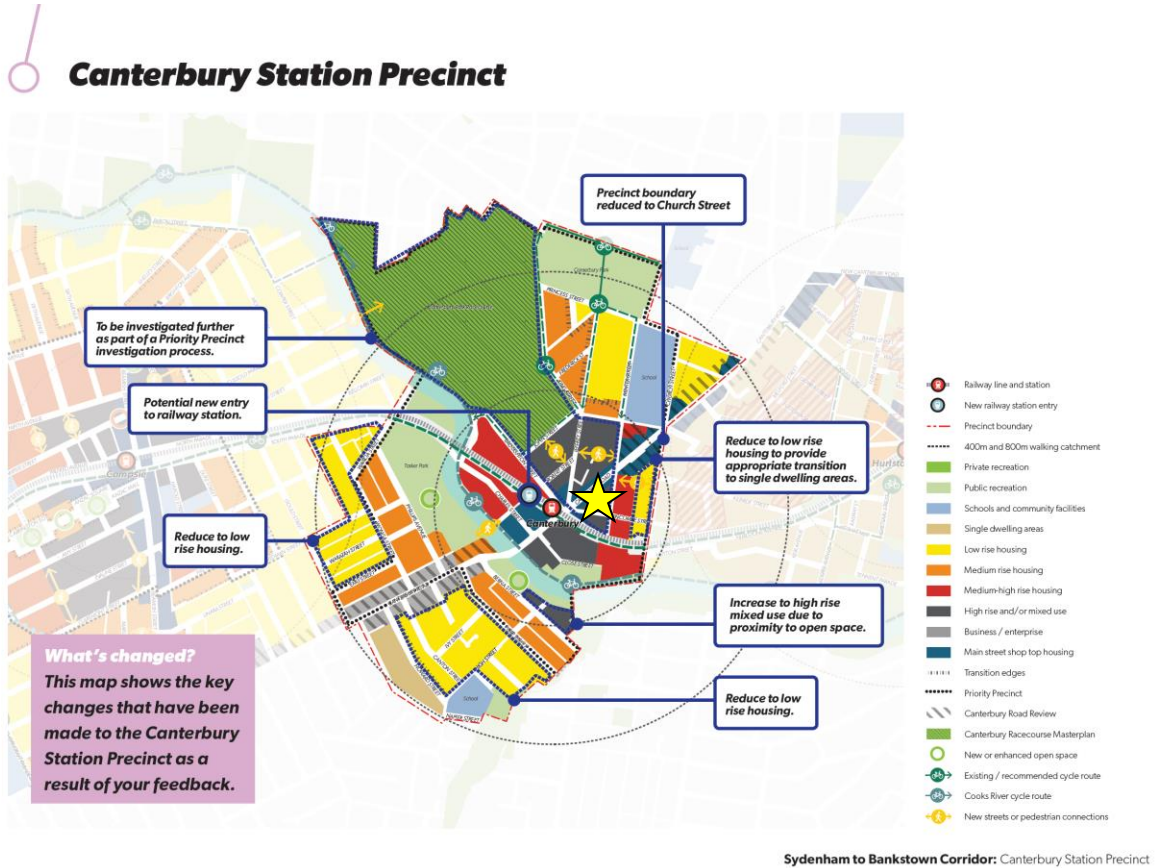
- provide a range of new homes to suit different lifestyles and budgets
- allow for new homes to be built close to the metro stations
- retail streets that contribute to the local character of the area and protect heritage areas
- retail the scale and character of popular local shopping areas
- ensure adequate schools and childcare centres are provided for the future increased population
- identify areas for pedestrian and cycle paths including the potential for GreenWay South West
- provide a significant increase in transport capacity with new, faster and more frequent services

## **Canterbury Station Precinct**

The site is located within the heart of the "Canterbury Station Precinct" as outlined in Department of Planning & Environment's *Sydenham to Bankstown Urban Renewal Corridor Strategy* document.



The document details the redevelopment objectives of the corridor and comprises a range of uses, including low/medium/high residential, retail/commercial premises, schools and recreational facilities. The document also identifies improvements to alternate forms of travel including pedestrian and cycle paths as well as public transport.



The Sydney Metro works include improvement to the existing entry of the railway station along with public domain and access improvements, with increased footpath widths which will encourage local retail activity surrounding the railway station.

Along with the new Metro service, the strategy proposes to increase frequency of bus services that access the railway station and move the existing bus stop on the eastern side of Canterbury Road further to the north to provide improved connectivity with the station access. Increasing bus frequencies, particularly those serving railway stations, will promote bus to rail interchanges and reduce private vehicle dependency. The modal changes between rail and bus networks will also be improved with an upgraded interchange at Canterbury railway station.

Alternate forms of transport including walking, cycling and public transport will be further encouraged by improving the quality of the railway station for passengers with better access, facilities and signage as well as improving pedestrian and cycle access within the precinct, including along Cooks River. A new east-west regional cycle link along the rail corridor is also planned in order to improve pedestrian and cycle access between the town centres and railway stations along the corridor.

New streets and/or pedestrian connections are also proposed through larger blocks as they develop, enhancing the permeability of the current vehicular and pedestrian network within the Canterbury Station Precinct.

## **Planning Proposal**

The planning proposal seeks approval to amend the current planning controls which apply to the site in order to increase the site's development yield, permitting a mixed use development comprising three buildings ranging in height from 25 storeys to 34 storeys.

For the purposes of this assessment, it has been assumed that the proposed mixed use development could comprise approximately 8,097m<sup>2</sup> of retail floor space within the lower podium levels and approximately 3,473m<sup>2</sup> of commercial floor space on Level 1 of the podium level of the buildings.

Furthermore, it has also been assumed that the residential apartments on the upper levels of the proposed mixed use buildings could comprise in the order of 471 apartments as follows:

**Unit Mix**

|                          |            |
|--------------------------|------------|
| 1 bedroom apartments:    | 86         |
| 2 bedroom apartments:    | 348        |
| 3 bedroom apartments:    | 37         |
| <b>TOTAL APARTMENTS:</b> | <b>471</b> |

Off-street car parking will ultimately be provided in a new multi-level basement car parking area beneath the buildings, designed to comply with *SEPP 65* and Council's requirements as well as the relevant Australian Standards. Vehicular access to the site is proposed to be provided via a new entry/exit driveway to be located off the Tincombe Street site frontage.

Loading/servicing for the proposed development is expected to be undertaken by a variety of commercial vehicles up to and including 11m long large rigid trucks. A dedicated loading area is to be located on the lower ground level at the rear of the retail tenancies and fitted with a mechanical turntable, thereby allowing all trucks to enter and exit the site in a forward direction at all times. Vehicular access to the loading area is to be provided via the abovementioned driveway located off Tincombe Street.

Concept plans for the purposes of this planning proposal have been prepared by *Urban Link Pty Ltd* and 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.

Canterbury Road is classified by TfNSW as a *State Road* and provides the key east-west road link in the area, linking Bankstown and Hurlstone Park. It typically carries two traffic lanes in each direction in the vicinity of the site, with clearway restrictions applying along both sides of the road during commuter peak periods.

Jeffrey Street and King Street are classified by TfNSW as *Regional Roads* which provide a key north-south road link in the local area, linking Canterbury Road to Milton Street and then onto Liverpool Road. The route typically carries one traffic lane in each direction in the vicinity of the site and kerbside parking is permitted at selected locations along the road.

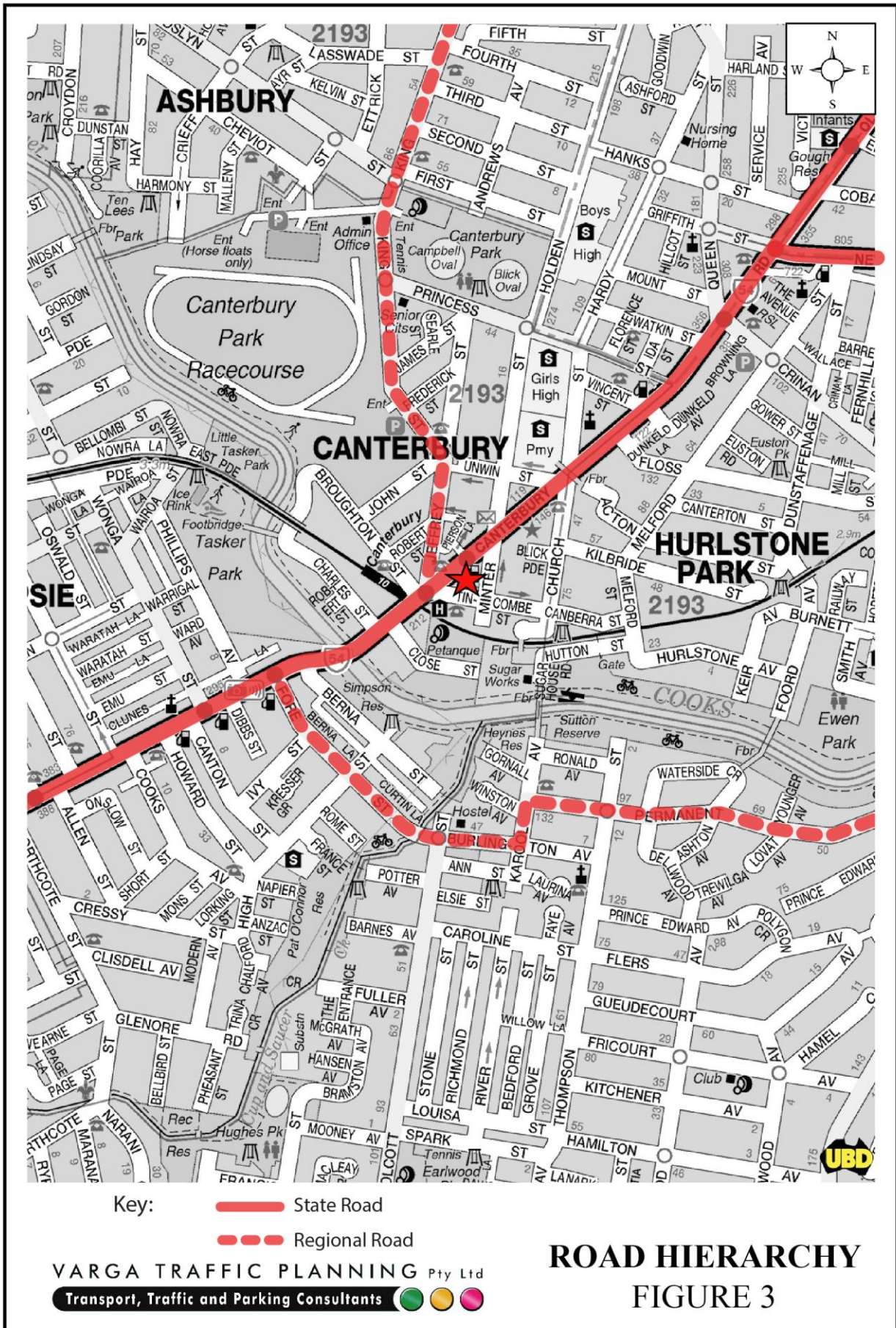
Tincombe Street and Minter Street are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is permitted at selected locations along both sides the road, subject to sign posted restrictions.

#### **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 60 km/h SPEED LIMIT which applies to Canterbury Road
- a 50 km/h SPEED LIMIT which applies to all other local roads in the area
- TRAFFIC SIGNALS in Canterbury Road where it intersects with Broughton Street/Jeffrey Street/Tincombe Street









- a NO RIGHT TURN restriction for eastbound traffic along Canterbury Road turning onto Tincombe Street
- TRAFFIC SIGNALS in Canterbury Road where it intersects with ALDI supermarket's access driveway, directly outside the site
- a ONE WAY eastbound restriction in Tincombe Street
- a ONE WAY northbound restriction in Minter Street (between Tincombe Street and Canterbury Road).

### **Existing Public Transport Services**

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

The subject site is conveniently located approximately 60m walking distance to the entrance of Canterbury railway station. The station lies on the T3 Bankstown Line which operates between Bankstown and Sydney CBD. Services generally operate at a frequency of approximately 5-10 minutes during commuter peak periods and 15-30 minutes at other times.

In addition to the train services, a number of bus routes currently operate along Canterbury Road with bus stops located within a 100m walking distance from the subject site. These include the L28, 428, 444, 445, 487 & 491 services.

The site lies within the heart of the Canterbury town centre which includes a wide range of essential shops and services such as Woolworths and ALDI supermarkets, fruit market, butchery, bakery, seafood shop, bottle shop, post office, pharmacy, optometrist, newsagency, hair dresser and beautician.

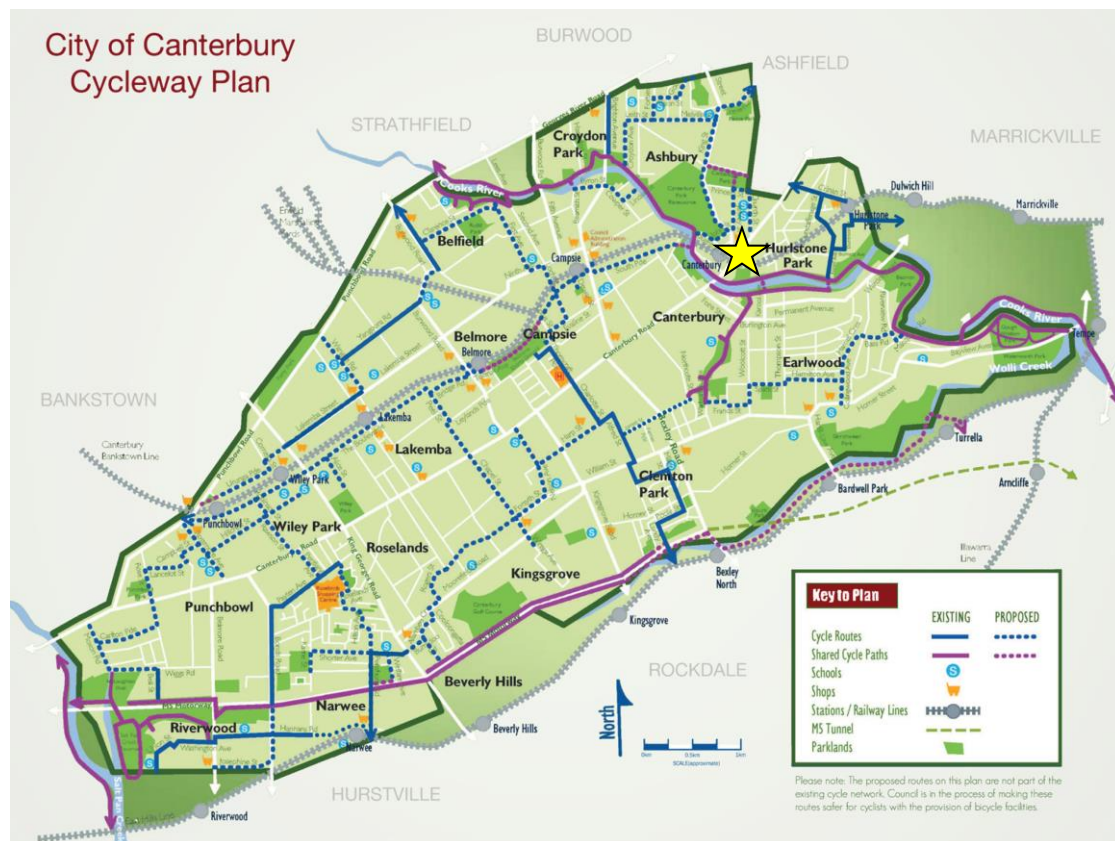
The site is therefore considered to be highly accessible to essential services and public transport options.





## Local Bicycle Routes

The location of the existing and proposed bicycle routes in the vicinity of the site are illustrated on the figure below, with the subject site marked with a star. These bicycle routes are readily accessible from the subject site and provide a number of on-road and off-road bicycle routes linking the local area with the greater surrounding area. The proposed development will make provision for a substantial bicycle parking area which is to be located within the basement level and will enhance the *active* transport options available to future occupants of the site.



## Sydney Metro City & Southwest

As described on the Transport for NSW website, the new Sydney Metro City & Southwest rail line is one of the NSW Government's largest infrastructure projects being delivered to serve a growing Sydney. Regular services will be provided from early morning to late evening, including every 4 minutes during peak periods, and there will not be a timetable, customers simply turn up and go.



Stage 1 “Norwest” will deliver a new 36km line, connecting Cudgong Road to Chatswood and include 8 new metro stations, five upgraded stations and 4,000 commuter car parking spaces. Stage 1 is expected to open in the first half of 2019.

Stage 2 “City & Southwest” will deliver a 30km extension of the metro rail from Chatswood under Sydney Harbour, through new CBD stations and south-west to Bankstown. Stage 2 is due to open in 2024, with 7 new metro stations and 11 upgraded stations.



Sydney Metro alignment map

## 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 during the morning and afternoon peak periods on Thursday 4<sup>th</sup> April, 2019 at the following intersections:

- Canterbury Road, Broughton Street, Jeffrey Street & Tincombe Street
- Canterbury Road & ALDI access driveway
- Canterbury Road & Minter Street
- Tincombe Street & Minter Street.

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

- two-way traffic flows in Canterbury Road past the site are typically in the order of 2,500 vehicles per hour (vph) during peak periods
- one-way eastbound traffic flows in Tincombe Street past the site frontage are significantly lower, typically in the order of 30 vph during peak periods
- one-way northbound traffic flows in Minter Street past the site frontage are lower still, typically in the order of 10 vph during peak periods.

### **Projected Traffic Generation**

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

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

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

**Commercial Offices**AM: 1.6 peak hour vehicle trips per 100m<sup>2</sup> GFAPM: 1.2 peak hour vehicle trips per 100m<sup>2</sup> GFA**High Density Residential Flat Dwellings**

AM: 0.19 peak hour vehicle trips per unit

PM: 0.15 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.

However, the RMS *Guidelines* and the updated *TDT 2013/04a* do not nominate a traffic generation rate for small, local shops within town centre areas, referring only to major, stand-alone shopping centres incorporating supermarkets and department stores. For the purpose of this assessment therefore, the commercial traffic generation rate has also been adopted in respect of the retail component of the planning proposal.

Application of the above traffic generation rates to the various components of the planning proposal yields a traffic generation potential of approximately 276 vph during the weekday AM peak period and approximately 210 vph during the weekday PM peak period, as set out below:

**Planning Proposal - Projected Future Traffic Generation Potential**

|  | AM             | PM             |
|--|----------------|----------------|
| Residential (471 apartments):              | 90 vph         | 71 vph         |
| Retail shops (8,097m <sup>2</sup> ):       | 130 vph        | 97 vph         |
| Commercial offices (3,473m <sup>2</sup> ): | 56 vph         | 42 vph         |
| <b>TOTAL TRAFFIC GENERATION POTENTIAL:</b> | <b>276 vph</b> | <b>210 vph</b> |



That projected future level of traffic generation potential which is expected to occur as a consequence of the planning proposal should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by a development permitted by the current *CLEP2012* planning controls (in terms of FSR and height).

Application of the above traffic generation rates to the 63 residential apartments, 5,000m<sup>2</sup> of retail floor space and 3,300m<sup>2</sup> of commercial floor space achievable under the current *LEP 2012* planning controls yields a traffic generation potential of approximately 145 vph during the weekday AM peak period and approximately 109 vph during the weekday PM peak period, as set out below:

**Current CLEP 2012 Planning Controls - Projected Future Traffic Generation Potential**

|  | <b>AM</b>      | <b>PM</b>      |
|--|----------------|----------------|
| Residential (63 apartments):               | 12 vph         | 9 vph          |
| Retail shops (5,000m <sup>2</sup> ):       | 80 vph         | 60 vph         |
| Commercial offices (3,300m <sup>2</sup> ): | 53 vph         | 40 vph         |
| <b>TOTAL TRAFFIC GENERATION POTENTIAL:</b> | <b>145 vph</b> | <b>109 vph</b> |

Accordingly, it is likely that the planning proposal will result in a *nett* increase in the traffic generation potential of the site of 131 vph during the weekday AM peak period and 101 vph during the weekday PM peak period, when compared with the existing planning controls that apply to the site, as set out below:

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

|   | <b>AM</b>       | <b>PM</b>       |
|---|-----------------|-----------------|
| Planning Proposal Traffic Generation Potential:               | 276 vph         | 210 vph         |
| Less Existing Planning Controls Traffic Generation Potential: | -145 vph        | -109 vph        |
| <b>NETT INCREASE IN TRAFFIC GENERATION POTENTIAL:</b>         | <b>+131 vph</b> | <b>+101 vph</b> |

That projected *nett increase* in traffic activity as a consequence of the planning proposal is minimal, representing approximately 2 additional vehicle trip per minute when compared to a hypothetical permissible scheme.

For the purposes of this assessment however, it has been assumed that *all* of the projected future traffic flows of 276 vph during the AM commuter peak period and 210 vph during the PM commuter peak period will be new or *additional* to the existing traffic flows currently using the adjacent road network.

That projected increase in the traffic generation potential of the site as a consequence of the planning proposal will 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 NETWORK program which is widely used by TfNSW (formerly RMS) 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 B whilst the Traffic Signal Plans of the two signalised Canterbury Road intersections are reproduced in Appendix C.

The results of the SIDRA NETWORK capacity analysis of the surrounding intersections are reproduced in Appendix D and summarised in the table on the following page, revealing that:

- the Canterbury Road, Tincombe Street, Jeffrey Street & Broughton Street intersection currently operates at an overall average *Level of Service "C"* during the weekday AM peak period and *Level of Service "D"* under the existing traffic volumes, with average vehicle delays in the order of 32-43 seconds per vehicle
- under the projected increase in projected future traffic demands expected to be generated by a hypothetical permissible scheme using the current planning controls the planning proposal, the intersection is expected to continue to operate at *Level of Service "C"* during the weekday AM peak period and *Level of Service "D"* during the weekday PM peak period, with ***no changes*** to the average vehicle delays, when compared to the existing scenario

- under the projected increase in projected future traffic demands expected to be generated by the planning proposal, the intersection is also expected to continue to operate at *Level of Service “C”* during the weekday AM peak period and *Level of Service “D”* during the weekday PM peak period, with increases in average vehicle delays of ***less than*** 2 seconds/vehicle, over and above the existing and hypothetical permissible scheme scenario
- all other surrounding intersections contained within the traffic model currently operate at an overall average *Level of Service “A”* under the existing traffic volumes, with average vehicle delays ranging between 1 and 11 seconds per vehicle
- under the projected increase in projected future traffic demands expected to be generated by the planning proposal, all other surrounding intersections contained within the traffic model will continue to operate at *Level of Service “A”*, with increases in the average vehicle delays in the order of 1-2 seconds per vehicle, over and above the existing and hypothetical permissible scheme scenario.

In summary, the capacity analysis confirms that the traffic generation potential of the planning proposal on the subject site will not have any appreciable effect on the performance of nearby intersections.

**TABLE 3.1 - SUMMARY RESULTS OF SIDRA ANALYSIS OF SURROUNDING ROAD NETWORK**

| Key Indicators   | Existing Traffic Demand |       | Projected Development Traffic Demand Current Planning Controls |       | Projected Development Traffic Demand Planning Proposal |       |
|--|-------------------------|-------|--|-------|--|-------|
|  | AM                      | PM    | AM   | PM    | AM   | PM    |
| <b>Canterbury Rd, Broughton St, Jeffrey St &amp; Tincombe St</b> |                         |       |  |       |  |       |
| LOS  | C                       | D     | C  | D     | C  | D     |
| DOS  | 0.799                   | 0.897 | 0.819  | 0.895 | 0.847  | 0.892 |
| AVD (Sec/Veh)  | 31.6                    | 42.9  | 32.2   | 41.6  | 34.3   | 44.6  |
| <b>Canterbury Rd &amp; ALDI access road</b>                      |                         |       |  |       |  |       |
| LOS  | A                       | A     | A  | A     | A  | A     |
| DOS  | 0.598                   | 0.793 | 0.611  | 0.728 | 0.625  | 0.811 |
| AVD (Sec/Veh)  | 7.5                     | 11.2  | 7.6  | 9.0   | 7.5  | 12.0  |
| <b>Canterbury Rd &amp; Minter St</b>                             |                         |       |  |       |  |       |
| LOS  | A                       | A     | A  | A     | A  | A     |
| DOS  | 0.434                   | 0.533 | 0.434  | 0.707 | 0.814  | 0.888 |
| AVD (Sec/Veh)  | 0.7                     | 1.3   | 1.1  | 1.6   | 3.2  | 2.9   |
| <b>Minter St &amp; Tincombe St</b>                               |                         |       |  |       |  |       |
| LOS  | A                       | A     | A  | A     | A  | A     |
| DOS  | 0.015                   | 0.019 | 0.043  | 0.053 | 0.086  | 0.069 |
| AVD (Sec/Veh)  | 2.2                     | 1.4   | 2.5  | 2.2   | 2.6  | 2.4   |

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

## 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 signals<sup>1</sup> 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.

<sup>1</sup> 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 6. Key features of those parking restrictions are:

- CLEARWAY restrictions along both sides of Canterbury Road during the weekday morning and afternoon commuter peak periods
- 1 HOUR PARKING restrictions along the Canterbury Road site frontage outside of Clearway periods
- BUS ZONES located at regular intervals along both sides of Canterbury Road and also Jeffrey Street
- NO PARKING restrictions along the entire Tincombe Street site frontage
- NO PARKING restrictions along the northern half of the Minter Street site frontage
- UNRESTRICTED kerbside parking permitted elsewhere along Tincombe Street and Minter Street.

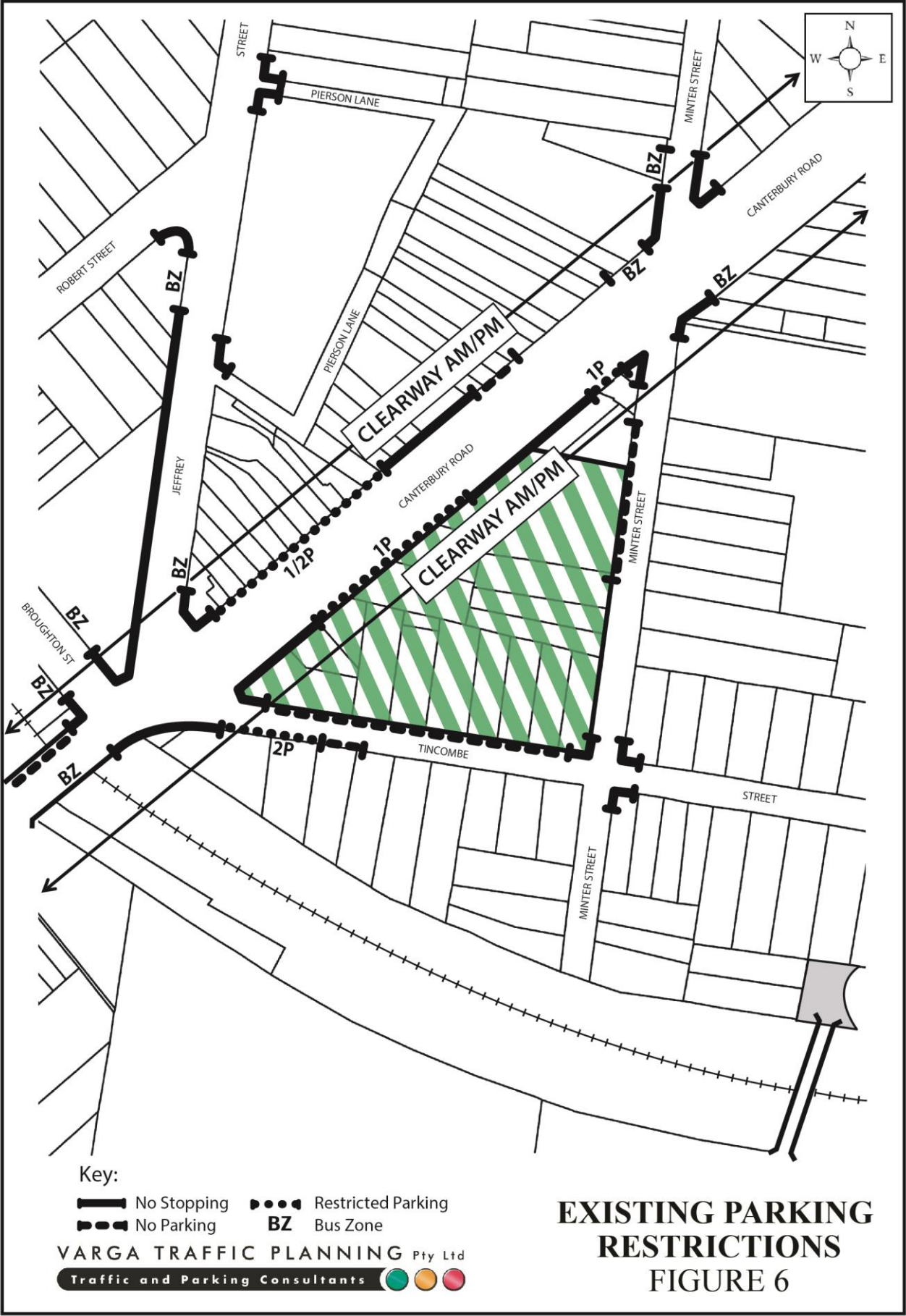
### Off-Street Car Parking Provisions

The off-street car parking requirements applicable to the development proposal are specified in Council's *CDCP 2012, Part 6.8 – Parking and Vehicle Access* document in the following terms:

#### Shop Top Housing (B2 Zones – Other Local Centres)

|                       |                          |
|-----------------------|--------------------------|
| Studio apartments:    | 0.67 spaces per dwelling |
| 1 bedroom apartments: | 1 space per dwelling     |
| 2 bedroom apartments: | 1.2 spaces per dwelling  |
| 3 bedroom apartments: | 2 spaces per dwelling    |
| Visitors:             | 0.2 spaces per dwelling  |

\*Any developments containing 10 dwellings or more is to provide at least one car wash bay.



**Office Premises (B2 Zones – Other Local Centres)**

1 space per 40m<sup>2</sup>

**Shops, Business & Retail Premises (B2 Zones – Other Local Centres)**

1 space per 40m<sup>2</sup> (<120m<sup>2</sup>)

1 space per 30m<sup>2</sup> (120m<sup>2</sup> – 1,000m<sup>2</sup>)

1 space per 22m<sup>2</sup> (>1,000m<sup>2</sup>)

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 the *Canterbury DCP 2011* and also the *RMS Guidelines* to determine the *lesser* requirement. The relevant car parking rates outlined in the *RMS Guidelines* are reproduced below:

**RMS Guidelines–High Density Residential Flat Buildings 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

In any event, it is expected that the above numerical car parking requirements will ultimately be satisfied as part of any future development application.

The geometric design layout of the future car parking facilities will 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*.

## **Off-Street Bicycle Parking Provisions**

The off-street bicycle parking requirements applicable to the development proposal are also specified in the *Canterbury DCP 2012* document in the following terms:

**Residential Accommodation**

Residents: 1 space per 5 dwellings or part thereof

Visitors: 1 space per 10 dwellings or part thereof

**Shop, Restaurant or Cafe**

Staff: 1 space per 200m<sup>2</sup> or part thereof

Patrons: 1 space per 500m<sup>2</sup> over 1,000m<sup>2</sup> or part thereof

The proposed development will ultimately provide the required number of bicycle parking spaces, thereby ensuring the development's commitment to a more sustainable approach to travel.

### **Loading/Service Provisions**

The proposed new development is expected to be serviced by a variety of light commercial vehicles and rigid trucks up to and including 11m long large rigid trucks. The loading dock and manoeuvring area will ultimately be designed to accommodate the swept turning path requirements of these trucks, allowing them to enter and exit the site in a forward direction at all times, noting that the loading area will include a mechanical turntable.

The geometric design layout of the proposed loading facilities will ultimately be designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2 - Off-Street Commercial Vehicle Facilities AS2890.2* in respect of overhead clearances, loading dock dimensions and service area requirements for MRV trucks.

### **Conclusion**

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

- the planning proposal seeks approval to amend the planning controls of the site to permit the redevelopment of the site to comprise up to 471 apartments, approximately 8,097m<sup>2</sup> of retail floor space and 3,473m<sup>2</sup> of commercial floor space
- the capacity analysis of nearby intersections using the SIDRA NETWORK program indicates that the projected additional traffic flows will not have any adverse effects on the operational performance of the nearby intersections
- the future car parking and loading facilities will be provided and designed in accordance with Council's requirements and the relevant Australian Standards

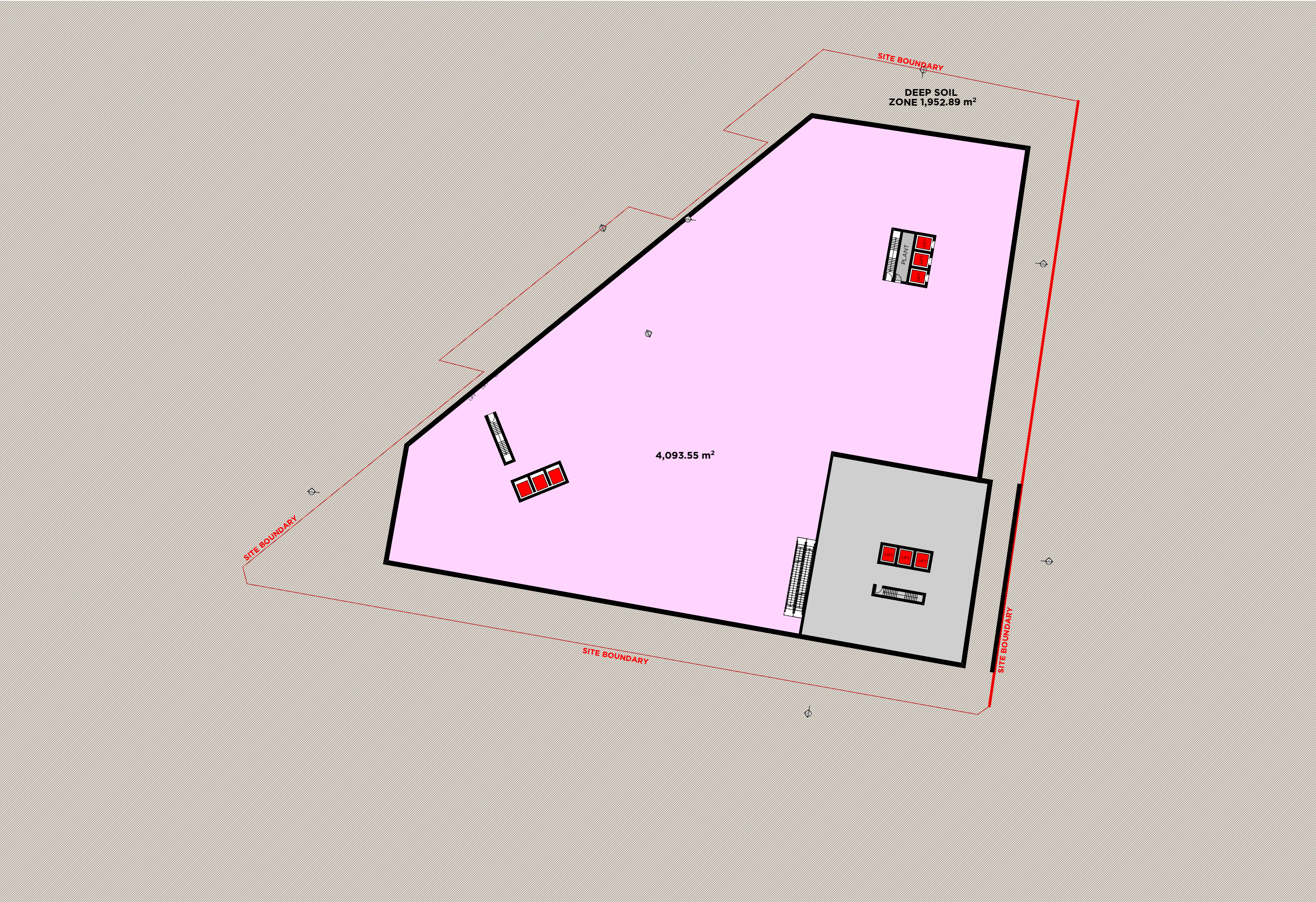
- the future bicycle parking facilities will be provided and designed in accordance with Council's requirements.

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**

# BASEMENT 01 FLOOR PLAN

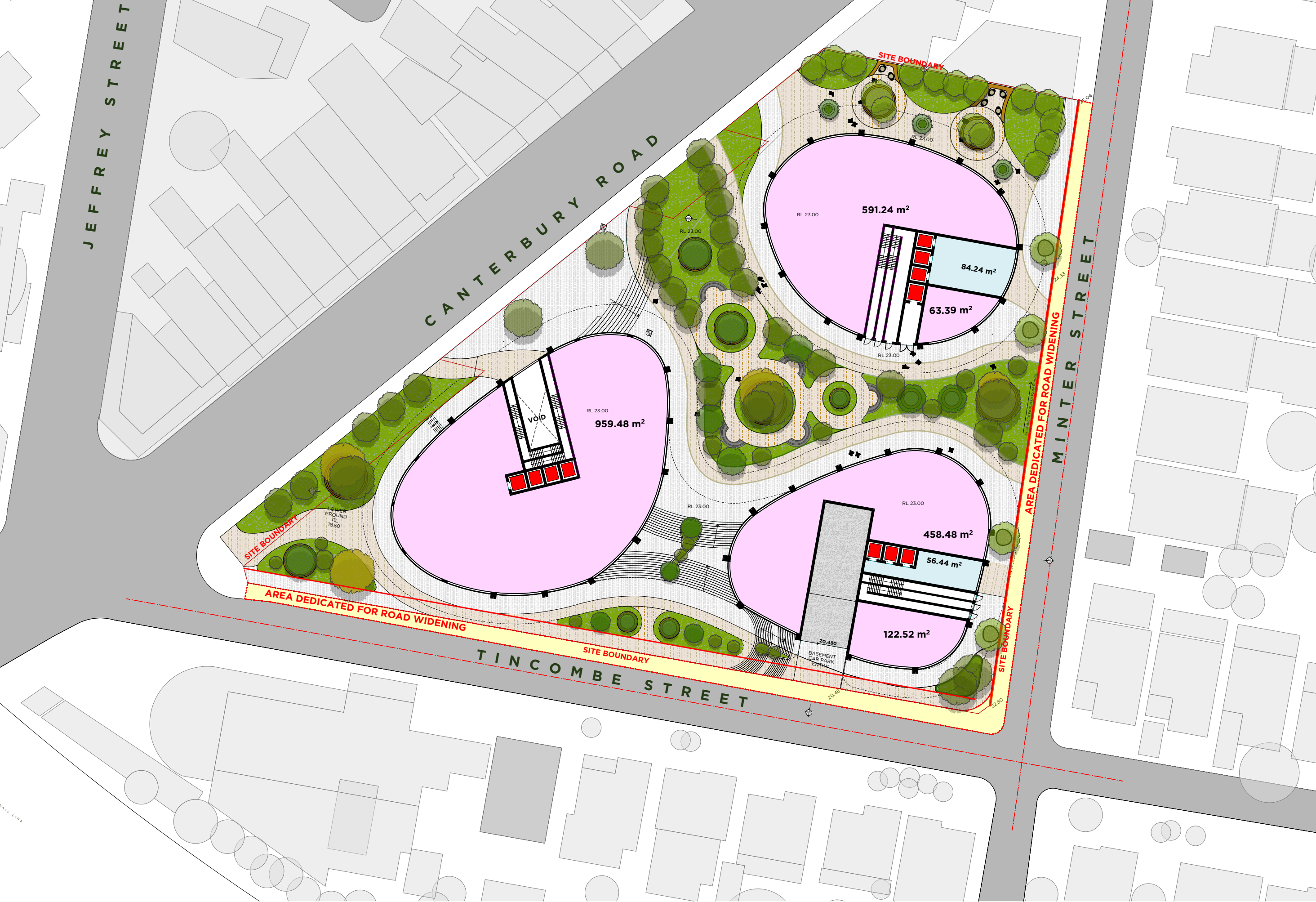


# LOWER GROUND FLOOR PLAN





# GROUND FLOOR PLAN - COMMERCIAL



LEVEL 01 - COMMERCIAL





# LEVEL 02- RESIDENTIAL FLOOR PLAN



## **APPENDIX B**

### **TRAFFIC SURVEY DATA**



# R.O.A.R. DATA

**Reliable, Original & Authentic Results**

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7063 CANTERBURY Intersection Counts

Day/Date : Thursday 4th April 2019

| <u>Lights</u> | NORTH             |          |          |           | NORTHWEST           |          |          |           | EAST                 |          |          |          | SOUTH              |          |          |          | WEST                 |          |          |           |      |
|---------------|-------------------|----------|----------|-----------|---------------------|----------|----------|-----------|----------------------|----------|----------|----------|--------------------|----------|----------|----------|----------------------|----------|----------|-----------|------|
|               | <i>Jeffrey St</i> |          |          |           | <i>Broughton St</i> |          |          |           | <i>Canterbury Rd</i> |          |          |          | <i>Tincombe St</i> |          |          |          | <i>Canterbury Rd</i> |          |          |           |      |
| Time Per      | <u>R</u>          | <u>I</u> | <u>L</u> | <u>HR</u> | <u>HR</u>           | <u>R</u> | <u>L</u> | <u>HL</u> | <u>HR</u>            | <u>R</u> | <u>I</u> | <u>L</u> | <u>HL</u>          | <u>R</u> | <u>I</u> | <u>L</u> | <u>R</u>             | <u>I</u> | <u>L</u> | <u>HL</u> | TOT  |
| 0630 - 0645   | 65                | 0        | 1        | 0         | 28                  | 1        | 5        | 0         | 0                    | 1        | 136      | 0        | 0                  | 0        | 0        | 0        | 0                    | 475      | 38       | 5         | 755  |
| 0645 - 0700   | 48                | 0        | 3        | 0         | 19                  | 1        | 9        | 0         | 0                    | 2        | 159      | 0        | 0                  | 0        | 0        | 0        | 0                    | 445      | 50       | 4         | 740  |
| 0700 - 0715   | 50                | 1        | 2        | 1         | 20                  | 0        | 4        | 0         | 0                    | 2        | 177      | 0        | 0                  | 0        | 0        | 0        | 0                    | 308      | 45       | 4         | 614  |
| 0715 - 0730   | 49                | 1        | 3        | 0         | 23                  | 3        | 5        | 0         | 0                    | 1        | 164      | 1        | 0                  | 0        | 0        | 0        | 0                    | 383      | 52       | 3         | 688  |
| 0730 - 0745   | 60                | 1        | 2        | 0         | 29                  | 0        | 8        | 1         | 0                    | 0        | 223      | 1        | 0                  | 0        | 0        | 0        | 0                    | 445      | 55       | 8         | 833  |
| 0745 - 0800   | 63                | 2        | 5        | 0         | 26                  | 5        | 8        | 1         | 0                    | 1        | 195      | 3        | 0                  | 0        | 0        | 0        | 0                    | 385      | 33       | 4         | 731  |
| 0800 - 0815   | 59                | 2        | 4        | 0         | 30                  | 1        | 7        | 0         | 0                    | 3        | 217      | 1        | 0                  | 0        | 0        | 0        | 0                    | 382      | 60       | 8         | 774  |
| 0815 - 0830   | 71                | 1        | 3        | 0         | 34                  | 4        | 3        | 0         | 0                    | 4        | 209      | 4        | 0                  | 0        | 0        | 0        | 0                    | 381      | 50       | 6         | 770  |
| 0830 - 0845   | 62                | 3        | 7        | 0         | 33                  | 3        | 5        | 0         | 0                    | 3        | 214      | 0        | 0                  | 0        | 0        | 0        | 0                    | 398      | 83       | 2         | 813  |
| 0845 - 0900   | 55                | 2        | 2        | 0         | 51                  | 2        | 5        | 0         | 0                    | 3        | 184      | 2        | 0                  | 0        | 0        | 0        | 0                    | 392      | 52       | 5         | 755  |
| 0900 - 0915   | 70                | 4        | 6        | 0         | 30                  | 1        | 7        | 0         | 0                    | 1        | 210      | 1        | 0                  | 0        | 0        | 0        | 0                    | 356      | 73       | 3         | 762  |
| 0915 - 0930   | 45                | 1        | 7        | 0         | 14                  | 1        | 8        | 0         | 0                    | 1        | 188      | 2        | 0                  | 0        | 0        | 0        | 0                    | 389      | 77       | 12        | 745  |
| Period End    | 697               | 18       | 45       | 1         | 337                 | 22       | 74       | 2         | 0                    | 22       | 2276     | 15       | 0                  | 0        | 0        | 0        | 0                    | 4739     | 668      | 64        | 8980 |

| <u>Lights</u> | NORTH             |          |          |           | NORTHWEST           |          |          |           | EAST                 |          |          |          | SOUTH              |          |          |          | WEST                 |          |          |           |      |
|---------------|-------------------|----------|----------|-----------|---------------------|----------|----------|-----------|----------------------|----------|----------|----------|--------------------|----------|----------|----------|----------------------|----------|----------|-----------|------|
|               | <i>Jeffrey St</i> |          |          |           | <i>Broughton St</i> |          |          |           | <i>Canterbury Rd</i> |          |          |          | <i>Tincombe St</i> |          |          |          | <i>Canterbury Rd</i> |          |          |           |      |
| Peak Time     | <u>R</u>          | <u>I</u> | <u>L</u> | <u>HR</u> | <u>HR</u>           | <u>R</u> | <u>L</u> | <u>HL</u> | <u>HR</u>            | <u>R</u> | <u>I</u> | <u>L</u> | <u>HL</u>          | <u>R</u> | <u>I</u> | <u>L</u> | <u>R</u>             | <u>I</u> | <u>L</u> | <u>HL</u> | TOT  |
| 0630 - 0730   | 212               | 2        | 9        | 1         | 90                  | 5        | 23       | 0         | 0                    | 6        | 636      | 1        | 0                  | 0        | 0        | 0        | 0                    | 1611     | 185      | 16        | 2797 |
| 0645 - 0745   | 207               | 3        | 10       | 1         | 91                  | 4        | 26       | 1         | 0                    | 5        | 723      | 2        | 0                  | 0        | 0        | 0        | 0                    | 1581     | 202      | 19        | 2875 |
| 0700 - 0800   | 222               | 5        | 12       | 1         | 98                  | 8        | 25       | 2         | 0                    | 4        | 759      | 5        | 0                  | 0        | 0        | 0        | 0                    | 1521     | 185      | 19        | 2866 |
| 0715 - 0815   | 231               | 6        | 14       | 0         | 108                 | 9        | 28       | 2         | 0                    | 5        | 799      | 6        | 0                  | 0        | 0        | 0        | 0                    | 1595     | 200      | 23        | 3026 |
| 0730 - 0830   | 253               | 6        | 14       | 0         | 119                 | 10       | 26       | 2         | 0                    | 8        | 844      | 9        | 0                  | 0        | 0        | 0        | 0                    | 1593     | 198      | 26        | 3108 |
| 0745 - 0845   | 255               | 8        | 19       | 0         | 123                 | 13       | 23       | 1         | 0                    | 11       | 835      | 8        | 0                  | 0        | 0        | 0        | 0                    | 1546     | 226      | 20        | 3088 |
| 0800 - 0900   | 247               | 8        | 16       | 0         | 148                 | 10       | 20       | 0         | 0                    | 13       | 824      | 7        | 0                  | 0        | 0        | 0        | 0                    | 1553     | 245      | 21        | 3112 |
| 0815 - 0915   | 258               | 10       | 18       | 0         | 148                 | 10       | 20       | 0         | 0                    | 11       | 817      | 7        | 0                  | 0        | 0        | 0        | 0                    | 1527     | 258      | 16        | 3100 |
| 0830 - 0930   | 232               | 10       | 22       | 0         | 128                 | 7        | 25       | 0         | 0                    | 8        | 796      | 5        | 0                  | 0        | 0        | 0        | 0                    | 1535     | 285      | 22        | 3075 |
| PEAK HOUR     | 247               | 8        | 16       | 0         | 148                 | 10       | 20       | 0         | 0                    | 13       | 824      | 7        | 0                  | 0        | 0        | 0        | 0                    | 1553     | 245      | 21        | 3112 |



# R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7063 CANTERBURY Intersection Counts

Day/Date : Thursday 4th April 2019

| <u>Heavies</u> | NORTH             |          |          |           | NORTHWEST           |          |          |           | EAST                 |          |          |          | SOUTH              |          |          |          | WEST                 |          |          |           |     |
|----------------|-------------------|----------|----------|-----------|---------------------|----------|----------|-----------|----------------------|----------|----------|----------|--------------------|----------|----------|----------|----------------------|----------|----------|-----------|-----|
|                | <i>Jeffrey St</i> |          |          |           | <i>Broughton St</i> |          |          |           | <i>Canterbury Rd</i> |          |          |          | <i>Tincombe St</i> |          |          |          | <i>Canterbury Rd</i> |          |          |           |     |
| Time Per       | <u>R</u>          | <u>I</u> | <u>L</u> | <u>HR</u> | <u>HR</u>           | <u>R</u> | <u>L</u> | <u>HL</u> | <u>HR</u>            | <u>R</u> | <u>I</u> | <u>L</u> | <u>HL</u>          | <u>R</u> | <u>I</u> | <u>L</u> | <u>R</u>             | <u>I</u> | <u>L</u> | <u>HL</u> | TOT |
| 0630 - 0645    | 2                 | 0        | 1        | 0         | 0                   | 0        | 1        | 0         | 0                    | 0        | 3        | 0        | 0                  | 0        | 0        | 0        | 0                    | 8        | 2        | 0         | 17  |
| 0645 - 0700    | 0                 | 0        | 0        | 0         | 0                   | 0        | 0        | 0         | 0                    | 1        | 2        | 0        | 0                  | 0        | 0        | 0        | 0                    | 5        | 3        | 0         | 11  |
| 0700 - 0715    | 3                 | 0        | 0        | 0         | 1                   | 0        | 2        | 0         | 0                    | 0        | 1        | 0        | 0                  | 0        | 0        | 0        | 0                    | 3        | 3        | 0         | 13  |
| 0715 - 0730    | 0                 | 0        | 0        | 0         | 1                   | 0        | 2        | 0         | 0                    | 0        | 1        | 0        | 0                  | 0        | 0        | 0        | 0                    | 11       | 3        | 0         | 18  |
| 0730 - 0745    | 1                 | 0        | 0        | 0         | 1                   | 0        | 3        | 0         | 0                    | 2        | 2        | 0        | 0                  | 0        | 0        | 0        | 0                    | 2        | 1        | 0         | 12  |
| 0745 - 0800    | 2                 | 0        | 0        | 0         | 1                   | 0        | 6        | 0         | 0                    | 2        | 6        | 0        | 0                  | 0        | 0        | 0        | 0                    | 7        | 4        | 0         | 28  |
| 0800 - 0815    | 1                 | 0        | 0        | 0         | 0                   | 0        | 3        | 0         | 0                    | 1        | 1        | 0        | 0                  | 0        | 0        | 0        | 0                    | 6        | 4        | 0         | 16  |
| 0815 - 0830    | 2                 | 0        | 0        | 0         | 0                   | 0        | 5        | 0         | 0                    | 1        | 5        | 0        | 0                  | 0        | 0        | 0        | 0                    | 9        | 5        | 0         | 27  |
| 0830 - 0845    | 3                 | 0        | 0        | 0         | 1                   | 0        | 1        | 0         | 0                    | 2        | 10       | 0        | 0                  | 0        | 0        | 0        | 0                    | 7        | 2        | 0         | 26  |
| 0845 - 0900    | 1                 | 0        | 0        | 0         | 0                   | 0        | 2        | 0         | 0                    | 1        | 5        | 0        | 0                  | 0        | 0        | 0        | 0                    | 5        | 0        | 0         | 14  |
| 0900 - 0915    | 4                 | 0        | 0        | 0         | 1                   | 0        | 1        | 0         | 0                    | 1        | 5        | 0        | 0                  | 0        | 0        | 0        | 0                    | 5        | 3        | 0         | 20  |
| 0915 - 0930    | 0                 | 0        | 0        | 0         | 2                   | 0        | 1        | 0         | 0                    | 1        | 3        | 0        | 0                  | 0        | 0        | 0        | 0                    | 7        | 6        | 0         | 20  |
| Period End     | 19                | 0        | 1        | 0         | 8                   | 0        | 27       | 0         | 0                    | 12       | 44       | 0        | 0                  | 0        | 0        | 0        | 0                    | 75       | 36       | 0         | 222 |

| <u>Heavies</u> | NORTH             |          |          |           | NORTHWEST           |          |          |           | EAST                 |          |          |          | SOUTH              |          |          |          | WEST                 |          |          |           |     |
|----------------|-------------------|----------|----------|-----------|---------------------|----------|----------|-----------|----------------------|----------|----------|----------|--------------------|----------|----------|----------|----------------------|----------|----------|-----------|-----|
|                | <i>Jeffrey St</i> |          |          |           | <i>Broughton St</i> |          |          |           | <i>Canterbury Rd</i> |          |          |          | <i>Tincombe St</i> |          |          |          | <i>Canterbury Rd</i> |          |          |           |     |
| Peak Time      | <u>R</u>          | <u>I</u> | <u>L</u> | <u>HR</u> | <u>HR</u>           | <u>R</u> | <u>L</u> | <u>HL</u> | <u>HR</u>            | <u>R</u> | <u>I</u> | <u>L</u> | <u>HL</u>          | <u>R</u> | <u>I</u> | <u>L</u> | <u>R</u>             | <u>I</u> | <u>L</u> | <u>HL</u> | TOT |
| 0630 - 0730    | 5                 | 0        | 1        | 0         | 2                   | 0        | 5        | 0         | 0                    | 1        | 7        | 0        | 0                  | 0        | 0        | 0        | 0                    | 27       | 11       | 0         | 59  |
| 0645 - 0745    | 4                 | 0        | 0        | 0         | 3                   | 0        | 7        | 0         | 0                    | 3        | 6        | 0        | 0                  | 0        | 0        | 0        | 0                    | 21       | 10       | 0         | 54  |
| 0700 - 0800    | 6                 | 0        | 0        | 0         | 4                   | 0        | 13       | 0         | 0                    | 4        | 10       | 0        | 0                  | 0        | 0        | 0        | 0                    | 23       | 11       | 0         | 71  |
| 0715 - 0815    | 4                 | 0        | 0        | 0         | 3                   | 0        | 14       | 0         | 0                    | 5        | 10       | 0        | 0                  | 0        | 0        | 0        | 0                    | 26       | 12       | 0         | 74  |
| 0730 - 0830    | 6                 | 0        | 0        | 0         | 2                   | 0        | 17       | 0         | 0                    | 6        | 14       | 0        | 0                  | 0        | 0        | 0        | 0                    | 24       | 14       | 0         | 83  |
| 0745 - 0845    | 8                 | 0        | 0        | 0         | 2                   | 0        | 15       | 0         | 0                    | 6        | 22       | 0        | 0                  | 0        | 0        | 0        | 0                    | 29       | 15       | 0         | 97  |
| 0800 - 0900    | 7                 | 0        | 0        | 0         | 1                   | 0        | 11       | 0         | 0                    | 5        | 21       | 0        | 0                  | 0        | 0        | 0        | 0                    | 27       | 11       | 0         | 83  |
| 0815 - 0915    | 10                | 0        | 0        | 0         | 2                   | 0        | 9        | 0         | 0                    | 5        | 25       | 0        | 0                  | 0        | 0        | 0        | 0                    | 26       | 10       | 0         | 87  |
| 0830 - 0930    | 8                 | 0        | 0        | 0         | 4                   | 0        | 5        | 0         | 0                    | 5        | 23       | 0        | 0                  | 0        | 0        | 0        | 0                    | 24       | 11       | 0         | 80  |
| PEAK HOUR      | 7                 | 0        | 0        | 0         | 1                   | 0        | 11       | 0         | 0                    | 5        | 21       | 0        | 0                  | 0        | 0        | 0        | 0                    | 27       | 11       | 0         | 83  |



# R.O.A.R. DATA

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| COMBINED    | NORTH      |    |    |    | NORTHWEST    |    |     |    | EAST          |    |      |    | SOUTH       |   |   |   | WEST          |      |     |    |      |
|-------------|------------|----|----|----|--------------|----|-----|----|---------------|----|------|----|-------------|---|---|---|---------------|------|-----|----|------|
|             | Jeffrey St |    |    |    | Broughton St |    |     |    | Canterbury Rd |    |      |    | Tincombe St |   |   |   | Canterbury Rd |      |     |    |      |
| Time Per    | R          | T  | L  | HR | HR           | R  | L   | HL | HR            | R  | T    | L  | HL          | R | T | L | R             | T    | L   | HL | TOT  |
| 0630 - 0645 | 67         | 0  | 2  | 0  | 28           | 1  | 6   | 0  | 0             | 1  | 139  | 0  | 0           | 0 | 0 | 0 | 0             | 483  | 40  | 5  | 772  |
| 0645 - 0700 | 48         | 0  | 3  | 0  | 19           | 1  | 9   | 0  | 0             | 3  | 161  | 0  | 0           | 0 | 0 | 0 | 0             | 450  | 53  | 4  | 751  |
| 0700 - 0715 | 53         | 1  | 2  | 1  | 21           | 0  | 6   | 0  | 0             | 2  | 178  | 0  | 0           | 0 | 0 | 0 | 0             | 311  | 48  | 4  | 627  |
| 0715 - 0730 | 49         | 1  | 3  | 0  | 24           | 3  | 7   | 0  | 0             | 1  | 165  | 1  | 0           | 0 | 0 | 0 | 0             | 394  | 55  | 3  | 706  |
| 0730 - 0745 | 61         | 1  | 2  | 0  | 30           | 0  | 11  | 1  | 0             | 2  | 225  | 1  | 0           | 0 | 0 | 0 | 0             | 447  | 56  | 8  | 845  |
| 0745 - 0800 | 65         | 2  | 5  | 0  | 27           | 5  | 14  | 1  | 0             | 3  | 201  | 3  | 0           | 0 | 0 | 0 | 0             | 392  | 37  | 4  | 759  |
| 0800 - 0815 | 60         | 2  | 4  | 0  | 30           | 1  | 10  | 0  | 0             | 4  | 218  | 1  | 0           | 0 | 0 | 0 | 0             | 388  | 64  | 8  | 790  |
| 0815 - 0830 | 73         | 1  | 3  | 0  | 34           | 4  | 8   | 0  | 0             | 5  | 214  | 4  | 0           | 0 | 0 | 0 | 0             | 390  | 55  | 6  | 797  |
| 0830 - 0845 | 65         | 3  | 7  | 0  | 34           | 3  | 6   | 0  | 0             | 5  | 224  | 0  | 0           | 0 | 0 | 0 | 0             | 405  | 85  | 2  | 839  |
| 0845 - 0900 | 56         | 2  | 2  | 0  | 51           | 2  | 7   | 0  | 0             | 4  | 189  | 2  | 0           | 0 | 0 | 0 | 0             | 397  | 52  | 5  | 769  |
| 0900 - 0915 | 74         | 4  | 6  | 0  | 31           | 1  | 8   | 0  | 0             | 2  | 215  | 1  | 0           | 0 | 0 | 0 | 0             | 361  | 76  | 3  | 782  |
| 0915 - 0930 | 45         | 1  | 7  | 0  | 16           | 1  | 9   | 0  | 0             | 2  | 191  | 2  | 0           | 0 | 0 | 0 | 0             | 396  | 83  | 12 | 765  |
| Period End  | 716        | 18 | 46 | 1  | 345          | 22 | 101 | 2  | 0             | 34 | 2320 | 15 | 0           | 0 | 0 | 0 | 0             | 4814 | 704 | 64 | 9202 |

| COMBINED    | NORTH      |    |    |    | NORTHWEST    |    |    |    | EAST          |    |     |   | SOUTH       |   |   |   | WEST          |      |     |    |      |
|-------------|------------|----|----|----|--------------|----|----|----|---------------|----|-----|---|-------------|---|---|---|---------------|------|-----|----|------|
|             | Jeffrey St |    |    |    | Broughton St |    |    |    | Canterbury Rd |    |     |   | Tincombe St |   |   |   | Canterbury Rd |      |     |    |      |
| Peak Time   | R          | T  | L  | HR | HR           | R  | L  | HL | HR            | R  | T   | L | HL          | R | T | L | R             | T    | L   | HL | TOT  |
| 0630 - 0730 | 217        | 2  | 10 | 1  | 92           | 5  | 28 | 0  | 0             | 7  | 643 | 1 | 0           | 0 | 0 | 0 | 0             | 1638 | 196 | 16 | 2856 |
| 0645 - 0745 | 211        | 3  | 10 | 1  | 94           | 4  | 33 | 1  | 0             | 8  | 729 | 2 | 0           | 0 | 0 | 0 | 0             | 1602 | 212 | 19 | 2929 |
| 0700 - 0800 | 228        | 5  | 12 | 1  | 102          | 8  | 38 | 2  | 0             | 8  | 769 | 5 | 0           | 0 | 0 | 0 | 0             | 1544 | 196 | 19 | 2937 |
| 0715 - 0815 | 235        | 6  | 14 | 0  | 111          | 9  | 42 | 2  | 0             | 10 | 809 | 6 | 0           | 0 | 0 | 0 | 0             | 1621 | 212 | 23 | 3100 |
| 0730 - 0830 | 259        | 6  | 14 | 0  | 121          | 10 | 43 | 2  | 0             | 14 | 858 | 9 | 0           | 0 | 0 | 0 | 0             | 1617 | 212 | 26 | 3191 |
| 0745 - 0845 | 263        | 8  | 19 | 0  | 125          | 13 | 38 | 1  | 0             | 17 | 857 | 8 | 0           | 0 | 0 | 0 | 0             | 1575 | 241 | 20 | 3185 |
| 0800 - 0900 | 254        | 8  | 16 | 0  | 149          | 10 | 31 | 0  | 0             | 18 | 845 | 7 | 0           | 0 | 0 | 0 | 0             | 1580 | 256 | 21 | 3195 |
| 0815 - 0915 | 268        | 10 | 18 | 0  | 150          | 10 | 29 | 0  | 0             | 16 | 842 | 7 | 0           | 0 | 0 | 0 | 0             | 1553 | 268 | 16 | 3187 |
| 0830 - 0930 | 240        | 10 | 22 | 0  | 132          | 7  | 30 | 0  | 0             | 13 | 819 | 5 | 0           | 0 | 0 | 0 | 0             | 1559 | 296 | 22 | 3155 |
|             |            |    |    |    |              |    |    |    |               |    |     |   |             |   |   |   |               |      |     |    |      |
| PEAK HOUR   | 254        | 8  | 16 | 0  | 149          | 10 | 31 | 0  | 0             | 18 | 845 | 7 | 0           | 0 | 0 | 0 | 0             | 1580 | 256 | 21 | 3195 |



# R.O.A.R. DATA

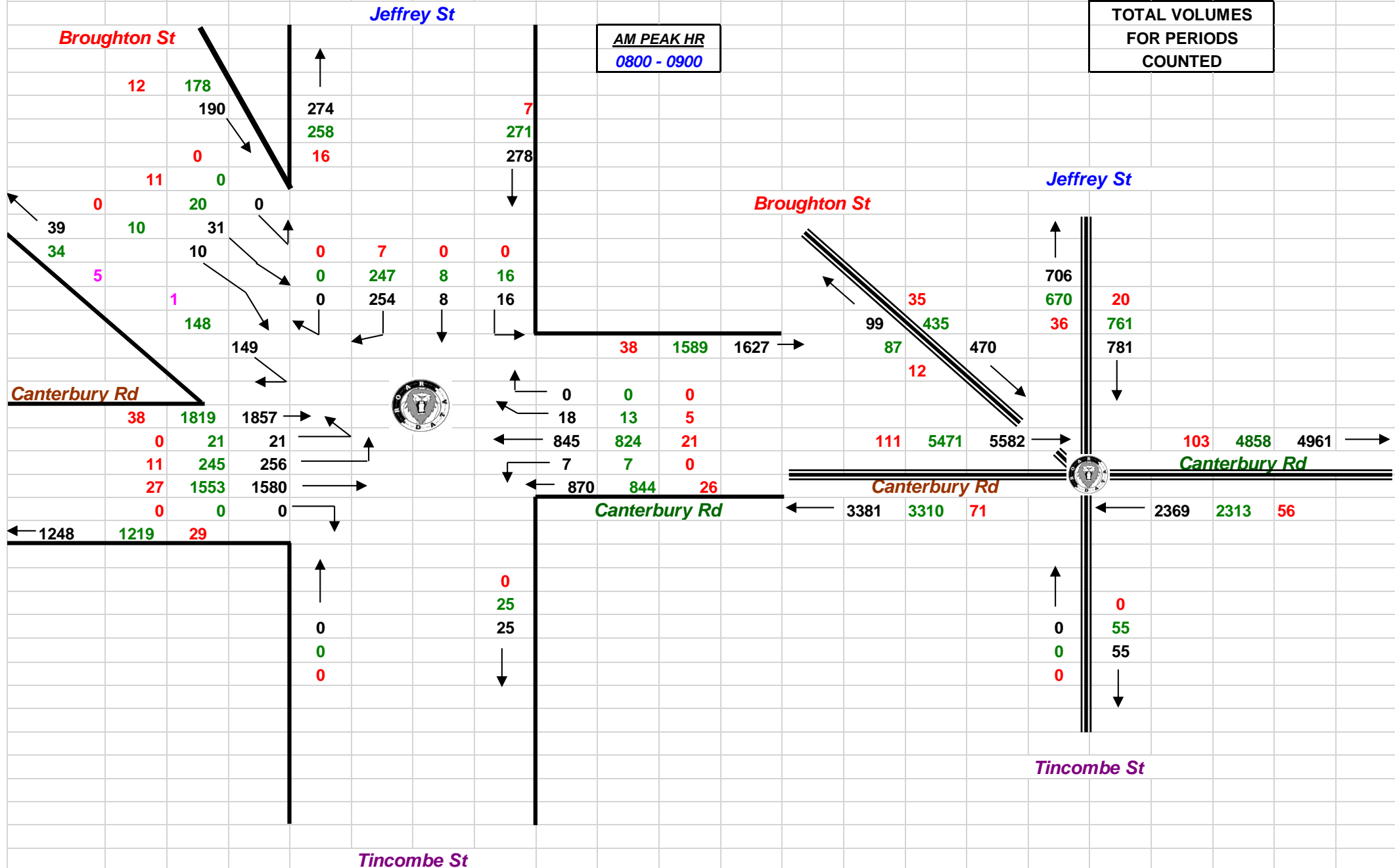
Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7063 CANTERBURY Intersection Counts

Day/Date : Thursday 4th April 2019





# R.O.A.R. DATA

**Reliable, Original & Authentic Results**

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7063 CANTERBURY Intersection Counts

Day/Date : Thursday 4th April 2019

| <u>Lights</u> | NORTH             |          |          |           | NORTHWEST           |          |          |           | EAST                 |          |          |          | SOUTH              |          |          |          | WEST                 |          |          |           |      |
|---------------|-------------------|----------|----------|-----------|---------------------|----------|----------|-----------|----------------------|----------|----------|----------|--------------------|----------|----------|----------|----------------------|----------|----------|-----------|------|
|               | <i>Jeffrey St</i> |          |          |           | <i>Broughton St</i> |          |          |           | <i>Canterbury Rd</i> |          |          |          | <i>Tincombe St</i> |          |          |          | <i>Canterbury Rd</i> |          |          |           |      |
| Time Per      | <u>R</u>          | <u>I</u> | <u>L</u> | <u>HR</u> | <u>HR</u>           | <u>R</u> | <u>L</u> | <u>HL</u> | <u>HR</u>            | <u>R</u> | <u>I</u> | <u>L</u> | <u>HL</u>          | <u>R</u> | <u>I</u> | <u>L</u> | <u>R</u>             | <u>I</u> | <u>L</u> | <u>HL</u> | TOT  |
| 1530 - 1545   | 99                | 1        | 2        | 0         | 29                  | 1        | 4        | 0         | 0                    | 1        | 383      | 2        | 0                  | 0        | 0        | 0        | 0                    | 194      | 47       | 3         | 766  |
| 1545 - 1600   | 85                | 1        | 2        | 0         | 36                  | 2        | 3        | 0         | 0                    | 0        | 310      | 4        | 0                  | 0        | 0        | 0        | 0                    | 212      | 55       | 2         | 712  |
| 1600 - 1615   | 78                | 4        | 3        | 0         | 41                  | 0        | 2        | 0         | 0                    | 2        | 362      | 2        | 0                  | 0        | 0        | 0        | 0                    | 254      | 68       | 2         | 818  |
| 1615 - 1630   | 82                | 1        | 3        | 0         | 41                  | 2        | 2        | 0         | 0                    | 3        | 367      | 2        | 0                  | 0        | 0        | 0        | 0                    | 206      | 72       | 3         | 784  |
| 1630 - 1645   | 91                | 3        | 3        | 0         | 41                  | 2        | 5        | 0         | 0                    | 5        | 347      | 1        | 0                  | 0        | 0        | 0        | 0                    | 248      | 61       | 7         | 814  |
| 1645 - 1700   | 93                | 7        | 5        | 0         | 32                  | 6        | 2        | 0         | 0                    | 5        | 312      | 1        | 0                  | 0        | 0        | 0        | 0                    | 258      | 59       | 4         | 784  |
| 1700 - 1715   | 87                | 4        | 3        | 0         | 34                  | 0        | 3        | 0         | 0                    | 2        | 356      | 1        | 0                  | 0        | 0        | 0        | 0                    | 261      | 64       | 5         | 820  |
| 1715 - 1730   | 91                | 4        | 6        | 0         | 37                  | 0        | 1        | 0         | 0                    | 4        | 327      | 4        | 0                  | 0        | 0        | 0        | 0                    | 262      | 59       | 4         | 799  |
| 1730 - 1745   | 79                | 4        | 9        | 0         | 37                  | 1        | 3        | 0         | 0                    | 4        | 333      | 4        | 0                  | 0        | 0        | 0        | 0                    | 268      | 65       | 10        | 817  |
| 1745 - 1800   | 78                | 4        | 4        | 0         | 19                  | 3        | 4        | 1         | 0                    | 7        | 342      | 3        | 0                  | 0        | 0        | 0        | 0                    | 250      | 60       | 6         | 781  |
| 1800 - 1815   | 86                | 8        | 4        | 0         | 27                  | 5        | 3        | 0         | 0                    | 7        | 300      | 3        | 0                  | 0        | 0        | 0        | 0                    | 224      | 69       | 14        | 750  |
| 1815 - 1830   | 94                | 5        | 5        | 0         | 32                  | 2        | 7        | 0         | 0                    | 4        | 320      | 4        | 0                  | 0        | 0        | 0        | 0                    | 222      | 63       | 2         | 760  |
| Period End    | 1043              | 46       | 49       | 0         | 34                  | 24       | 39       | 1         | 0                    | 44       | 4059     | 31       | 0                  | 0        | 0        | 0        | 0                    | 2859     | 742      | 62        | 9033 |

| <u>Lights</u> | NORTH             |          |          |           | NORTHWEST           |          |          |           | EAST                 |          |          |          | SOUTH              |          |          |          | WEST                 |          |          |           |      |
|---------------|-------------------|----------|----------|-----------|---------------------|----------|----------|-----------|----------------------|----------|----------|----------|--------------------|----------|----------|----------|----------------------|----------|----------|-----------|------|
|               | <i>Jeffrey St</i> |          |          |           | <i>Broughton St</i> |          |          |           | <i>Canterbury Rd</i> |          |          |          | <i>Tincombe St</i> |          |          |          | <i>Canterbury Rd</i> |          |          |           |      |
| Peak Time     | <u>R</u>          | <u>I</u> | <u>L</u> | <u>HR</u> | <u>HR</u>           | <u>R</u> | <u>L</u> | <u>HL</u> | <u>HR</u>            | <u>R</u> | <u>I</u> | <u>L</u> | <u>HL</u>          | <u>R</u> | <u>I</u> | <u>L</u> | <u>R</u>             | <u>I</u> | <u>L</u> | <u>HL</u> | TOT  |
| 1530 - 1630   | 344               | 7        | 10       | 0         | 147                 | 5        | 11       | 0         | 0                    | 6        | 1422     | 10       | 0                  | 0        | 0        | 0        | 0                    | 866      | 242      | 10        | 3080 |
| 1545 - 1645   | 336               | 9        | 11       | 0         | 159                 | 6        | 12       | 0         | 0                    | 10       | 1386     | 9        | 0                  | 0        | 0        | 0        | 0                    | 920      | 256      | 14        | 3128 |
| 1600 - 1700   | 344               | 15       | 14       | 0         | 155                 | 10       | 11       | 0         | 0                    | 15       | 1388     | 6        | 0                  | 0        | 0        | 0        | 0                    | 966      | 260      | 16        | 3200 |
| 1615 - 1715   | 353               | 15       | 14       | 0         | 148                 | 10       | 12       | 0         | 0                    | 15       | 1382     | 5        | 0                  | 0        | 0        | 0        | 0                    | 973      | 256      | 19        | 3202 |
| 1630 - 1730   | 362               | 18       | 17       | 0         | 144                 | 8        | 11       | 0         | 0                    | 16       | 1342     | 7        | 0                  | 0        | 0        | 0        | 0                    | 1029     | 243      | 20        | 3217 |
| 1645 - 1745   | 350               | 19       | 23       | 0         | 140                 | 7        | 9        | 0         | 0                    | 15       | 1328     | 10       | 0                  | 0        | 0        | 0        | 0                    | 1049     | 247      | 23        | 3220 |
| 1700 - 1800   | 335               | 16       | 22       | 0         | 127                 | 4        | 11       | 1         | 0                    | 17       | 1358     | 12       | 0                  | 0        | 0        | 0        | 0                    | 1041     | 248      | 25        | 3217 |
| 1715 - 1815   | 334               | 20       | 23       | 0         | 120                 | 9        | 11       | 1         | 0                    | 22       | 1302     | 14       | 0                  | 0        | 0        | 0        | 0                    | 1004     | 253      | 34        | 3147 |
| 1730 - 1830   | 337               | 21       | 22       | 0         | 115                 | 11       | 17       | 1         | 0                    | 22       | 1295     | 14       | 0                  | 0        | 0        | 0        | 0                    | 964      | 257      | 32        | 3108 |
| PEAK HOUR     | 362               | 18       | 17       | 0         | 144                 | 8        | 11       | 0         | 0                    | 16       | 1342     | 7        | 0                  | 0        | 0        | 0        | 0                    | 1029     | 243      | 20        | 3217 |



# R.O.A.R. DATA

Reliable, Original & Authentic Results

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Client : Varga Traffic Planning

Job No/Name : 7063 CANTERBURY Intersection Counts

Day/Date : Thursday 4th April 2019

| <u>Heavies</u> | NORTH             |   |   |    | NORTHWEST           |   |    |    | EAST                 |    |    |   | SOUTH              |   |   |   | WEST                 |    |    |    |     |
|----------------|-------------------|---|---|----|---------------------|---|----|----|----------------------|----|----|---|--------------------|---|---|---|----------------------|----|----|----|-----|
|                | <i>Jeffrey St</i> |   |   |    | <i>Broughton St</i> |   |    |    | <i>Canterbury Rd</i> |    |    |   | <i>Tincombe St</i> |   |   |   | <i>Canterbury Rd</i> |    |    |    |     |
| Time Per       | R                 | I | L | HR | HR                  | R | L  | HL | HR                   | R  | I  | L | HL                 | R | I | L | R                    | I  | L  | HL | TOT |
| 1530 - 1545    | 0                 | 0 | 0 | 0  | 0                   | 0 | 2  | 0  | 0                    | 1  | 5  | 0 | 0                  | 0 | 0 | 0 | 0                    | 3  | 0  | 0  | 11  |
| 1545 - 1600    | 5                 | 0 | 0 | 0  | 1                   | 0 | 3  | 0  | 0                    | 3  | 3  | 0 | 0                  | 0 | 0 | 0 | 0                    | 2  | 1  | 0  | 18  |
| 1600 - 1615    | 1                 | 0 | 0 | 0  | 0                   | 1 | 4  | 0  | 0                    | 3  | 9  | 0 | 0                  | 0 | 0 | 0 | 0                    | 6  | 3  | 0  | 27  |
| 1615 - 1630    | 1                 | 0 | 0 | 0  | 1                   | 0 | 3  | 0  | 0                    | 1  | 1  | 0 | 0                  | 0 | 0 | 0 | 0                    | 3  | 1  | 0  | 11  |
| 1630 - 1645    | 1                 | 0 | 0 | 0  | 2                   | 0 | 2  | 0  | 0                    | 2  | 6  | 0 | 0                  | 0 | 0 | 0 | 0                    | 3  | 3  | 0  | 19  |
| 1645 - 1700    | 1                 | 0 | 0 | 0  | 2                   | 0 | 1  | 0  | 0                    | 3  | 1  | 0 | 0                  | 0 | 0 | 0 | 0                    | 4  | 1  | 0  | 13  |
| 1700 - 1715    | 1                 | 0 | 1 | 0  | 1                   | 0 | 2  | 0  | 0                    | 1  | 2  | 0 | 0                  | 0 | 0 | 0 | 0                    | 2  | 2  | 0  | 12  |
| 1715 - 1730    | 0                 | 0 | 0 | 0  | 1                   | 0 | 1  | 0  | 0                    | 0  | 6  | 0 | 0                  | 0 | 0 | 0 | 0                    | 2  | 3  | 0  | 13  |
| 1730 - 1745    | 1                 | 0 | 0 | 0  | 0                   | 0 | 1  | 0  | 0                    | 2  | 1  | 0 | 0                  | 0 | 0 | 0 | 0                    | 1  | 1  | 0  | 7   |
| 1745 - 1800    | 0                 | 0 | 0 | 0  | 2                   | 0 | 1  | 0  | 0                    | 2  | 1  | 0 | 0                  | 0 | 0 | 0 | 0                    | 2  | 1  | 0  | 9   |
| 1800 - 1815    | 1                 | 0 | 0 | 0  | 0                   | 0 | 2  | 0  | 0                    | 1  | 2  | 0 | 0                  | 0 | 0 | 0 | 0                    | 2  | 0  | 0  | 8   |
| 1815 - 1830    | 0                 | 0 | 0 | 0  | 1                   | 0 | 1  | 0  | 0                    | 2  | 3  | 0 | 0                  | 0 | 0 | 0 | 0                    | 3  | 1  | 0  | 11  |
| Period End     | 12                | 0 | 1 | 0  | 11                  | 1 | 23 | 0  | 0                    | 21 | 40 | 0 | 0                  | 0 | 0 | 0 | 0                    | 33 | 17 | 0  | 159 |

| <u>Heavies</u> | NORTH             |   |   |    | NORTHWEST           |   |    |    | EAST                 |   |    |   | SOUTH              |   |   |   | WEST                 |    |   |    |     |
|----------------|-------------------|---|---|----|---------------------|---|----|----|----------------------|---|----|---|--------------------|---|---|---|----------------------|----|---|----|-----|
|                | <i>Jeffrey St</i> |   |   |    | <i>Broughton St</i> |   |    |    | <i>Canterbury Rd</i> |   |    |   | <i>Tincombe St</i> |   |   |   | <i>Canterbury Rd</i> |    |   |    |     |
| Peak Time      | R                 | I | L | HR | HR                  | R | L  | HL | HR                   | R | I  | L | HL                 | R | I | L | R                    | I  | L | HL | TOT |
| 1530 - 1630    | 7                 | 0 | 0 | 0  | 2                   | 1 | 12 | 0  | 0                    | 8 | 18 | 0 | 0                  | 0 | 0 | 0 | 0                    | 14 | 5 | 0  | 67  |
| 1545 - 1645    | 8                 | 0 | 0 | 0  | 4                   | 1 | 12 | 0  | 0                    | 9 | 19 | 0 | 0                  | 0 | 0 | 0 | 0                    | 14 | 8 | 0  | 75  |
| 1600 - 1700    | 4                 | 0 | 0 | 0  | 5                   | 1 | 10 | 0  | 0                    | 9 | 17 | 0 | 0                  | 0 | 0 | 0 | 0                    | 16 | 8 | 0  | 70  |
| 1615 - 1715    | 4                 | 0 | 1 | 0  | 6                   | 0 | 8  | 0  | 0                    | 7 | 10 | 0 | 0                  | 0 | 0 | 0 | 0                    | 12 | 7 | 0  | 55  |
| 1630 - 1730    | 3                 | 0 | 1 | 0  | 6                   | 0 | 6  | 0  | 0                    | 6 | 15 | 0 | 0                  | 0 | 0 | 0 | 0                    | 11 | 9 | 0  | 57  |
| 1645 - 1745    | 3                 | 0 | 1 | 0  | 4                   | 0 | 5  | 0  | 0                    | 6 | 10 | 0 | 0                  | 0 | 0 | 0 | 0                    | 9  | 7 | 0  | 45  |
| 1700 - 1800    | 2                 | 0 | 1 | 0  | 4                   | 0 | 5  | 0  | 0                    | 5 | 10 | 0 | 0                  | 0 | 0 | 0 | 0                    | 7  | 7 | 0  | 41  |
| 1715 - 1815    | 2                 | 0 | 0 | 0  | 3                   | 0 | 5  | 0  | 0                    | 5 | 10 | 0 | 0                  | 0 | 0 | 0 | 0                    | 7  | 5 | 0  | 37  |
| 1730 - 1830    | 2                 | 0 | 0 | 0  | 3                   | 0 | 5  | 0  | 0                    | 7 | 7  | 0 | 0                  | 0 | 0 | 0 | 0                    | 8  | 3 | 0  | 35  |
| PEAK HOUR      | 3                 | 0 | 1 | 0  | 6                   | 0 | 6  | 0  | 0                    | 6 | 15 | 0 | 0                  | 0 | 0 | 0 | 0                    | 11 | 9 | 0  | 57  |





# R.O.A.R. DATA

**Reliable, Original & Authentic Results**

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7063 CANTERBURY Intersection Counts

Day/Date : Thursday 4th April 2019

| COMBINED    | NORTH             |    |    |    | NORTHWEST           |    |    |    | EAST                 |    |      |    | SOUTH              |   |   |   | WEST                 |      |     |    |      |
|-------------|-------------------|----|----|----|---------------------|----|----|----|----------------------|----|------|----|--------------------|---|---|---|----------------------|------|-----|----|------|
|             | <i>Jeffrey St</i> |    |    |    | <i>Broughton St</i> |    |    |    | <i>Canterbury Rd</i> |    |      |    | <i>Tincombe St</i> |   |   |   | <i>Canterbury Rd</i> |      |     |    |      |
| Time Per    | R                 | T  | L  | HR | HR                  | R  | L  | HL | HR                   | R  | T    | L  | HL                 | R | T | L | R                    | T    | L   | HL | TOT  |
| 1530 - 1545 | 99                | 1  | 2  | 0  | 29                  | 1  | 6  | 0  | 0                    | 2  | 388  | 2  | 0                  | 0 | 0 | 0 | 0                    | 197  | 47  | 3  | 777  |
| 1545 - 1600 | 90                | 1  | 2  | 0  | 37                  | 2  | 6  | 0  | 0                    | 3  | 313  | 4  | 0                  | 0 | 0 | 0 | 0                    | 214  | 56  | 2  | 730  |
| 1600 - 1615 | 79                | 4  | 3  | 0  | 41                  | 1  | 6  | 0  | 0                    | 5  | 371  | 2  | 0                  | 0 | 0 | 0 | 0                    | 260  | 71  | 2  | 845  |
| 1615 - 1630 | 83                | 1  | 3  | 0  | 42                  | 2  | 5  | 0  | 0                    | 4  | 368  | 2  | 0                  | 0 | 0 | 0 | 0                    | 209  | 73  | 3  | 795  |
| 1630 - 1645 | 92                | 3  | 3  | 0  | 43                  | 2  | 7  | 0  | 0                    | 7  | 353  | 1  | 0                  | 0 | 0 | 0 | 0                    | 251  | 64  | 7  | 833  |
| 1645 - 1700 | 94                | 7  | 5  | 0  | 34                  | 6  | 3  | 0  | 0                    | 8  | 313  | 1  | 0                  | 0 | 0 | 0 | 0                    | 262  | 60  | 4  | 797  |
| 1700 - 1715 | 88                | 4  | 4  | 0  | 35                  | 0  | 5  | 0  | 0                    | 3  | 358  | 1  | 0                  | 0 | 0 | 0 | 0                    | 263  | 66  | 5  | 832  |
| 1715 - 1730 | 91                | 4  | 6  | 0  | 38                  | 0  | 2  | 0  | 0                    | 4  | 333  | 4  | 0                  | 0 | 0 | 0 | 0                    | 264  | 62  | 4  | 812  |
| 1730 - 1745 | 80                | 4  | 9  | 0  | 37                  | 1  | 4  | 0  | 0                    | 6  | 334  | 4  | 0                  | 0 | 0 | 0 | 0                    | 269  | 66  | 10 | 824  |
| 1745 - 1800 | 78                | 4  | 4  | 0  | 21                  | 3  | 5  | 1  | 0                    | 9  | 343  | 3  | 0                  | 0 | 0 | 0 | 0                    | 252  | 61  | 6  | 790  |
| 1800 - 1815 | 87                | 8  | 4  | 0  | 27                  | 5  | 5  | 0  | 0                    | 8  | 302  | 3  | 0                  | 0 | 0 | 0 | 0                    | 226  | 69  | 14 | 758  |
| 1815 - 1830 | 94                | 5  | 5  | 0  | 33                  | 2  | 8  | 0  | 0                    | 6  | 323  | 4  | 0                  | 0 | 0 | 0 | 0                    | 225  | 64  | 2  | 771  |
| Period End  | 1055              | 46 | 50 | 0  | 417                 | 25 | 62 | 1  | 0                    | 65 | 4099 | 31 | 0                  | 0 | 0 | 0 | 0                    | 2892 | 759 | 62 | 9564 |

| COMBINED    | NORTH             |    |    |    | NORTHWEST           |    |    |    | EAST                 |    |      |    | SOUTH              |   |   |   | WEST                 |      |     |    |      |
|-------------|-------------------|----|----|----|---------------------|----|----|----|----------------------|----|------|----|--------------------|---|---|---|----------------------|------|-----|----|------|
|             | <i>Jeffrey St</i> |    |    |    | <i>Broughton St</i> |    |    |    | <i>Canterbury Rd</i> |    |      |    | <i>Tincombe St</i> |   |   |   | <i>Canterbury Rd</i> |      |     |    |      |
| Peak Time   | R                 | T  | L  | HR | HR                  | R  | L  | HL | HR                   | R  | T    | L  | HL                 | R | T | L | R                    | T    | L   | HL | TOT  |
| 1530 - 1630 | 351               | 7  | 10 | 0  | 149                 | 6  | 23 | 0  | 0                    | 14 | 1440 | 10 | 0                  | 0 | 0 | 0 | 0                    | 880  | 247 | 10 | 3147 |
| 1545 - 1645 | 344               | 9  | 11 | 0  | 163                 | 7  | 24 | 0  | 0                    | 19 | 1405 | 9  | 0                  | 0 | 0 | 0 | 0                    | 934  | 264 | 14 | 3203 |
| 1600 - 1700 | 348               | 15 | 14 | 0  | 160                 | 11 | 21 | 0  | 0                    | 24 | 1405 | 6  | 0                  | 0 | 0 | 0 | 0                    | 982  | 268 | 16 | 3270 |
| 1615 - 1715 | 357               | 15 | 15 | 0  | 154                 | 10 | 20 | 0  | 0                    | 22 | 1392 | 5  | 0                  | 0 | 0 | 0 | 0                    | 985  | 263 | 19 | 3257 |
| 1630 - 1730 | 365               | 18 | 18 | 0  | 150                 | 8  | 17 | 0  | 0                    | 22 | 1357 | 7  | 0                  | 0 | 0 | 0 | 0                    | 1040 | 252 | 20 | 3274 |
| 1645 - 1745 | 353               | 19 | 24 | 0  | 144                 | 7  | 14 | 0  | 0                    | 21 | 1338 | 10 | 0                  | 0 | 0 | 0 | 0                    | 1058 | 254 | 23 | 3265 |
| 1700 - 1800 | 337               | 16 | 23 | 0  | 131                 | 4  | 16 | 1  | 0                    | 22 | 1368 | 12 | 0                  | 0 | 0 | 0 | 0                    | 1048 | 255 | 25 | 3258 |
| 1715 - 1815 | 336               | 20 | 23 | 0  | 123                 | 9  | 16 | 1  | 0                    | 27 | 1312 | 14 | 0                  | 0 | 0 | 0 | 0                    | 1011 | 258 | 34 | 3184 |
| 1730 - 1830 | 339               | 21 | 22 | 0  | 118                 | 11 | 22 | 1  | 0                    | 29 | 1302 | 14 | 0                  | 0 | 0 | 0 | 0                    | 972  | 260 | 32 | 3143 |
| PEAK HOUR   | 365               | 18 | 18 | 0  | 150                 | 8  | 17 | 0  | 0                    | 22 | 1357 | 7  | 0                  | 0 | 0 | 0 | 0                    | 1040 | 252 | 20 | 3274 |





# R.O.A.R. DATA

**Reliable, Original & Authentic Results**

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7063 CANTERBURY Intersection Counts

Day/Date : Thursday 4th April 2019

| <b>Peds</b>       | <b>NORTH</b>        | <b>NORTHWEST</b>    | <b>EAST</b>          | <b>SOUTH</b>        | <b>WEST</b>          |             |
|-------------------|---------------------|---------------------|----------------------|---------------------|----------------------|-------------|
|                   | <i>Jeffrey St</i>   | <i>Broughton St</i> | <i>Canterbury Rd</i> | <i>Tincombe St</i>  | <i>Canterbury Rd</i> |             |
| <b>Time Per</b>   | <u>UNCLASSIFIED</u> | <u>UNCLASSIFIED</u> | <u>UNCLASSIFIED</u>  | <u>UNCLASSIFIED</u> | <u>UNCLASSIFIED</u>  | <b>TOT</b>  |
| 0630 - 0645       | 4                   | 8                   | 1                    | 1                   | 7                    | 21          |
| 0645 - 0700       | 8                   | 9                   | 0                    | 7                   | 15                   | 39          |
| 0700 - 0715       | 12                  | 16                  | 1                    | 3                   | 36                   | 68          |
| 0715 - 0730       | 5                   | 13                  | 1                    | 4                   | 12                   | 35          |
| 0730 - 0745       | 12                  | 35                  | 0                    | 2                   | 48                   | 97          |
| 0745 - 0800       | 14                  | 51                  | 2                    | 4                   | 28                   | 99          |
| 0800 - 0815       | 32                  | 121                 | 4                    | 4                   | 48                   | 209         |
| 0815 - 0830       | 51                  | 86                  | 3                    | 1                   | 17                   | 158         |
| 0830 - 0845       | 17                  | 33                  | 1                    | 2                   | 41                   | 94          |
| 0845 - 0900       | 15                  | 23                  | 0                    | 2                   | 14                   | 54          |
| 0900 - 0915       | 45                  | 48                  | 0                    | 5                   | 28                   | 126         |
| 0915 - 0930       | 28                  | 23                  | 0                    | 1                   | 14                   | 66          |
| <b>Period End</b> | <b>243</b>          | <b>466</b>          | <b>13</b>            | <b>36</b>           | <b>308</b>           | <b>1066</b> |

**AM PEAK HOUR**  
**0800 - 0900**

| <b>Peds</b>        | <b>NORTH</b>        | <b>NORTHWEST</b>    | <b>EAST</b>          | <b>SOUTH</b>        | <b>WEST</b>          |            |
|--------------------|---------------------|---------------------|----------------------|---------------------|----------------------|------------|
|                    | <i>Jeffrey St</i>   | <i>Broughton St</i> | <i>Canterbury Rd</i> | <i>Tincombe St</i>  | <i>Canterbury Rd</i> |            |
| <b>Peak Per</b>    | <u>UNCLASSIFIED</u> | <u>UNCLASSIFIED</u> | <u>UNCLASSIFIED</u>  | <u>UNCLASSIFIED</u> | <u>UNCLASSIFIED</u>  | <b>TOT</b> |
| 0630 - 0730        | 29                  | 46                  | 3                    | 15                  | 70                   | 163        |
| 0645 - 0745        | 37                  | 73                  | 2                    | 16                  | 111                  | 239        |
| 0700 - 0800        | 43                  | 115                 | 4                    | 13                  | 124                  | 299        |
| 0715 - 0815        | 63                  | 220                 | 7                    | 14                  | 136                  | 440        |
| 0730 - 0830        | 109                 | 293                 | 9                    | 11                  | 141                  | 563        |
| 0745 - 0845        | 114                 | 291                 | 10                   | 11                  | 134                  | 560        |
| <b>0800 - 0900</b> | 115                 | 263                 | 8                    | 9                   | 120                  | 515        |
| 0815 - 0915        | 128                 | 190                 | 4                    | 10                  | 100                  | 432        |
| 0830 - 0930        | 105                 | 127                 | 1                    | 10                  | 97                   | 340        |

|                |            |            |          |          |            |            |
|----------------|------------|------------|----------|----------|------------|------------|
| <b>PEAK HR</b> | <b>115</b> | <b>263</b> | <b>8</b> | <b>9</b> | <b>120</b> | <b>515</b> |
|----------------|------------|------------|----------|----------|------------|------------|



# R.O.A.R. DATA

**Reliable, Original & Authentic Results**

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7063 CANTERBURY Intersection Counts

Day/Date : Thursday 4th April 2019

| <u>Peds</u>       | <b>NORTH</b>        | <b>NORTHWEST</b>    | <b>EAST</b>          | <b>SOUTH</b>        | <b>WEST</b>          |             |
|-------------------|---------------------|---------------------|----------------------|---------------------|----------------------|-------------|
|                   | <i>Jeffrey St</i>   | <i>Broughton St</i> | <i>Canterbury Rd</i> | <i>Tincombe St</i>  | <i>Canterbury Rd</i> |             |
| <b>Time Per</b>   | <u>UNCLASSIFIED</u> | <u>UNCLASSIFIED</u> | <u>UNCLASSIFIED</u>  | <u>UNCLASSIFIED</u> | <u>UNCLASSIFIED</u>  | <b>TOT</b>  |
| 1530 - 1545       | 182                 | 239                 | 4                    | 13                  | 275                  | <b>713</b>  |
| 1545 - 1600       | 43                  | 104                 | 3                    | 6                   | 55                   | <b>211</b>  |
| 1600 - 1615       | 26                  | 35                  | 5                    | 6                   | 32                   | <b>104</b>  |
| 1615 - 1630       | 22                  | 61                  | 1                    | 2                   | 28                   | <b>114</b>  |
| 1630 - 1645       | 54                  | 41                  | 4                    | 6                   | 35                   | <b>140</b>  |
| 1645 - 1700       | 37                  | 23                  | 0                    | 1                   | 30                   | <b>91</b>   |
| 1700 - 1715       | 18                  | 11                  | 1                    | 7                   | 35                   | <b>72</b>   |
| 1715 - 1730       | 19                  | 14                  | 1                    | 7                   | 21                   | <b>62</b>   |
| 1730 - 1745       | 33                  | 41                  | 8                    | 8                   | 72                   | <b>162</b>  |
| 1745 - 1800       | 4                   | 10                  | 0                    | 4                   | 9                    | <b>27</b>   |
| 1800 - 1815       | 27                  | 35                  | 1                    | 5                   | 77                   | <b>145</b>  |
| 1815 - 1830       | 21                  | 29                  | 3                    | 8                   | 30                   | <b>91</b>   |
| <b>Period End</b> | <b>486</b>          | <b>643</b>          | <b>31</b>            | <b>73</b>           | <b>699</b>           | <b>1932</b> |

## PM PEAK HOUR

**1630 - 1730**

| <u>Peds</u>        | <b>NORTH</b>        | <b>NORTHWEST</b>    | <b>EAST</b>          | <b>SOUTH</b>        | <b>WEST</b>          |             |
|--------------------|---------------------|---------------------|----------------------|---------------------|----------------------|-------------|
|                    | <i>Jeffrey St</i>   | <i>Broughton St</i> | <i>Canterbury Rd</i> | <i>Tincombe St</i>  | <i>Canterbury Rd</i> |             |
| <b>Peak Per</b>    | <u>UNCLASSIFIED</u> | <u>UNCLASSIFIED</u> | <u>UNCLASSIFIED</u>  | <u>UNCLASSIFIED</u> | <u>UNCLASSIFIED</u>  | <b>TOT</b>  |
| 1530 - 1630        | 273                 | 439                 | 13                   | 27                  | 390                  | <b>1142</b> |
| 1545 - 1645        | 145                 | 241                 | 13                   | 20                  | 150                  | <b>569</b>  |
| 1600 - 1700        | 139                 | 160                 | 10                   | 15                  | 125                  | <b>449</b>  |
| 1615 - 1715        | 131                 | 136                 | 6                    | 16                  | 128                  | <b>417</b>  |
| <b>1630 - 1730</b> | 128                 | 89                  | 6                    | 21                  | 121                  | <b>365</b>  |
| 1645 - 1745        | 107                 | 89                  | 10                   | 23                  | 158                  | <b>387</b>  |
| 1700 - 1800        | 74                  | 76                  | 10                   | 26                  | 137                  | <b>323</b>  |
| 1715 - 1815        | 83                  | 100                 | 10                   | 24                  | 179                  | <b>396</b>  |
| 1730 - 1830        | 85                  | 115                 | 12                   | 25                  | 188                  | <b>425</b>  |

|                |            |           |          |           |            |            |
|----------------|------------|-----------|----------|-----------|------------|------------|
| <b>PEAK HR</b> | <b>128</b> | <b>89</b> | <b>6</b> | <b>21</b> | <b>121</b> | <b>365</b> |
|----------------|------------|-----------|----------|-----------|------------|------------|

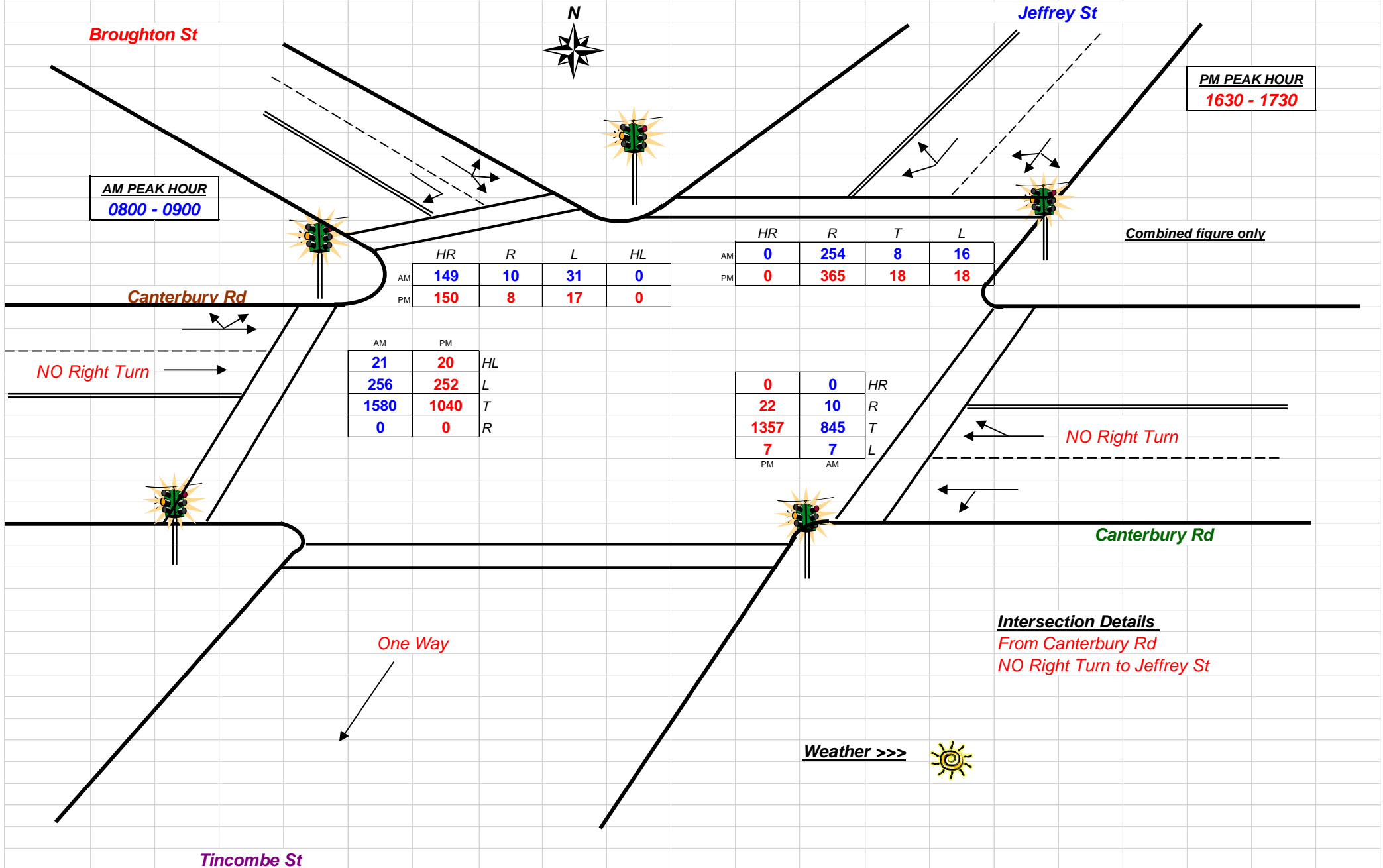


# R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning  
Job No/Name : 7063 CANTERBURY Intersection Counts  
Day/Date : Thursday 4th April 2019







# R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mobile.0418239019

Client : Varga Traffic Planning

Job No/Name : 7063 CANTERBURY Intersection Counts

Day/Date : Thursday 4th April 2019

| <u>PEDS</u> | <u>WEST</u>   | <u>NORTH</u> | <u>EAST</u>   |     |
|-------------|---------------|--------------|---------------|-----|
| Time Per    | Canterbury Rd | ALDI Access  | Canterbury Rd | TOT |
| 0630 - 0645 | 1             | 4            | 2             | 7   |
| 0645 - 0700 | 0             | 4            | 1             | 5   |
| 0700 - 0715 | 0             | 11           | 3             | 14  |
| 0715 - 0730 | 0             | 6            | 0             | 6   |
| 0730 - 0745 | 1             | 10           | 3             | 14  |
| 0745 - 0800 | 1             | 16           | 2             | 19  |
| 0800 - 0815 | 0             | 28           | 1             | 29  |
| 0815 - 0830 | 1             | 45           | 1             | 47  |
| 0830 - 0845 | 0             | 11           | 2             | 13  |
| 0845 - 0900 | 0             | 11           | 0             | 11  |
| 0900 - 0915 | 0             | 44           | 5             | 49  |
| 0915 - 0930 | 0             | 25           | 3             | 28  |
| Per End     | 4             | 215          | 23            | 242 |

| <u>PEDS</u> | <u>WEST</u>   | <u>NORTH</u> | <u>EAST</u>   |     |
|-------------|---------------|--------------|---------------|-----|
| Peak Per    | Canterbury Rd | ALDI Access  | Canterbury Rd | TOT |
| 0630 - 0730 | 1             | 25           | 6             | 32  |
| 0645 - 0745 | 1             | 31           | 7             | 39  |
| 0700 - 0800 | 2             | 43           | 8             | 53  |
| 0715 - 0815 | 2             | 60           | 6             | 68  |
| 0730 - 0830 | 3             | 99           | 7             | 109 |
| 0745 - 0845 | 2             | 100          | 6             | 108 |
| 0800 - 0900 | 1             | 95           | 4             | 100 |
| 0815 - 0915 | 1             | 111          | 8             | 120 |
| 0830 - 0930 | 0             | 91           | 10            | 101 |
| PEAK HR     | 2             | 100          | 6             | 108 |

| <u>Lights</u> | <u>WEST</u>   |    | <u>NORTH</u> |    | <u>EAST</u>   |      |      |
|---------------|---------------|----|--------------|----|---------------|------|------|
|               | Canterbury Rd |    | ALDI Access  |    | Canterbury Rd |      |      |
| Time Per      | T             | L  | R            | L  | R             | T    | TOT  |
| 0630 - 0645   | 440           | 0  | 0            | 0  | 0             | 128  | 568  |
| 0645 - 0700   | 442           | 0  | 1            | 2  | 4             | 141  | 590  |
| 0700 - 0715   | 351           | 0  | 0            | 2  | 1             | 179  | 533  |
| 0715 - 0730   | 368           | 0  | 0            | 0  | 2             | 173  | 543  |
| 0730 - 0745   | 422           | 0  | 2            | 1  | 2             | 139  | 566  |
| 0745 - 0800   | 457           | 0  | 1            | 1  | 2             | 201  | 662  |
| 0800 - 0815   | 381           | 0  | 2            | 2  | 2             | 224  | 611  |
| 0815 - 0830   | 378           | 0  | 2            | 3  | 5             | 216  | 604  |
| 0830 - 0845   | 397           | 5  | 4            | 5  | 9             | 205  | 625  |
| 0845 - 0900   | 365           | 3  | 2            | 5  | 3             | 180  | 558  |
| 0900 - 0915   | 380           | 1  | 4            | 7  | 9             | 209  | 610  |
| 0915 - 0930   | 365           | 2  | 3            | 3  | 2             | 188  | 563  |
| Per End       | 4746          | 11 | 21           | 31 | 41            | 2183 | 7033 |

| <u>Heavies</u> | <u>WEST</u>   |   | <u>NORTH</u> |   | <u>EAST</u>   |    |     |
|----------------|---------------|---|--------------|---|---------------|----|-----|
|                | Canterbury Rd |   | ALDI Access  |   | Canterbury Rd |    |     |
| Time Per       | T             | L | R            | L | R             | T  | TOT |
| 0630 - 0645    | 10            | 0 | 0            | 0 | 0             | 3  | 13  |
| 0645 - 0700    | 5             | 0 | 0            | 1 | 0             | 3  | 9   |
| 0700 - 0715    | 5             | 0 | 0            | 0 | 0             | 1  | 6   |
| 0715 - 0730    | 13            | 0 | 0            | 0 | 0             | 1  | 14  |
| 0730 - 0745    | 4             | 0 | 0            | 0 | 0             | 5  | 9   |
| 0745 - 0800    | 14            | 0 | 0            | 0 | 0             | 7  | 21  |
| 0800 - 0815    | 8             | 0 | 0            | 0 | 0             | 2  | 10  |
| 0815 - 0830    | 14            | 0 | 0            | 0 | 0             | 10 | 24  |
| 0830 - 0845    | 6             | 0 | 0            | 0 | 0             | 9  | 15  |
| 0845 - 0900    | 8             | 0 | 0            | 0 | 0             | 6  | 14  |
| 0900 - 0915    | 5             | 0 | 0            | 0 | 0             | 7  | 12  |
| 0915 - 0930    | 6             | 0 | 0            | 0 | 0             | 2  | 8   |
| Per End        | 98            | 0 | 0            | 1 | 0             | 56 | 155 |

| <u>Combined</u> | <u>WEST</u>   |    | <u>NORTH</u> |    | <u>EAST</u>   |      |      |
|-----------------|---------------|----|--------------|----|---------------|------|------|
|                 | Canterbury Rd |    | ALDI Access  |    | Canterbury Rd |      |      |
| Time Per        | T             | L  | R            | L  | R             | T    | TOT  |
| 0630 - 0645     | 450           | 0  | 0            | 0  | 0             | 131  | 581  |
| 0645 - 0700     | 447           | 0  | 1            | 3  | 4             | 144  | 599  |
| 0700 - 0715     | 356           | 0  | 0            | 2  | 1             | 180  | 539  |
| 0715 - 0730     | 381           | 0  | 0            | 0  | 2             | 174  | 557  |
| 0730 - 0745     | 426           | 0  | 2            | 1  | 2             | 144  | 575  |
| 0745 - 0800     | 471           | 0  | 1            | 1  | 2             | 208  | 683  |
| 0800 - 0815     | 389           | 0  | 2            | 2  | 2             | 226  | 621  |
| 0815 - 0830     | 392           | 0  | 2            | 3  | 5             | 226  | 628  |
| 0830 - 0845     | 403           | 5  | 4            | 5  | 9             | 214  | 640  |
| 0845 - 0900     | 373           | 3  | 2            | 5  | 3             | 186  | 572  |
| 0900 - 0915     | 385           | 1  | 4            | 7  | 9             | 216  | 622  |
| 0915 - 0930     | 371           | 2  | 3            | 3  | 2             | 190  | 571  |
| Per End         | 4844          | 11 | 21           | 32 | 41            | 2239 | 7188 |

| <u>Lights</u> | <u>WEST</u>   |    | <u>NORTH</u> |    | <u>EAST</u>   |     |      |
|---------------|---------------|----|--------------|----|---------------|-----|------|
|               | Canterbury Rd |    | ALDI Access  |    | Canterbury Rd |     |      |
| Peak Per      | T             | L  | R            | L  | R             | T   | TOT  |
| 0630 - 0730   | 1601          | 0  | 1            | 4  | 7             | 621 | 2234 |
| 0645 - 0745   | 1583          | 0  | 3            | 5  | 9             | 632 | 2232 |
| 0700 - 0800   | 1598          | 0  | 3            | 4  | 7             | 692 | 2304 |
| 0715 - 0815   | 1628          | 0  | 5            | 4  | 8             | 737 | 2382 |
| 0730 - 0830   | 1638          | 0  | 7            | 7  | 11            | 780 | 2443 |
| 0745 - 0845   | 1613          | 5  | 9            | 11 | 18            | 846 | 2502 |
| 0800 - 0900   | 1521          | 8  | 10           | 15 | 19            | 825 | 2398 |
| 0815 - 0915   | 1520          | 9  | 12           | 20 | 26            | 810 | 2397 |
| 0830 - 0930   | 1507          | 11 | 13           | 20 | 23            | 782 | 2356 |

| <u>Heavies</u> | <u>WEST</u>   |   | <u>NORTH</u> |   | <u>EAST</u>   |    |     |
|----------------|---------------|---|--------------|---|---------------|----|-----|
|                | Canterbury Rd |   | ALDI Access  |   | Canterbury Rd |    |     |
| Peak Per       | T             | L | R            | L | R             | T  | TOT |
| 0630 - 0730    | 33            | 0 | 0            | 1 | 0             | 8  | 42  |
| 0645 - 0745    | 27            | 0 | 0            | 1 | 0             | 10 | 38  |
| 0700 - 0800    | 36            | 0 | 0            | 0 | 0             | 14 | 50  |
| 0715 - 0815    | 39            | 0 | 0            | 0 | 0             | 15 | 54  |
| 0730 - 0830    | 40            | 0 | 0            | 0 | 0             | 24 | 64  |
| 0745 - 0845    | 42            | 0 | 0            | 0 | 0             | 28 | 70  |
| 0800 - 0900    | 36            | 0 | 0            | 0 | 0             | 27 | 63  |
| 0815 - 0915    | 33            | 0 | 0            | 0 | 0             | 32 | 65  |
| 0830 - 0930    | 25            | 0 | 0            | 0 | 0             | 24 | 49  |

| <u>Combined</u> | <u>WEST</u>   |    | <u>NORTH</u> |    | <u>EAST</u>   |     |      |
|-----------------|---------------|----|--------------|----|---------------|-----|------|
|                 | Canterbury Rd |    | ALDI Access  |    | Canterbury Rd |     |      |
| Peak Per        | T             | L  | R            | L  | R             | T   | TOT  |
| 0630 - 0730     | 1634          | 0  | 1            | 5  | 7             | 629 | 2276 |
| 0645 - 0745     | 1610          | 0  | 3            | 6  | 9             | 642 | 2270 |
| 0700 - 0800     | 1634          | 0  | 3            | 4  | 7             | 706 | 2354 |
| 0715 - 0815     | 1667          | 0  | 5            | 4  | 8             | 752 | 2436 |
| 0730 - 0830     | 1678          | 0  | 7            | 7  | 11            | 804 | 2507 |
| 0745 - 0845     | 1655          | 5  | 9            | 11 | 18            | 874 | 2572 |
| 0800 - 0900     | 1557          | 8  | 10           | 15 | 19            | 852 | 2461 |
| 0815 - 0915     | 1553          | 9  | 12           | 20 | 26            | 842 | 2462 |
| 0830 - 0930     | 1532          | 11 | 13           | 20 | 23            | 806 | 2405 |

|         |      |   |   |    |    |     |      |
|---------|------|---|---|----|----|-----|------|
| PEAK HR | 1613 | 5 | 9 | 11 | 18 | 846 | 2502 |
|---------|------|---|---|----|----|-----|------|

|         |    |   |   |   |   |    |    |
|---------|----|---|---|---|---|----|----|
| PEAK HR | 42 | 0 | 0 | 0 | 0 | 28 | 70 |
|---------|----|---|---|---|---|----|----|

|         |      |   |   |    |    |     |      |
|---------|------|---|---|----|----|-----|------|
| PEAK HR | 1655 | 5 | 9 | 11 | 18 | 874 | 2572 |
|---------|------|---|---|----|----|-----|------|



# R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mobile.0418239019

Client : Varga Traffic Planning

Job No/Name : 7063 CANTERBURY Intersection Counts

Day/Date : Thursday 4th April 2019

1

2

3

4

5

6

7

8

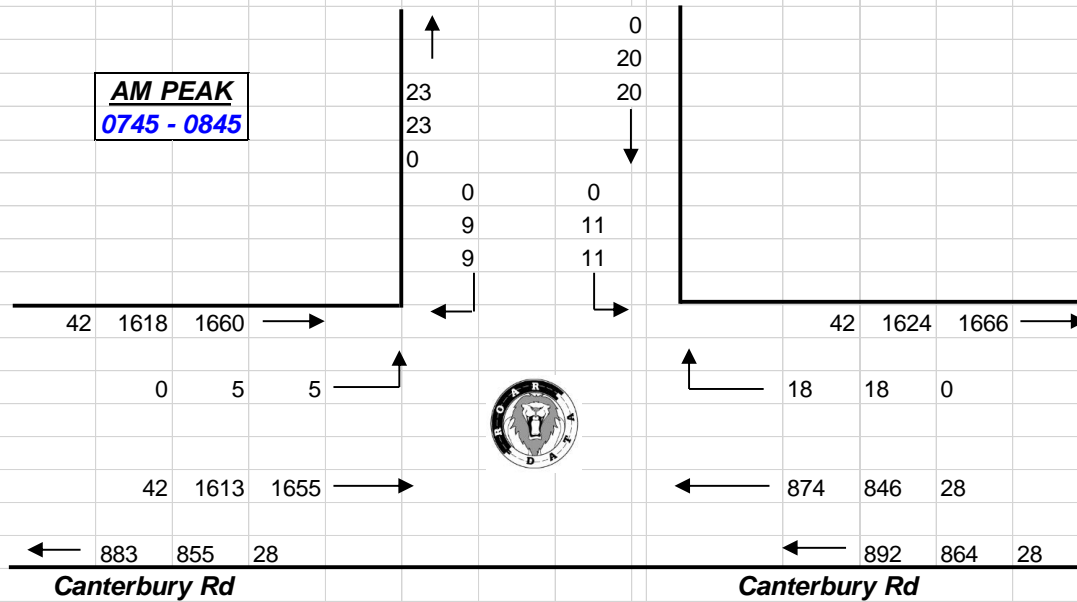
9



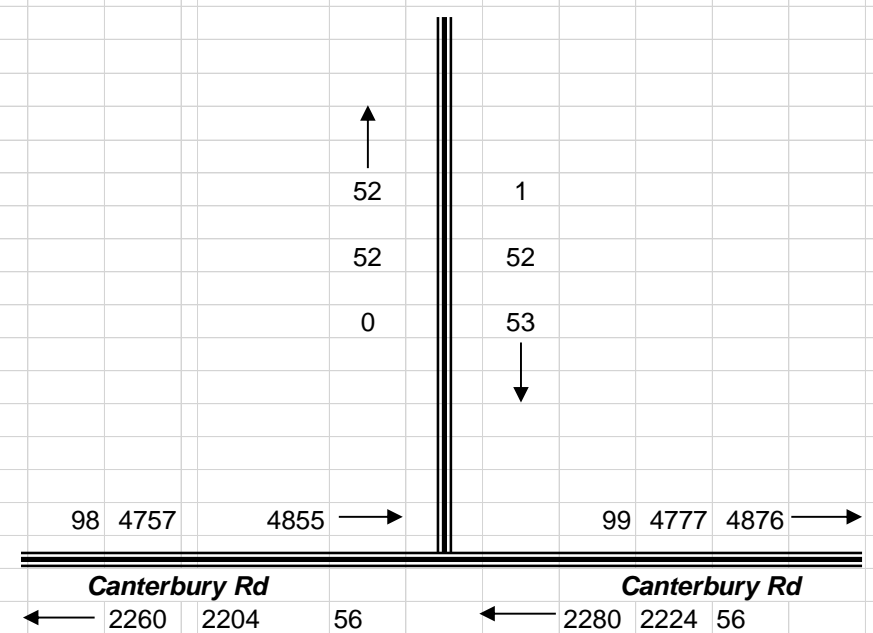
**TOTAL VOLUMES  
FOR COUNT  
PERIOD**

**ALDI Access**

**AM PEAK  
0745 - 0845**



**ALDI Access**





# R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mobile.0418239019

Client : Varga Traffic Planning

Job No/Name : 7063 CANTERBURY Intersection Counts

Day/Date : Thursday 4th April 2019

| PEDS        | WEST          | NORTH       | EAST          |     |
|-------------|---------------|-------------|---------------|-----|
| Time Per    | Canterbury Rd | ALDI Access | Canterbury Rd | TOT |
| 1530 - 1545 | 1             | 71          | 2             | 74  |
| 1545 - 1600 | 1             | 26          | 4             | 31  |
| 1600 - 1615 | 0             | 12          | 5             | 17  |
| 1615 - 1630 | 1             | 15          | 9             | 25  |
| 1630 - 1645 | 0             | 60          | 0             | 60  |
| 1645 - 1700 | 0             | 18          | 1             | 19  |
| 1700 - 1715 | 2             | 16          | 1             | 19  |
| 1715 - 1730 | 1             | 15          | 1             | 17  |
| 1730 - 1745 | 1             | 12          | 5             | 18  |
| 1745 - 1800 | 1             | 3           | 0             | 4   |
| 1800 - 1815 | 0             | 7           | 2             | 9   |
| 1815 - 1830 | 0             | 3           | 1             | 4   |
| Per End     | 8             | 258         | 31            | 297 |

| PEDS        | WEST          | NORTH       | EAST          |     |
|-------------|---------------|-------------|---------------|-----|
| Peak Per    | Canterbury Rd | ALDI Access | Canterbury Rd | TOT |
| 1530 - 1630 | 3             | 124         | 20            | 147 |
| 1545 - 1645 | 2             | 113         | 18            | 133 |
| 1600 - 1700 | 1             | 105         | 15            | 121 |
| 1615 - 1715 | 3             | 109         | 11            | 123 |
| 1630 - 1730 | 3             | 109         | 3             | 115 |
| 1645 - 1745 | 4             | 61          | 8             | 73  |
| 1700 - 1800 | 5             | 46          | 7             | 58  |
| 1715 - 1815 | 3             | 37          | 8             | 48  |
| 1730 - 1830 | 2             | 25          | 8             | 35  |
| PEAK HR     | 3             | 109         | 11            | 123 |

| Lights      | WEST          |    | NORTH       |     | EAST          |      |      |
|-------------|---------------|----|-------------|-----|---------------|------|------|
|             | Canterbury Rd |    | ALDI Access |     | Canterbury Rd |      |      |
| Time Per    | I             | L  | R           | L   | R             | I    | TOT  |
| 1530 - 1545 | 200           | 4  | 6           | 7   | 9             | 340  | 566  |
| 1545 - 1600 | 238           | 6  | 4           | 11  | 10            | 330  | 599  |
| 1600 - 1615 | 225           | 3  | 4           | 9   | 9             | 316  | 566  |
| 1615 - 1630 | 220           | 4  | 7           | 13  | 10            | 365  | 619  |
| 1630 - 1645 | 257           | 3  | 2           | 10  | 9             | 345  | 626  |
| 1645 - 1700 | 240           | 6  | 3           | 8   | 6             | 287  | 550  |
| 1700 - 1715 | 270           | 4  | 5           | 9   | 7             | 350  | 645  |
| 1715 - 1730 | 260           | 3  | 4           | 8   | 7             | 340  | 622  |
| 1730 - 1745 | 252           | 3  | 4           | 7   | 3             | 308  | 577  |
| 1745 - 1800 | 241           | 4  | 1           | 8   | 10            | 337  | 601  |
| 1800 - 1815 | 222           | 4  | 8           | 7   | 10            | 295  | 546  |
| 1815 - 1830 | 243           | 3  | 9           | 5   | 12            | 285  | 557  |
| Per End     | 2868          | 47 | 57          | 102 | 102           | 3898 | 7074 |

| Heavies     | WEST          |   | NORTH       |   | EAST          |    |     |
|-------------|---------------|---|-------------|---|---------------|----|-----|
|             | Canterbury Rd |   | ALDI Access |   | Canterbury Rd |    |     |
| Time Per    | I             | L | R           | L | R             | I  | TOT |
| 1530 - 1545 | 5             | 0 | 0           | 0 | 0             | 5  | 10  |
| 1545 - 1600 | 5             | 0 | 0           | 0 | 0             | 7  | 12  |
| 1600 - 1615 | 11            | 0 | 0           | 0 | 0             | 10 | 21  |
| 1615 - 1630 | 6             | 0 | 0           | 0 | 0             | 5  | 11  |
| 1630 - 1645 | 6             | 0 | 0           | 0 | 0             | 9  | 15  |
| 1645 - 1700 | 4             | 0 | 0           | 0 | 0             | 3  | 7   |
| 1700 - 1715 | 3             | 0 | 0           | 0 | 0             | 5  | 8   |
| 1715 - 1730 | 3             | 0 | 0           | 0 | 0             | 4  | 7   |
| 1730 - 1745 | 2             | 0 | 0           | 0 | 0             | 2  | 4   |
| 1745 - 1800 | 4             | 0 | 0           | 0 | 0             | 3  | 7   |
| 1800 - 1815 | 3             | 0 | 0           | 0 | 0             | 2  | 5   |
| 1815 - 1830 | 5             | 0 | 0           | 0 | 0             | 5  | 10  |
| Per End     | 57            | 0 | 0           | 0 | 0             | 60 | 117 |

| Combined    | WEST          |    | NORTH       |     | EAST          |      |      |
|-------------|---------------|----|-------------|-----|---------------|------|------|
|             | Canterbury Rd |    | ALDI Access |     | Canterbury Rd |      |      |
| Time Per    | I             | L  | R           | L   | R             | I    | TOT  |
| 1530 - 1545 | 205           | 4  | 6           | 7   | 9             | 345  | 576  |
| 1545 - 1600 | 243           | 6  | 4           | 11  | 10            | 337  | 611  |
| 1600 - 1615 | 236           | 3  | 4           | 9   | 9             | 326  | 587  |
| 1615 - 1630 | 226           | 4  | 7           | 13  | 10            | 370  | 630  |
| 1630 - 1645 | 263           | 3  | 2           | 10  | 9             | 354  | 641  |
| 1645 - 1700 | 244           | 6  | 3           | 8   | 6             | 290  | 557  |
| 1700 - 1715 | 273           | 4  | 5           | 9   | 7             | 355  | 653  |
| 1715 - 1730 | 263           | 3  | 4           | 8   | 7             | 344  | 629  |
| 1730 - 1745 | 254           | 3  | 4           | 7   | 3             | 310  | 581  |
| 1745 - 1800 | 245           | 4  | 1           | 8   | 10            | 340  | 608  |
| 1800 - 1815 | 225           | 4  | 8           | 7   | 10            | 297  | 551  |
| 1815 - 1830 | 248           | 3  | 9           | 5   | 12            | 290  | 567  |
| Per End     | 2925          | 47 | 57          | 102 | 102           | 3958 | 7191 |

| Lights      | WEST          |    | NORTH       |    | EAST          |      |      |
|-------------|---------------|----|-------------|----|---------------|------|------|
|             | Canterbury Rd |    | ALDI Access |    | Canterbury Rd |      |      |
| Peak Per    | I             | L  | R           | L  | R             | I    | TOT  |
| 1530 - 1630 | 883           | 17 | 21          | 40 | 38            | 1351 | 2350 |
| 1545 - 1645 | 940           | 16 | 17          | 43 | 38            | 1356 | 2410 |
| 1600 - 1700 | 942           | 16 | 16          | 40 | 34            | 1313 | 2361 |
| 1615 - 1715 | 987           | 17 | 17          | 40 | 32            | 1347 | 2440 |
| 1630 - 1730 | 1027          | 16 | 14          | 35 | 29            | 1322 | 2443 |
| 1645 - 1745 | 1022          | 16 | 16          | 32 | 23            | 1285 | 2394 |
| 1700 - 1800 | 1023          | 14 | 14          | 32 | 27            | 1335 | 2445 |
| 1715 - 1815 | 975           | 14 | 17          | 30 | 30            | 1280 | 2346 |
| 1730 - 1830 | 958           | 14 | 22          | 27 | 35            | 1225 | 2281 |
| PEAK HR     | 987           | 17 | 17          | 40 | 32            | 1347 | 2440 |

| Heavies     | WEST          |   | NORTH       |   | EAST          |    |     |
|-------------|---------------|---|-------------|---|---------------|----|-----|
|             | Canterbury Rd |   | ALDI Access |   | Canterbury Rd |    |     |
| Peak Per    | I             | L | R           | L | R             | I  | TOT |
| 1530 - 1630 | 27            | 0 | 0           | 0 | 0             | 27 | 54  |
| 1545 - 1645 | 28            | 0 | 0           | 0 | 0             | 31 | 59  |
| 1600 - 1700 | 27            | 0 | 0           | 0 | 0             | 27 | 54  |
| 1615 - 1715 | 19            | 0 | 0           | 0 | 0             | 22 | 41  |
| 1630 - 1730 | 16            | 0 | 0           | 0 | 0             | 21 | 37  |
| 1645 - 1745 | 12            | 0 | 0           | 0 | 0             | 14 | 26  |
| 1700 - 1800 | 12            | 0 | 0           | 0 | 0             | 14 | 26  |
| 1715 - 1815 | 12            | 0 | 0           | 0 | 0             | 11 | 23  |
| 1730 - 1830 | 14            | 0 | 0           | 0 | 0             | 12 | 26  |
| PEAK HR     | 19            | 0 | 0           | 0 | 0             | 22 | 41  |

| Combined    | WEST          |    | NORTH       |    | EAST          |      |      |
|-------------|---------------|----|-------------|----|---------------|------|------|
|             | Canterbury Rd |    | ALDI Access |    | Canterbury Rd |      |      |
| Peak Per    | I             | L  | R           | L  | R             | I    | TOT  |
| 1530 - 1630 | 910           | 17 | 21          | 40 | 38            | 1378 | 2404 |
| 1545 - 1645 | 968           | 16 | 17          | 43 | 38            | 1387 | 2469 |
| 1600 - 1700 | 969           | 16 | 16          | 40 | 34            | 1340 | 2415 |
| 1615 - 1715 | 1006          | 17 | 17          | 40 | 32            | 1369 | 2481 |
| 1630 - 1730 | 1043          | 16 | 14          | 35 | 29            | 1343 | 2480 |
| 1645 - 1745 | 1034          | 16 | 16          | 32 | 23            | 1299 | 2420 |
| 1700 - 1800 | 1035          | 14 | 14          | 32 | 27            | 1349 | 2471 |
| 1715 - 1815 | 987           | 14 | 17          | 30 | 30            | 1291 | 2369 |
| 1730 - 1830 | 972           | 14 | 22          | 27 | 35            | 1237 | 2307 |
| PEAK HR     | 1006          | 17 | 17          | 40 | 32            | 1369 | 2481 |



# R.O.A.R. DATA

**Reliable, Original & Authentic Results**

Ph.88196847, Mobile.0418239019

Client : Varga Traffic Planning

Job No/Name : 7063 CANTERBURY Intersection Counts

Day/Date : Thursday 4th April 2019

1

2

3

4

5

6

7

8

9

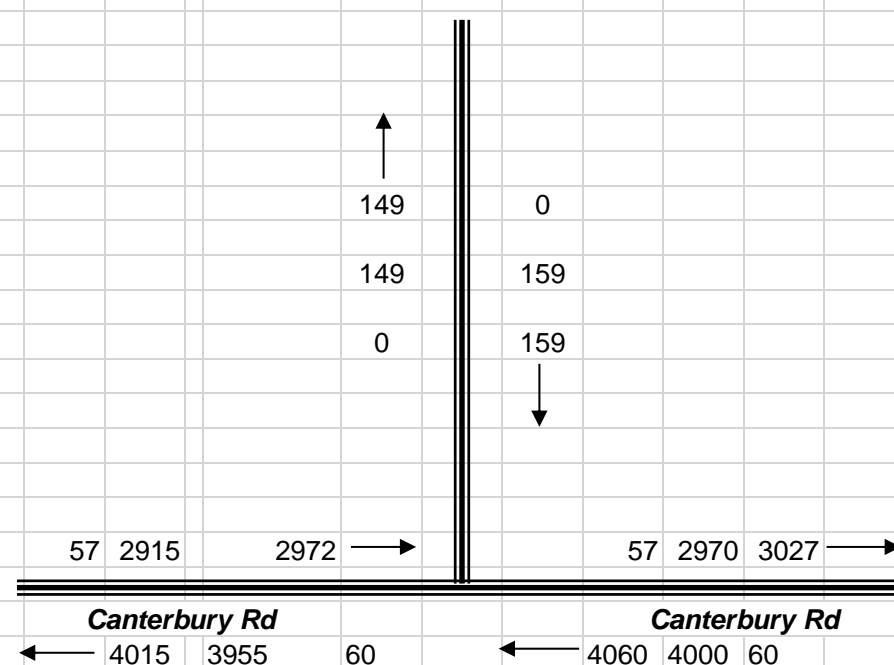
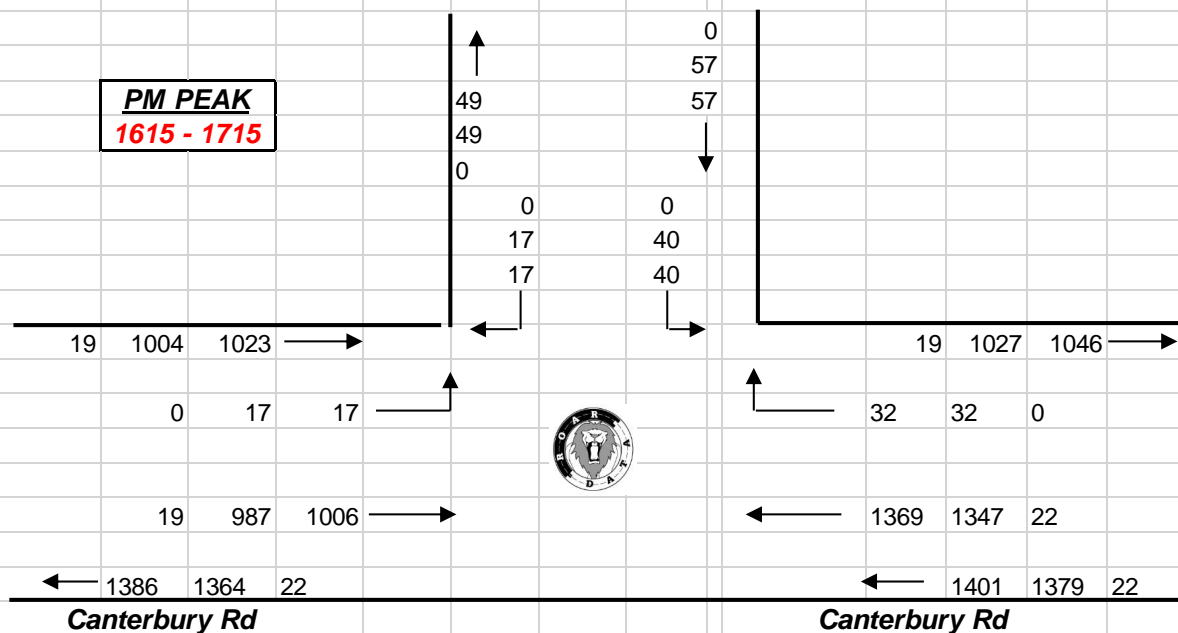
N

**TOTAL VOLUMES  
FOR COUNT  
PERIOD**

**ALDI Access**

**ALDI Access**

**PM PEAK  
1615 - 1715**





# R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning  
Job No/Name : 7063 CANTERBURY Intersection Counts  
Day/Date : Thursday 4th April 2019

## Intersection Layout

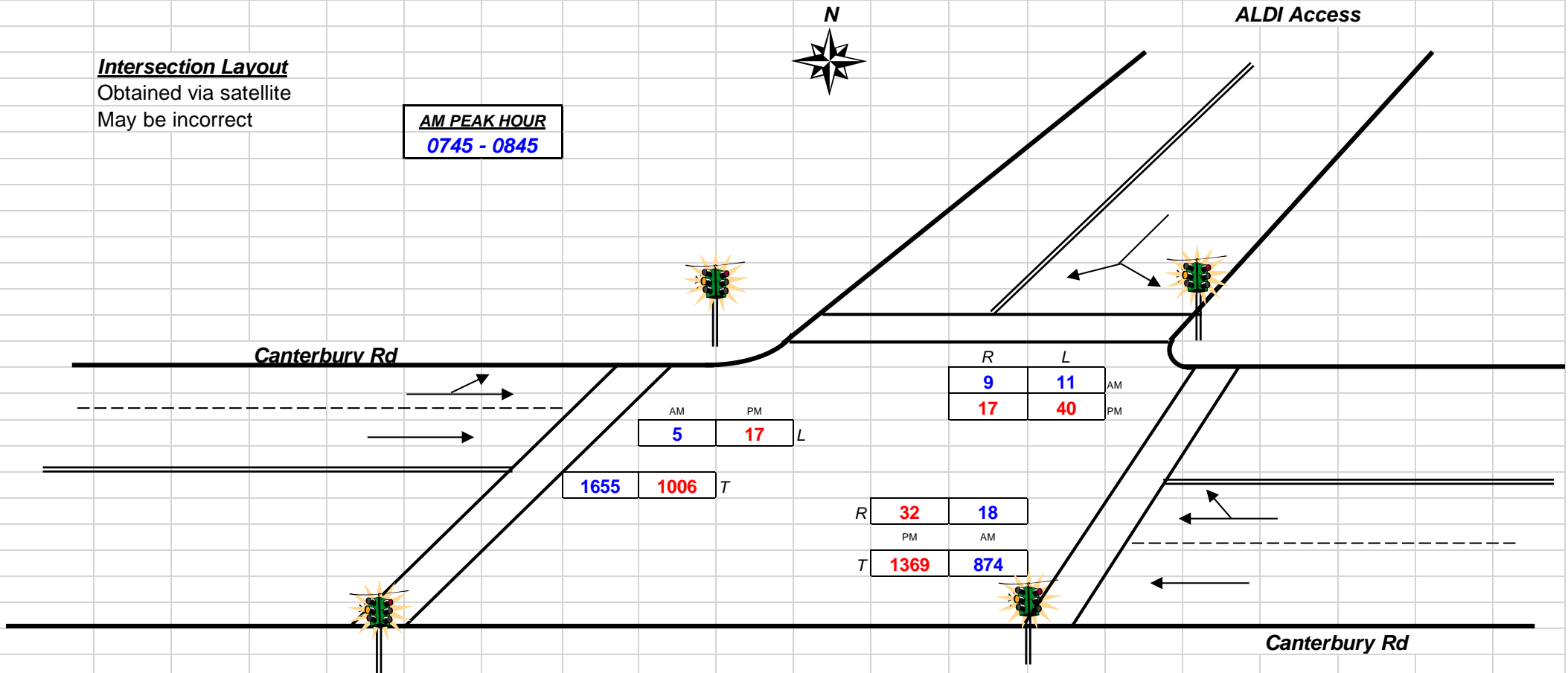
Obtained via satellite

May be incorrect

**AM PEAK HOUR**  
**0745 - 0845**



**ALDI Access**



**PM PEAK HOUR**  
**1615 - 1715**

Combined figures only

Weather >>>







# R.O.A.R. DATA

**Reliable, Original & Authentic Results**

Ph.88196847, Mob.0418-239019

| <u>Lights</u>     | <u>NORTH</u>     |          |          | <u>WEST</u>          |             |          | <u>SOUTH</u>     |          |          | <u>EAST</u>          |             |          |             |
|-------------------|------------------|----------|----------|----------------------|-------------|----------|------------------|----------|----------|----------------------|-------------|----------|-------------|
|                   | <u>Minter St</u> |          |          | <u>Canterbury Rd</u> |             |          | <u>Minter St</u> |          |          | <u>Canterbury Rd</u> |             |          |             |
| <u>Time Per</u>   | <u>L</u>         | <u>T</u> | <u>R</u> | <u>L</u>             | <u>T</u>    | <u>R</u> | <u>L</u>         | <u>T</u> | <u>R</u> | <u>L</u>             | <u>T</u>    | <u>R</u> | <u>TOT</u>  |
| 0630 - 0645       | 2                | 0        | 0        | 6                    | 434         | 0        | 0                | 1        | 0        | 0                    | 128         | 0        | 571         |
| 0645 - 0700       | 2                | 0        | 0        | 6                    | 438         | 0        | 2                | 0        | 0        | 0                    | 143         | 0        | 591         |
| 0700 - 0715       | 1                | 0        | 0        | 7                    | 346         | 0        | 1                | 0        | 0        | 0                    | 179         | 0        | 534         |
| 0715 - 0730       | 5                | 0        | 0        | 4                    | 364         | 0        | 2                | 0        | 0        | 0                    | 173         | 0        | 548         |
| 0730 - 0745       | 6                | 0        | 0        | 9                    | 414         | 0        | 3                | 0        | 0        | 0                    | 138         | 1        | 571         |
| 0745 - 0800       | 5                | 0        | 0        | 12                   | 446         | 0        | 1                | 0        | 0        | 0                    | 202         | 1        | 667         |
| 0800 - 0815       | 5                | 0        | 0        | 14                   | 369         | 0        | 1                | 0        | 0        | 0                    | 225         | 0        | 614         |
| 0815 - 0830       | 8                | 0        | 0        | 4                    | 377         | 0        | 1                | 0        | 2        | 0                    | 220         | 1        | 613         |
| 0830 - 0845       | 5                | 0        | 0        | 5                    | 397         | 0        | 1                | 1        | 0        | 0                    | 213         | 0        | 622         |
| 0845 - 0900       | 3                | 0        | 0        | 14                   | 356         | 0        | 1                | 0        | 0        | 0                    | 182         | 0        | 556         |
| 0900 - 0915       | 6                | 0        | 0        | 9                    | 378         | 0        | 3                | 0        | 0        | 0                    | 215         | 0        | 611         |
| 0915 - 0930       | 6                | 0        | 0        | 6                    | 362         | 0        | 3                | 1        | 1        | 0                    | 187         | 0        | 566         |
| <b>Period End</b> | <b>54</b>        | <b>0</b> | <b>0</b> | <b>96</b>            | <b>4681</b> | <b>0</b> | <b>19</b>        | <b>3</b> | <b>3</b> | <b>0</b>             | <b>2205</b> | <b>3</b> | <b>7064</b> |

| <u>Heavies</u>    | <u>NORTH</u>     |          |          | <u>WEST</u>          |           |          | <u>SOUTH</u>     |          |          | <u>EAST</u>          |           |          |            |
|-------------------|------------------|----------|----------|----------------------|-----------|----------|------------------|----------|----------|----------------------|-----------|----------|------------|
|                   | <u>Minter St</u> |          |          | <u>Canterbury Rd</u> |           |          | <u>Minter St</u> |          |          | <u>Canterbury Rd</u> |           |          |            |
| <u>Time Per</u>   | <u>L</u>         | <u>T</u> | <u>R</u> | <u>L</u>             | <u>T</u>  | <u>R</u> | <u>L</u>         | <u>T</u> | <u>R</u> | <u>L</u>             | <u>T</u>  | <u>R</u> | <u>TOT</u> |
| 0630 - 0645       | 0                | 0        | 0        | 0                    | 10        | 0        | 0                | 0        | 0        | 0                    | 3         | 0        | 13         |
| 0645 - 0700       | 0                | 0        | 0        | 0                    | 6         | 0        | 0                | 0        | 0        | 0                    | 3         | 0        | 9          |
| 0700 - 0715       | 0                | 0        | 0        | 0                    | 5         | 0        | 0                | 0        | 0        | 0                    | 1         | 0        | 6          |
| 0715 - 0730       | 0                | 0        | 0        | 0                    | 13        | 0        | 0                | 0        | 0        | 0                    | 1         | 0        | 14         |
| 0730 - 0745       | 0                | 0        | 0        | 0                    | 4         | 0        | 0                | 0        | 0        | 0                    | 5         | 0        | 9          |
| 0745 - 0800       | 0                | 0        | 0        | 0                    | 14        | 0        | 0                | 0        | 0        | 0                    | 7         | 0        | 21         |
| 0800 - 0815       | 0                | 0        | 0        | 0                    | 8         | 0        | 0                | 0        | 0        | 0                    | 2         | 0        | 10         |
| 0815 - 0830       | 0                | 0        | 0        | 0                    | 14        | 0        | 0                | 0        | 0        | 0                    | 10        | 0        | 24         |
| 0830 - 0845       | 0                | 0        | 0        | 0                    | 6         | 0        | 0                | 0        | 0        | 0                    | 9         | 0        | 15         |
| 0845 - 0900       | 0                | 0        | 0        | 0                    | 8         | 0        | 0                | 0        | 0        | 0                    | 6         | 0        | 14         |
| 0900 - 0915       | 0                | 0        | 0        | 0                    | 5         | 0        | 0                | 0        | 0        | 0                    | 7         | 0        | 12         |
| 0915 - 0930       | 0                | 0        | 0        | 0                    | 6         | 0        | 0                | 0        | 0        | 0                    | 2         | 0        | 8          |
| <b>Period End</b> | <b>0</b>         | <b>0</b> | <b>0</b> | <b>0</b>             | <b>99</b> | <b>0</b> | <b>0</b>         | <b>0</b> | <b>0</b> | <b>0</b>             | <b>56</b> | <b>0</b> | <b>155</b> |

| <u>Combined</u>   | <u>NORTH</u>     |          |          | <u>WEST</u>          |             |          | <u>SOUTH</u>     |          |          | <u>EAST</u>          |             |          |             |
|-------------------|------------------|----------|----------|----------------------|-------------|----------|------------------|----------|----------|----------------------|-------------|----------|-------------|
|                   | <u>Minter St</u> |          |          | <u>Canterbury Rd</u> |             |          | <u>Minter St</u> |          |          | <u>Canterbury Rd</u> |             |          |             |
| <u>Time Per</u>   | <u>L</u>         | <u>T</u> | <u>R</u> | <u>L</u>             | <u>T</u>    | <u>R</u> | <u>L</u>         | <u>T</u> | <u>R</u> | <u>L</u>             | <u>T</u>    | <u>R</u> | <u>TOT</u>  |
| 0630 - 0645       | 2                | 0        | 0        | 6                    | 444         | 0        | 0                | 1        | 0        | 0                    | 131         | 0        | 584         |
| 0645 - 0700       | 2                | 0        | 0        | 6                    | 444         | 0        | 2                | 0        | 0        | 0                    | 146         | 0        | 600         |
| 0700 - 0715       | 1                | 0        | 0        | 7                    | 351         | 0        | 1                | 0        | 0        | 0                    | 180         | 0        | 540         |
| 0715 - 0730       | 5                | 0        | 0        | 4                    | 377         | 0        | 2                | 0        | 0        | 0                    | 174         | 0        | 562         |
| 0730 - 0745       | 6                | 0        | 0        | 9                    | 418         | 0        | 3                | 0        | 0        | 0                    | 143         | 1        | 580         |
| 0745 - 0800       | 5                | 0        | 0        | 12                   | 460         | 0        | 1                | 0        | 0        | 0                    | 209         | 1        | 688         |
| 0800 - 0815       | 5                | 0        | 0        | 14                   | 377         | 0        | 1                | 0        | 0        | 0                    | 227         | 0        | 624         |
| 0815 - 0830       | 8                | 0        | 0        | 4                    | 391         | 0        | 1                | 0        | 2        | 0                    | 230         | 1        | 637         |
| 0830 - 0845       | 5                | 0        | 0        | 5                    | 403         | 0        | 1                | 1        | 0        | 0                    | 222         | 0        | 637         |
| 0845 - 0900       | 3                | 0        | 0        | 14                   | 364         | 0        | 1                | 0        | 0        | 0                    | 188         | 0        | 570         |
| 0900 - 0915       | 6                | 0        | 0        | 9                    | 383         | 0        | 3                | 0        | 0        | 0                    | 222         | 0        | 623         |
| 0915 - 0930       | 6                | 0        | 0        | 6                    | 368         | 0        | 3                | 1        | 1        | 0                    | 189         | 0        | 574         |
| <b>Period End</b> | <b>54</b>        | <b>0</b> | <b>0</b> | <b>96</b>            | <b>4780</b> | <b>0</b> | <b>19</b>        | <b>3</b> | <b>3</b> | <b>0</b>             | <b>2261</b> | <b>3</b> | <b>7219</b> |

Client : Varga Traffic Planning  
 Job No/Name : 7063 CANTERBURY Intersection Counts  
 Day/Date : Thursday 4th April 2019

| <u>Lights</u>    | <u>NORTH</u>     |          |          | <u>WEST</u>          |             |          | <u>SOUTH</u>     |          |          | <u>EAST</u>          |            |          |             |
|------------------|------------------|----------|----------|----------------------|-------------|----------|------------------|----------|----------|----------------------|------------|----------|-------------|
|                  | <u>Minter St</u> |          |          | <u>Canterbury Rd</u> |             |          | <u>Minter St</u> |          |          | <u>Canterbury Rd</u> |            |          |             |
| <u>Peak Time</u> | <u>L</u>         | <u>T</u> | <u>R</u> | <u>L</u>             | <u>T</u>    | <u>R</u> | <u>L</u>         | <u>T</u> | <u>R</u> | <u>L</u>             | <u>T</u>   | <u>R</u> | <u>TOT</u>  |
| 0630 - 0730      | 10               | 0        | 0        | 23                   | 1582        | 0        | 5                | 1        | 0        | 0                    | 623        | 0        | 2244        |
| 0645 - 0745      | 14               | 0        | 0        | 26                   | 1562        | 0        | 8                | 0        | 0        | 0                    | 633        | 1        | 2244        |
| 0700 - 0800      | 17               | 0        | 0        | 32                   | 1570        | 0        | 7                | 0        | 0        | 0                    | 692        | 2        | 2320        |
| 0715 - 0815      | 21               | 0        | 0        | 39                   | 1593        | 0        | 7                | 0        | 0        | 0                    | 738        | 2        | 2400        |
| 0730 - 0830      | 24               | 0        | 0        | 39                   | 1606        | 0        | 6                | 0        | 2        | 0                    | 785        | 3        | 2465        |
| 0745 - 0845      | 23               | 0        | 0        | 35                   | 1589        | 0        | 4                | 1        | 2        | 0                    | 860        | 2        | 2516        |
| 0800 - 0900      | 21               | 0        | 0        | 37                   | 1499        | 0        | 4                | 1        | 2        | 0                    | 840        | 1        | 2405        |
| 0815 - 0915      | 22               | 0        | 0        | 32                   | 1508        | 0        | 6                | 1        | 2        | 0                    | 830        | 1        | 2402        |
| 0830 - 0930      | 20               | 0        | 0        | 34                   | 1493        | 0        | 8                | 2        | 1        | 0                    | 797        | 0        | 2355        |
| <b>PEAK HOUR</b> | <b>23</b>        | <b>0</b> | <b>0</b> | <b>35</b>            | <b>1589</b> | <b>0</b> | <b>4</b>         | <b>1</b> | <b>2</b> | <b>0</b>             | <b>860</b> | <b>2</b> | <b>2516</b> |

| <u>Heavies</u>   | <u>NORTH</u>     |          |          | <u>WEST</u>          |           |          | <u>SOUTH</u>     |          |          | <u>EAST</u>          |           |          |            |
|------------------|------------------|----------|----------|----------------------|-----------|----------|------------------|----------|----------|----------------------|-----------|----------|------------|
|                  | <u>Minter St</u> |          |          | <u>Canterbury Rd</u> |           |          | <u>Minter St</u> |          |          | <u>Canterbury Rd</u> |           |          |            |
| <u>Peak Per</u>  | <u>L</u>         | <u>T</u> | <u>R</u> | <u>L</u>             | <u>T</u>  | <u>R</u> | <u>L</u>         | <u>T</u> | <u>R</u> | <u>L</u>             | <u>T</u>  | <u>R</u> | <u>TOT</u> |
| 0630 - 0730      | 0                | 0        | 0        | 0                    | 34        | 0        | 0                | 0        | 0        | 0                    | 8         | 0        | 42         |
| 0645 - 0745      | 0                | 0        | 0        | 0                    | 28        | 0        | 0                | 0        | 0        | 0                    | 10        | 0        | 38         |
| 0700 - 0800      | 0                | 0        | 0        | 0                    | 36        | 0        | 0                | 0        | 0        | 0                    | 14        | 0        | 50         |
| 0715 - 0815      | 0                | 0        | 0        | 0                    | 39        | 0        | 0                | 0        | 0        | 0                    | 15        | 0        | 54         |
| 0730 - 0830      | 0                | 0        | 0        | 0                    | 40        | 0        | 0                | 0        | 0        | 0                    | 24        | 0        | 64         |
| 0745 - 0845      | 0                | 0        | 0        | 0                    | 42        | 0        | 0                | 0        | 0        | 0                    | 28        | 0        | 70         |
| 0800 - 0900      | 0                | 0        | 0        | 0                    | 36        | 0        | 0                | 0        | 0        | 0                    | 27        | 0        | 63         |
| 0815 - 0915      | 0                | 0        | 0        | 0                    | 33        | 0        | 0                | 0        | 0        | 0                    | 32        | 0        | 65         |
| 0830 - 0930      | 0                | 0        | 0        | 0                    | 25        | 0        | 0                | 0        | 0        | 0                    | 24        | 0        | 49         |
| <b>PEAK HOUR</b> | <b>0</b>         | <b>0</b> | <b>0</b> | <b>0</b>             | <b>42</b> | <b>0</b> | <b>0</b>         | <b>0</b> | <b>0</b> | <b>0</b>             | <b>28</b> | <b>0</b> | <b>70</b>  |

| <u>Combined</u>  | <u>NORTH</u>     |          |          | <u>WEST</u>          |             |          | <u>SOUTH</u>     |          |          | <u>EAST</u>          |            |          |             |
|------------------|------------------|----------|----------|----------------------|-------------|----------|------------------|----------|----------|----------------------|------------|----------|-------------|
|                  | <u>Minter St</u> |          |          | <u>Canterbury Rd</u> |             |          | <u>Minter St</u> |          |          | <u>Canterbury Rd</u> |            |          |             |
| <u>Peak Per</u>  | <u>L</u>         | <u>T</u> | <u>R</u> | <u>L</u>             | <u>T</u>    | <u>R</u> | <u>L</u>         | <u>T</u> | <u>R</u> | <u>L</u>             | <u>T</u>   | <u>R</u> | <u>TOT</u>  |
| 0630 - 0730      | 10               | 0        | 0        | 23                   | 1616        | 0        | 5                | 1        | 0        | 0                    | 631        | 0        | 2286        |
| 0645 - 0745      | 14               | 0        | 0        | 26                   | 1590        | 0        | 8                | 0        | 0        | 0                    | 643        | 1        | 2282        |
| 0700 - 0800      | 17               | 0        | 0        | 32                   | 1606        | 0        | 7                | 0        | 0        | 0                    | 706        | 2        | 2370        |
| 0715 - 0815      | 21               | 0        | 0        | 39                   | 1632        | 0        | 7                | 0        | 0        | 0                    | 753        | 2        | 2454        |
| 0730 - 0830      | 24               | 0        | 0        | 39                   | 1646        | 0        | 6                | 0        | 2        | 0                    | 809        | 3        | 2529        |
| 0745 - 0845      | 23               | 0        | 0        | 35                   | 1631        | 0        | 4                | 1        | 2        | 0                    | 888        | 2        | 2586        |
| 0800 - 0900      | 21               | 0        | 0        | 37                   | 1535        | 0        | 4                | 1        | 2        | 0                    | 867        | 1        | 2468        |
| 0815 - 0915      | 22               | 0        | 0        | 32                   | 1541        | 0        | 6                | 1        | 2        | 0                    | 862        | 1        | 2467        |
| 0830 - 0930      | 20               | 0        | 0        | 34                   | 1518        | 0        | 8                | 2        | 1        | 0                    | 821        | 0        | 2404        |
| <b>PEAK HOUR</b> | <b>23</b>        | <b>0</b> | <b>0</b> | <b>35</b>            | <b>1631</b> | <b>0</b> | <b>4</b>         | <b>1</b> | <b>2</b> | <b>0</b>             | <b>888</b> | <b>2</b> | <b>2586</b> |



# ROAR DATA

Reliable, Original & Authentic Results

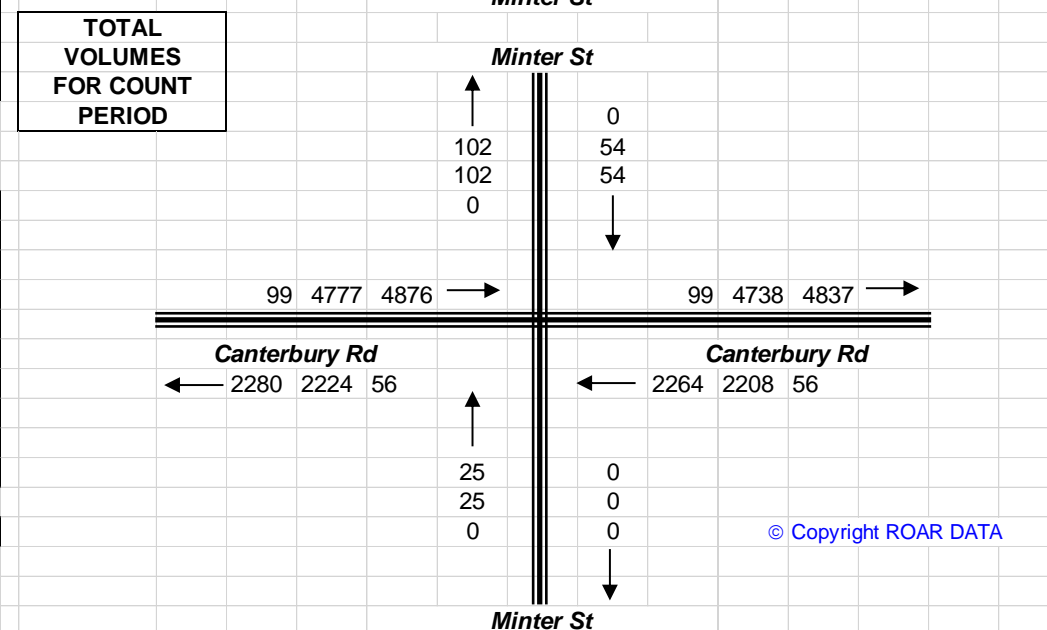
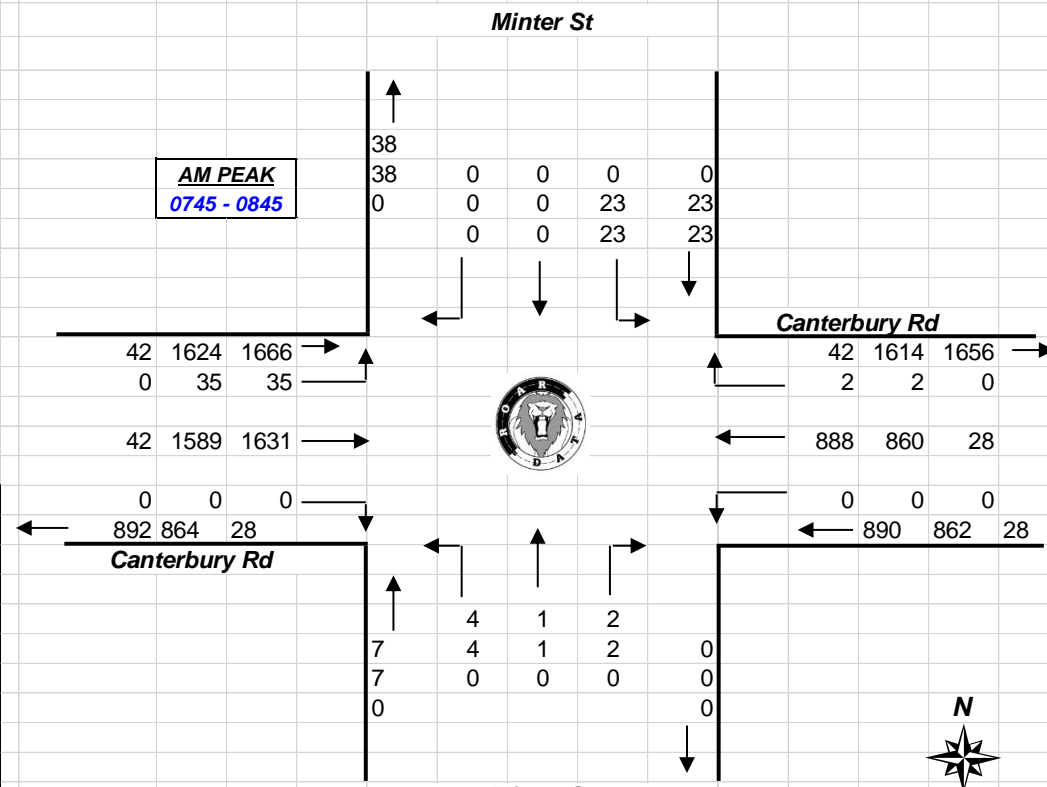
Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning  
 Job No/Name : 7063 CANTERBURY Intersection Counts  
 Day/Date : Thursday 4th April 2019

| Peds        | NORTH<br>Minter St | WEST<br>Canterbury Rd | SOUTH<br>Minter St | EAST<br>Canterbury Rd | TOT |
|-------------|--------------------|-----------------------|--------------------|-----------------------|-----|
| Time Per    | UNCLASSIFIED       | UNCLASSIFIED          | UNCLASSIFIED       | UNCLASSIFIED          |     |
| 0630 - 0645 | 2                  | 0                     | 1                  | 0                     | 3   |
| 0645 - 0700 | 2                  | 0                     | 5                  | 0                     | 7   |
| 0700 - 0715 | 7                  | 0                     | 6                  | 0                     | 13  |
| 0715 - 0730 | 2                  | 0                     | 4                  | 0                     | 6   |
| 0730 - 0745 | 5                  | 0                     | 9                  | 0                     | 14  |
| 0745 - 0800 | 3                  | 0                     | 4                  | 0                     | 7   |
| 0800 - 0815 | 2                  | 0                     | 8                  | 0                     | 10  |
| 0815 - 0830 | 35                 | 0                     | 3                  | 0                     | 38  |
| 0830 - 0845 | 3                  | 0                     | 3                  | 0                     | 6   |
| 0845 - 0900 | 5                  | 0                     | 2                  | 0                     | 7   |
| 0900 - 0915 | 25                 | 0                     | 1                  | 0                     | 26  |
| 0915 - 0930 | 10                 | 1                     | 0                  | 0                     | 11  |
| Period End  | 101                | 1                     | 46                 | 0                     | 148 |

| Peds        | NORTH<br>Minter St | WEST<br>Canterbury Rd | SOUTH<br>Minter St | EAST<br>Canterbury Rd | TOT |
|-------------|--------------------|-----------------------|--------------------|-----------------------|-----|
| Peak Per    | UNCLASSIFIED       | UNCLASSIFIED          | UNCLASSIFIED       | UNCLASSIFIED          |     |
| 0630 - 0730 | 13                 | 0                     | 16                 | 0                     | 29  |
| 0645 - 0745 | 16                 | 0                     | 24                 | 0                     | 40  |
| 0700 - 0800 | 17                 | 0                     | 23                 | 0                     | 40  |
| 0715 - 0815 | 12                 | 0                     | 25                 | 0                     | 37  |
| 0730 - 0830 | 45                 | 0                     | 24                 | 0                     | 69  |
| 0745 - 0845 | 43                 | 0                     | 18                 | 0                     | 61  |
| 0800 - 0900 | 45                 | 0                     | 16                 | 0                     | 61  |
| 0815 - 0915 | 68                 | 0                     | 9                  | 0                     | 77  |
| 0830 - 0930 | 43                 | 1                     | 6                  | 0                     | 50  |

| PEAK HR | 43 | 0 | 18 | 0 | 61 |
|---------|----|---|----|---|----|
|---------|----|---|----|---|----|



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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 : 7063 CANTERBURY Intersection Counts  
Day/Date : Thursday 4th April 2019

| Lights      | NORTH     |   |   | WEST          |      |   | SOUTH     |   |   | EAST          |      |   |      |
|-------------|-----------|---|---|---------------|------|---|-----------|---|---|---------------|------|---|------|
|             | Minter St |   |   | Canterbury Rd |      |   | Minter St |   |   | Canterbury Rd |      |   |      |
| Time Per    | L         | T | R | L             | T    | R | L         | T | R | L             | T    | R | TOT  |
| 1530 - 1545 | 2         | 0 | 0 | 6             | 201  | 0 | 1         | 0 | 0 | 0             | 348  | 0 | 558  |
| 1545 - 1600 | 3         | 0 | 0 | 8             | 241  | 0 | 0         | 0 | 0 | 0             | 340  | 0 | 592  |
| 1600 - 1615 | 6         | 0 | 0 | 3             | 231  | 0 | 1         | 0 | 0 | 0             | 324  | 0 | 565  |
| 1615 - 1630 | 2         | 0 | 0 | 2             | 231  | 0 | 2         | 0 | 2 | 0             | 373  | 0 | 612  |
| 1630 - 1645 | 10        | 0 | 0 | 4             | 263  | 0 | 1         | 0 | 0 | 0             | 353  | 0 | 631  |
| 1645 - 1700 | 5         | 0 | 0 | 6             | 242  | 0 | 4         | 0 | 0 | 0             | 289  | 2 | 548  |
| 1700 - 1715 | 5         | 0 | 0 | 2             | 277  | 0 | 3         | 0 | 2 | 0             | 354  | 0 | 643  |
| 1715 - 1730 | 9         | 0 | 0 | 7             | 261  | 0 | 1         | 0 | 0 | 0             | 346  | 0 | 624  |
| 1730 - 1745 | 9         | 0 | 0 | 11            | 248  | 0 | 3         | 0 | 0 | 0             | 308  | 0 | 579  |
| 1745 - 1800 | 5         | 0 | 0 | 4             | 245  | 0 | 1         | 1 | 0 | 0             | 346  | 0 | 602  |
| 1800 - 1815 | 2         | 0 | 0 | 3             | 226  | 0 | 3         | 0 | 0 | 0             | 302  | 1 | 537  |
| 1815 - 1830 | 4         | 0 | 0 | 10            | 238  | 0 | 2         | 0 | 0 | 0             | 295  | 2 | 551  |
| Period End  | 62        | 0 | 0 | 66            | 2904 | 0 | 22        | 1 | 4 | 0             | 3978 | 5 | 7042 |

| Heavies     | NORTH     |          |          | WEST          |          |          | SOUTH     |          |          | EAST          |          |          | TOT |
|-------------|-----------|----------|----------|---------------|----------|----------|-----------|----------|----------|---------------|----------|----------|-----|
|             | Minter St |          |          | Canterbury Rd |          |          | Minter St |          |          | Canterbury Rd |          |          |     |
| Time Per    | <u>L</u>  | <u>T</u> | <u>R</u> | <u>L</u>      | <u>T</u> | <u>R</u> | <u>L</u>  | <u>T</u> | <u>R</u> | <u>L</u>      | <u>T</u> | <u>R</u> |     |
| 1530 - 1545 | 0         | 0        | 0        | 0             | 5        | 0        | 0         | 0        | 0        | 0             | 5        | 0        | 10  |
| 1545 - 1600 | 0         | 0        | 0        | 0             | 5        | 0        | 0         | 0        | 0        | 0             | 7        | 0        | 12  |
| 1600 - 1615 | 0         | 0        | 0        | 0             | 11       | 0        | 0         | 0        | 0        | 0             | 10       | 0        | 21  |
| 1615 - 1630 | 0         | 0        | 0        | 0             | 6        | 0        | 0         | 0        | 0        | 0             | 5        | 0        | 11  |
| 1630 - 1645 | 0         | 0        | 0        | 0             | 6        | 0        | 0         | 0        | 0        | 0             | 9        | 0        | 15  |
| 1645 - 1700 | 0         | 0        | 0        | 0             | 4        | 0        | 0         | 0        | 0        | 0             | 3        | 0        | 7   |
| 1700 - 1715 | 0         | 0        | 0        | 0             | 3        | 0        | 0         | 0        | 0        | 0             | 5        | 0        | 8   |
| 1715 - 1730 | 0         | 0        | 0        | 0             | 3        | 0        | 0         | 0        | 0        | 0             | 4        | 0        | 7   |
| 1730 - 1745 | 0         | 0        | 0        | 0             | 2        | 0        | 0         | 0        | 0        | 0             | 2        | 0        | 4   |
| 1745 - 1800 | 0         | 0        | 0        | 0             | 4        | 0        | 0         | 0        | 0        | 0             | 3        | 0        | 7   |
| 1800 - 1815 | 0         | 0        | 0        | 0             | 3        | 0        | 0         | 0        | 0        | 0             | 2        | 0        | 5   |
| 1815 - 1830 | 0         | 0        | 0        | 0             | 5        | 0        | 0         | 0        | 0        | 0             | 5        | 0        | 10  |
| Period End  | 0         | 0        | 0        | 0             | 57       | 0        | 0         | 0        | 0        | 0             | 60       | 0        | 117 |

| Combined    | NORTH     |          |          | WEST          |          |          | SOUTH     |          |          | EAST          |          |          |      |
|-------------|-----------|----------|----------|---------------|----------|----------|-----------|----------|----------|---------------|----------|----------|------|
|             | Minter St |          |          | Canterbury Rd |          |          | Minter St |          |          | Canterbury Rd |          |          |      |
| Time Per    | <u>L</u>  | <u>T</u> | <u>R</u> | <u>L</u>      | <u>T</u> | <u>R</u> | <u>L</u>  | <u>T</u> | <u>R</u> | <u>L</u>      | <u>T</u> | <u>R</u> | TOT  |
| 1530 - 1545 | 2         | 0        | 0        | 6             | 206      | 0        | 1         | 0        | 0        | 0             | 353      | 0        | 568  |
| 1545 - 1600 | 3         | 0        | 0        | 8             | 246      | 0        | 0         | 0        | 0        | 0             | 347      | 0        | 604  |
| 1600 - 1615 | 6         | 0        | 0        | 3             | 242      | 0        | 1         | 0        | 0        | 0             | 334      | 0        | 586  |
| 1615 - 1630 | 2         | 0        | 0        | 2             | 237      | 0        | 2         | 0        | 2        | 0             | 378      | 0        | 623  |
| 1630 - 1645 | 10        | 0        | 0        | 4             | 269      | 0        | 1         | 0        | 0        | 0             | 362      | 0        | 646  |
| 1645 - 1700 | 5         | 0        | 0        | 6             | 246      | 0        | 4         | 0        | 0        | 0             | 292      | 2        | 555  |
| 1700 - 1715 | 5         | 0        | 0        | 2             | 280      | 0        | 3         | 0        | 2        | 0             | 359      | 0        | 651  |
| 1715 - 1730 | 9         | 0        | 0        | 7             | 264      | 0        | 1         | 0        | 0        | 0             | 350      | 0        | 631  |
| 1730 - 1745 | 9         | 0        | 0        | 11            | 250      | 0        | 3         | 0        | 0        | 0             | 310      | 0        | 583  |
| 1745 - 1800 | 5         | 0        | 0        | 4             | 249      | 0        | 1         | 1        | 0        | 0             | 349      | 0        | 609  |
| 1800 - 1815 | 2         | 0        | 0        | 3             | 229      | 0        | 3         | 0        | 0        | 0             | 304      | 1        | 542  |
| 1815 - 1830 | 4         | 0        | 0        | 10            | 243      | 0        | 2         | 0        | 0        | 0             | 300      | 2        | 561  |
| Period End  | 62        | 0        | 0        | 66            | 2961     | 0        | 22        | 1        | 4        | 0             | 4038     | 5        | 7159 |

| Lights      | NORTH     |          |          | WEST          |          |          | SOUTH     |          |          | EAST          |          |          |      |
|-------------|-----------|----------|----------|---------------|----------|----------|-----------|----------|----------|---------------|----------|----------|------|
|             | Minter St |          |          | Canterbury Rd |          |          | Minter St |          |          | Canterbury Rd |          |          |      |
| Peak Time   | <u>L</u>  | <u>T</u> | <u>R</u> | <u>L</u>      | <u>T</u> | <u>R</u> | <u>L</u>  | <u>T</u> | <u>R</u> | <u>L</u>      | <u>T</u> | <u>R</u> | TOT  |
| 1530 - 1630 | 13        | 0        | 0        | 19            | 904      | 0        | 4         | 0        | 2        | 0             | 1385     | 0        | 2327 |
| 1545 - 1645 | 21        | 0        | 0        | 17            | 966      | 0        | 4         | 0        | 2        | 0             | 1390     | 0        | 2400 |
| 1600 - 1700 | 23        | 0        | 0        | 15            | 967      | 0        | 8         | 0        | 2        | 0             | 1339     | 2        | 2356 |
| 1615 - 1715 | 22        | 0        | 0        | 14            | 1013     | 0        | 10        | 0        | 4        | 0             | 1369     | 2        | 2434 |
| 1630 - 1730 | 29        | 0        | 0        | 19            | 1043     | 0        | 9         | 0        | 2        | 0             | 1342     | 2        | 2446 |
| 1645 - 1745 | 28        | 0        | 0        | 26            | 1028     | 0        | 11        | 0        | 2        | 0             | 1297     | 2        | 2394 |
| 1700 - 1800 | 28        | 0        | 0        | 24            | 1031     | 0        | 8         | 1        | 2        | 0             | 1354     | 0        | 2448 |
| 1715 - 1815 | 25        | 0        | 0        | 25            | 980      | 0        | 8         | 1        | 0        | 0             | 1302     | 1        | 2342 |
| 1730 - 1830 | 20        | 0        | 0        | 28            | 957      | 0        | 9         | 1        | 0        | 0             | 1251     | 3        | 2269 |
|             |           |          |          |               |          |          |           |          |          |               |          |          |      |
| PEAK HOUR   | 29        | 0        | 0        | 19            | 1043     | 0        | 9         | 0        | 2        | 0             | 1342     | 2        | 2446 |

| Heavies     | NORTH     |          |          | WEST          |          |          | SOUTH     |          |          | EAST          |          |          |     |
|-------------|-----------|----------|----------|---------------|----------|----------|-----------|----------|----------|---------------|----------|----------|-----|
|             | Minter St |          |          | Canterbury Rd |          |          | Minter St |          |          | Canterbury Rd |          |          |     |
| Peak Per    | <u>L</u>  | <u>T</u> | <u>R</u> | <u>L</u>      | <u>T</u> | <u>R</u> | <u>L</u>  | <u>T</u> | <u>R</u> | <u>L</u>      | <u>T</u> | <u>R</u> | TOT |
| 1530 - 1630 | 0         | 0        | 0        | 0             | 27       | 0        | 0         | 0        | 0        | 0             | 27       | 0        | 54  |
| 1545 - 1645 | 0         | 0        | 0        | 0             | 28       | 0        | 0         | 0        | 0        | 0             | 31       | 0        | 59  |
| 1600 - 1700 | 0         | 0        | 0        | 0             | 27       | 0        | 0         | 0        | 0        | 0             | 27       | 0        | 54  |
| 1615 - 1715 | 0         | 0        | 0        | 0             | 19       | 0        | 0         | 0        | 0        | 0             | 22       | 0        | 41  |
| 1630 - 1730 | 0         | 0        | 0        | 0             | 16       | 0        | 0         | 0        | 0        | 0             | 21       | 0        | 37  |
| 1645 - 1745 | 0         | 0        | 0        | 0             | 12       | 0        | 0         | 0        | 0        | 0             | 14       | 0        | 26  |
| 1700 - 1800 | 0         | 0        | 0        | 0             | 12       | 0        | 0         | 0        | 0        | 0             | 14       | 0        | 26  |
| 1715 - 1815 | 0         | 0        | 0        | 0             | 12       | 0        | 0         | 0        | 0        | 0             | 11       | 0        | 23  |
| 1730 - 1830 | 0         | 0        | 0        | 0             | 14       | 0        | 0         | 0        | 0        | 0             | 12       | 0        | 26  |
|             |           |          |          |               |          |          |           |          |          |               |          |          |     |
| PEAK HOUR   | 0         | 0        | 0        | 0             | 16       | 0        | 0         | 0        | 0        | 0             | 21       | 0        | 37  |

| Combined    | NORTH     |   |   | WEST          |      |   | SOUTH     |   |   | EAST          |      |   |      |
|-------------|-----------|---|---|---------------|------|---|-----------|---|---|---------------|------|---|------|
|             | Minter St |   |   | Canterbury Rd |      |   | Minter St |   |   | Canterbury Rd |      |   |      |
| Peak Per    | L         | T | R | L             | T    | R | L         | T | R | L             | T    | R | TOT  |
| 1530 - 1630 | 13        | 0 | 0 | 19            | 931  | 0 | 4         | 0 | 2 | 0             | 1412 | 0 | 2381 |
| 1545 - 1645 | 21        | 0 | 0 | 17            | 994  | 0 | 4         | 0 | 2 | 0             | 1421 | 0 | 2459 |
| 1600 - 1700 | 23        | 0 | 0 | 15            | 994  | 0 | 8         | 0 | 2 | 0             | 1366 | 2 | 2410 |
| 1615 - 1715 | 22        | 0 | 0 | 14            | 1032 | 0 | 10        | 0 | 4 | 0             | 1391 | 2 | 2475 |
| 1630 - 1730 | 29        | 0 | 0 | 19            | 1059 | 0 | 9         | 0 | 2 | 0             | 1363 | 2 | 2483 |
| 1645 - 1745 | 28        | 0 | 0 | 26            | 1040 | 0 | 11        | 0 | 2 | 0             | 1311 | 2 | 2420 |
| 1700 - 1800 | 28        | 0 | 0 | 24            | 1043 | 0 | 8         | 1 | 2 | 0             | 1368 | 0 | 2474 |
| 1715 - 1815 | 25        | 0 | 0 | 25            | 992  | 0 | 8         | 1 | 0 | 0             | 1313 | 1 | 2365 |
| 1730 - 1830 | 20        | 0 | 0 | 28            | 971  | 0 | 9         | 1 | 0 | 0             | 1263 | 3 | 2295 |
|             |           |   |   |               |      |   |           |   |   |               |      |   |      |
| PEAK HOUR   | 29        | 0 | 0 | 19            | 1059 | 0 | 9         | 0 | 2 | 0             | 1363 | 2 | 2483 |



# R.O.A.R. DATA

Reliable, Original & Authentic Results

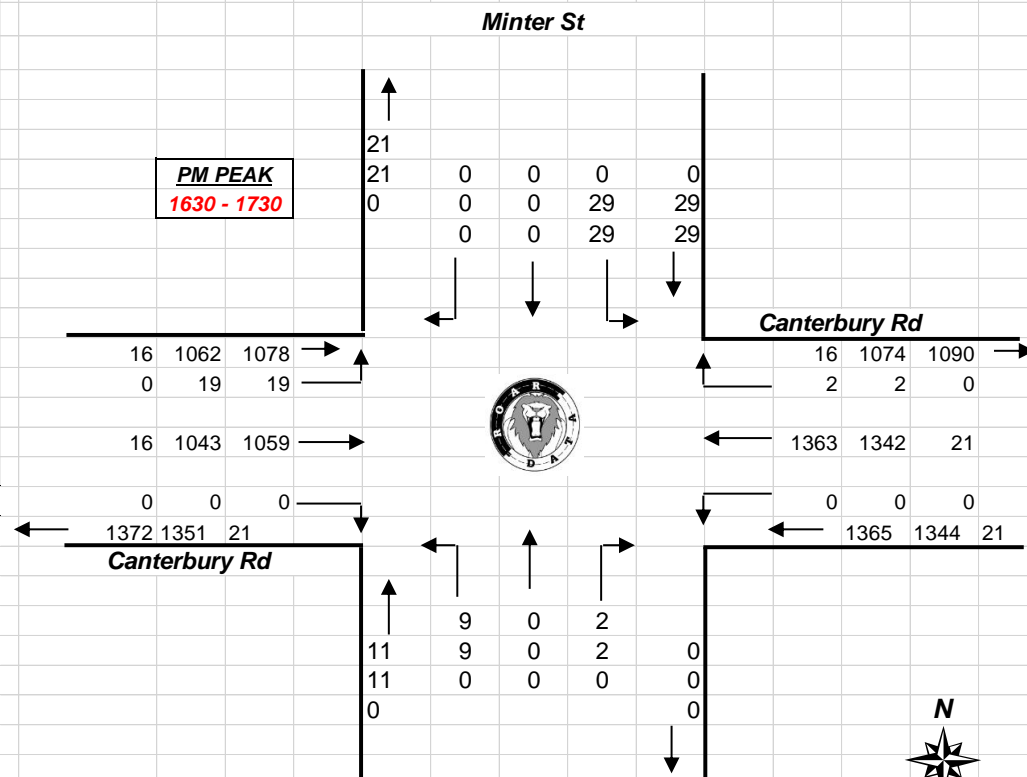
Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning  
 Job No/Name : 7063 CANTERBURY Intersection Counts  
 Day/Date : Thursday 4th April 2019

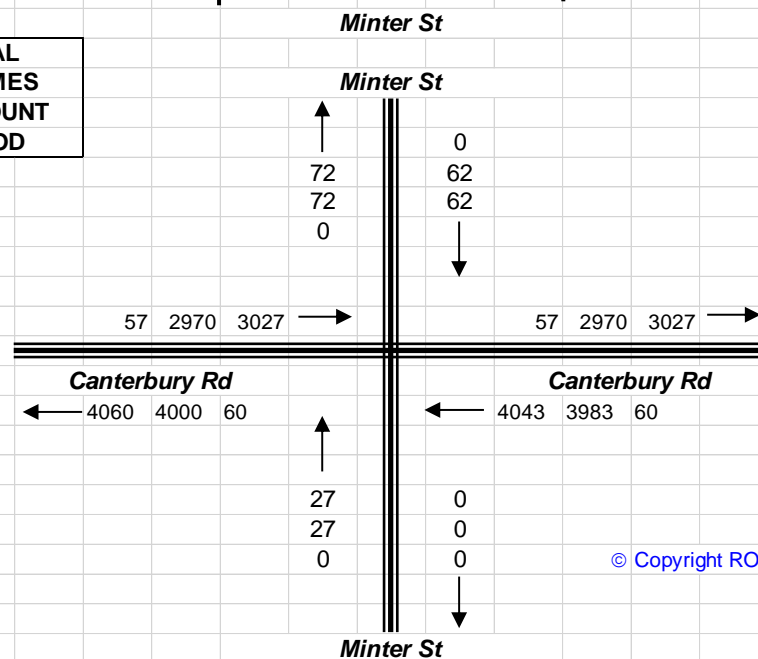
| Peds        | NORTH<br>Minter St | WEST<br>Canterbury Rd | SOUTH<br>Minter St | EAST<br>Canterbury Rd | TOT |
|-------------|--------------------|-----------------------|--------------------|-----------------------|-----|
| Time Per    | UNCLASSIFIED       | UNCLASSIFIED          | UNCLASSIFIED       | UNCLASSIFIED          |     |
| 1530 - 1545 | 6                  | 0                     | 8                  | 0                     | 14  |
| 1545 - 1600 | 6                  | 0                     | 10                 | 1                     | 17  |
| 1600 - 1615 | 5                  | 0                     | 4                  | 0                     | 9   |
| 1615 - 1630 | 7                  | 0                     | 1                  | 0                     | 8   |
| 1630 - 1645 | 44                 | 0                     | 3                  | 0                     | 47  |
| 1645 - 1700 | 8                  | 0                     | 0                  | 0                     | 8   |
| 1700 - 1715 | 18                 | 1                     | 7                  | 0                     | 26  |
| 1715 - 1730 | 10                 | 0                     | 9                  | 0                     | 19  |
| 1730 - 1745 | 9                  | 0                     | 9                  | 0                     | 18  |
| 1745 - 1800 | 5                  | 0                     | 3                  | 0                     | 8   |
| 1800 - 1815 | 5                  | 0                     | 8                  | 0                     | 13  |
| 1815 - 1830 | 2                  | 0                     | 5                  | 0                     | 7   |
| Period End  | 125                | 1                     | 67                 | 1                     | 194 |

| Peds        | NORTH<br>Minter St | WEST<br>Canterbury Rd | SOUTH<br>Minter St | EAST<br>Canterbury Rd | TOT |
|-------------|--------------------|-----------------------|--------------------|-----------------------|-----|
| Peak Per    | UNCLASSIFIED       | UNCLASSIFIED          | UNCLASSIFIED       | UNCLASSIFIED          |     |
| 1530 - 1630 | 24                 | 0                     | 23                 | 1                     | 48  |
| 1545 - 1645 | 62                 | 0                     | 18                 | 1                     | 81  |
| 1600 - 1700 | 64                 | 0                     | 8                  | 0                     | 72  |
| 1615 - 1715 | 77                 | 1                     | 11                 | 0                     | 89  |
| 1630 - 1730 | 80                 | 1                     | 19                 | 0                     | 100 |
| 1645 - 1745 | 45                 | 1                     | 25                 | 0                     | 71  |
| 1700 - 1800 | 42                 | 1                     | 28                 | 0                     | 71  |
| 1715 - 1815 | 29                 | 0                     | 29                 | 0                     | 58  |
| 1730 - 1830 | 21                 | 0                     | 25                 | 0                     | 46  |

|         |    |   |    |   |     |
|---------|----|---|----|---|-----|
| PEAK HR | 80 | 1 | 19 | 0 | 100 |
|---------|----|---|----|---|-----|



**TOTAL  
VOLUMES  
FOR COUNT  
PERIOD**



© Copyright ROAR DATA



# R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning  
Job No/Name : 7063 CANTERBURY Intersection Counts  
Day/Date : Thursday 4th April 2019

## Intersection Layout

Obtained via satellite  
May be incorrect

**AM PEAK HOUR**  
**0745 - 0845**



**Minter St**

**Left Only**



**Canterbury Rd**

| R | T | L  |    |
|---|---|----|----|
| 0 | 0 | 23 | AM |
| 0 | 0 | 29 | PM |

| AM   | PM   |   |
|------|------|---|
| 35   | 19   | L |
| 1631 | 1059 | T |
| 0    | 0    | R |

| R    | T   | L |    |
|------|-----|---|----|
| 2    | 2   |   | PM |
| 1363 | 888 |   | AM |
| 0    | 0   |   |    |

**NO Right Turn**



| PM |   |   |   |
|----|---|---|---|
| 9  | 0 | 2 | L |
| 4  | 1 | 2 | T |
|    |   |   | R |

**One Way**

**Canterbury Rd**

**PM PEAK HOUR**  
**1630 - 1730**

**Combined figures only**

**Weather >>>**



**Minter St**





# R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7063 CANTERBURY Intersection Counts

Day/Date : Monday / 8th April 2019

| Lights      | NORTH     |   |   |             |    |   | WEST      |   |   | SOUTH       |   |   | EAST |  |  | TOT |
|-------------|-----------|---|---|-------------|----|---|-----------|---|---|-------------|---|---|------|--|--|-----|
|             | Minter St |   |   | Tincombe St |    |   | Minter St |   |   | Tincombe St |   |   |      |  |  |     |
|             | L         | T | R | L           | T  | R | L         | T | R | L           | T | R |      |  |  |     |
| Time Per    | L         | T | R | L           | T  | R | L         | T | R | L           | T | R | TOT  |  |  |     |
| 0630 - 0645 | 0         | 0 | 0 | 0           | 0  | 0 | 0         | 1 | 0 | 0           | 0 | 0 | 1    |  |  |     |
| 0645 - 0700 | 0         | 0 | 0 | 1           | 0  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 1    |  |  |     |
| 0700 - 0715 | 0         | 0 | 0 | 0           | 1  | 1 | 0         | 0 | 0 | 0           | 0 | 0 | 2    |  |  |     |
| 0715 - 0730 | 0         | 0 | 0 | 1           | 2  | 1 | 0         | 0 | 0 | 0           | 0 | 0 | 4    |  |  |     |
| 0730 - 0745 | 0         | 0 | 0 | 1           | 1  | 0 | 0         | 1 | 0 | 0           | 0 | 0 | 3    |  |  |     |
| 0745 - 0800 | 0         | 0 | 0 | 3           | 6  | 0 | 0         | 1 | 0 | 0           | 0 | 0 | 10   |  |  |     |
| 0800 - 0815 | 0         | 0 | 0 | 3           | 0  | 0 | 0         | 0 | 2 | 0           | 0 | 0 | 5    |  |  |     |
| 0815 - 0830 | 0         | 0 | 0 | 2           | 5  | 1 | 0         | 1 | 2 | 0           | 0 | 0 | 11   |  |  |     |
| 0830 - 0845 | 0         | 0 | 0 | 3           | 6  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 9    |  |  |     |
| 0845 - 0900 | 0         | 0 | 0 | 0           | 4  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 4    |  |  |     |
| 0900 - 0915 | 0         | 0 | 0 | 2           | 3  | 0 | 0         | 1 | 0 | 0           | 0 | 0 | 6    |  |  |     |
| 0915 - 0930 | 0         | 0 | 0 | 7           | 2  | 1 | 0         | 1 | 1 | 0           | 0 | 0 | 12   |  |  |     |
| Period End  | 0         | 0 | 0 | 23          | 30 | 4 | 0         | 6 | 5 | 0           | 0 | 0 | 68   |  |  |     |

| Heavies     | NORTH     |          |          | WEST        |          |          | SOUTH     |          |          | EAST        |          |          |     |
|-------------|-----------|----------|----------|-------------|----------|----------|-----------|----------|----------|-------------|----------|----------|-----|
|             | Minter St |          |          | Tincombe St |          |          | Minter St |          |          | Tincombe St |          |          |     |
| Time Per    | <u>L</u>  | <u>T</u> | <u>R</u> | <u>L</u>    | <u>T</u> | <u>R</u> | <u>L</u>  | <u>T</u> | <u>R</u> | <u>L</u>    | <u>T</u> | <u>R</u> | TOT |
| 0630 - 0645 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0        | 0           | 0        | 0        | 0   |
| 0645 - 0700 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0        | 0           | 0        | 0        | 0   |
| 0700 - 0715 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0        | 0           | 0        | 0        | 0   |
| 0715 - 0730 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0        | 0           | 0        | 0        | 0   |
| 0730 - 0745 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0        | 0           | 0        | 0        | 0   |
| 0745 - 0800 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0        | 0           | 0        | 0        | 0   |
| 0800 - 0815 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0        | 0           | 0        | 0        | 0   |
| 0815 - 0830 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0        | 0           | 0        | 0        | 0   |
| 0830 - 0845 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0        | 0           | 0        | 0        | 0   |
| 0845 - 0900 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0        | 0           | 0        | 0        | 0   |
| 0900 - 0915 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0        | 0           | 0        | 0        | 0   |
| 0915 - 0930 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0        | 0           | 0        | 0        | 0   |
| Period End  | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0        | 0           | 0        | 0        | 0   |

| Combined    | NORTH     |   |   | WEST        |    |   | SOUTH     |   |   | EAST        |   |   |     |
|-------------|-----------|---|---|-------------|----|---|-----------|---|---|-------------|---|---|-----|
|             | Minter St |   |   | Tincombe St |    |   | Minter St |   |   | Tincombe St |   |   |     |
| Time Per    | L         | T | R | L           | T  | R | L         | T | R | L           | T | R | TOT |
| 0630 - 0645 | 0         | 0 | 0 | 0           | 0  | 0 | 0         | 1 | 0 | 0           | 0 | 0 | 1   |
| 0645 - 0700 | 0         | 0 | 0 | 1           | 0  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 1   |
| 0700 - 0715 | 0         | 0 | 0 | 0           | 1  | 1 | 0         | 0 | 0 | 0           | 0 | 0 | 2   |
| 0715 - 0730 | 0         | 0 | 0 | 1           | 2  | 1 | 0         | 0 | 0 | 0           | 0 | 0 | 4   |
| 0730 - 0745 | 0         | 0 | 0 | 1           | 1  | 0 | 0         | 1 | 0 | 0           | 0 | 0 | 3   |
| 0745 - 0800 | 0         | 0 | 0 | 3           | 6  | 0 | 0         | 1 | 0 | 0           | 0 | 0 | 10  |
| 0800 - 0815 | 0         | 0 | 0 | 3           | 0  | 0 | 0         | 0 | 2 | 0           | 0 | 0 | 5   |
| 0815 - 0830 | 0         | 0 | 0 | 2           | 5  | 1 | 0         | 1 | 2 | 0           | 0 | 0 | 11  |
| 0830 - 0845 | 0         | 0 | 0 | 3           | 6  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 9   |
| 0845 - 0900 | 0         | 0 | 0 | 0           | 4  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 4   |
| 0900 - 0915 | 0         | 0 | 0 | 2           | 3  | 0 | 0         | 1 | 0 | 0           | 0 | 0 | 6   |
| 0915 - 0930 | 0         | 0 | 0 | 7           | 2  | 1 | 0         | 1 | 1 | 0           | 0 | 0 | 12  |
| Period End  | 0         | 0 | 0 | 23          | 30 | 4 | 0         | 6 | 5 | 0           | 0 | 0 | 68  |

| Monday 7th April 2019 |           |          |          |             |          |          |           |          |          |             |          |          |     |
|-----------------------|-----------|----------|----------|-------------|----------|----------|-----------|----------|----------|-------------|----------|----------|-----|
| Lights                | NORTH     |          |          | WEST        |          |          | SOUTH     |          |          | EAST        |          |          |     |
|                       | Minter St |          |          | Tincombe St |          |          | Minter St |          |          | Tincombe St |          |          |     |
| Peak Time             | <u>L</u>  | <u>T</u> | <u>R</u> | <u>L</u>    | <u>T</u> | <u>R</u> | <u>L</u>  | <u>T</u> | <u>R</u> | <u>L</u>    | <u>T</u> | <u>R</u> | TOT |
| 0630 - 0730           | 0         | 0        | 0        | 2           | 3        | 2        | 0         | 1        | 0        | 0           | 0        | 0        | 8   |
| 0645 - 0745           | 0         | 0        | 0        | 3           | 4        | 2        | 0         | 1        | 0        | 0           | 0        | 0        | 10  |
| 0700 - 0800           | 0         | 0        | 0        | 5           | 10       | 2        | 0         | 2        | 0        | 0           | 0        | 0        | 19  |
| 0715 - 0815           | 0         | 0        | 0        | 8           | 9        | 1        | 0         | 2        | 2        | 0           | 0        | 0        | 22  |
| 0730 - 0830           | 0         | 0        | 0        | 9           | 12       | 1        | 0         | 3        | 4        | 0           | 0        | 0        | 29  |
| 0745 - 0845           | 0         | 0        | 0        | 11          | 17       | 1        | 0         | 2        | 4        | 0           | 0        | 0        | 35  |
| 0800 - 0900           | 0         | 0        | 0        | 8           | 15       | 1        | 0         | 1        | 4        | 0           | 0        | 0        | 29  |
| 0815 - 0915           | 0         | 0        | 0        | 7           | 18       | 1        | 0         | 2        | 2        | 0           | 0        | 0        | 30  |
| 0830 - 0930           | 0         | 0        | 0        | 12          | 15       | 1        | 0         | 2        | 1        | 0           | 0        | 0        | 31  |
|                       |           |          |          |             |          |          |           |          |          |             |          |          |     |
| PEAK HOUR             | 0         | 0        | 0        | 11          | 17       | 1        | 0         | 2        | 4        | 0           | 0        | 0        | 35  |

| Heavies     | NORTH     |          |          | WEST        |          |          | SOUTH     |          |   | EAST        |          |          |     |
|-------------|-----------|----------|----------|-------------|----------|----------|-----------|----------|---|-------------|----------|----------|-----|
|             | Minter St |          |          | Tincombe St |          |          | Minter St |          |   | Tincombe St |          |          |     |
| Peak Per    | <u>L</u>  | <u>T</u> | <u>R</u> | <u>L</u>    | <u>T</u> | <u>R</u> | <u>L</u>  | <u>T</u> | R | <u>L</u>    | <u>T</u> | <u>R</u> | TOT |
| 0630 - 0730 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0 | 0           | 0        | 0        | 0   |
| 0645 - 0745 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0 | 0           | 0        | 0        | 0   |
| 0700 - 0800 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0 | 0           | 0        | 0        | 0   |
| 0715 - 0815 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0 | 0           | 0        | 0        | 0   |
| 0730 - 0830 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0 | 0           | 0        | 0        | 0   |
| 0745 - 0845 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0 | 0           | 0        | 0        | 0   |
| 0800 - 0900 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0 | 0           | 0        | 0        | 0   |
| 0815 - 0915 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0 | 0           | 0        | 0        | 0   |
| 0830 - 0930 | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0 | 0           | 0        | 0        | 0   |
|             |           |          |          |             |          |          |           |          |   |             |          |          |     |
| PEAK HOUR   | 0         | 0        | 0        | 0           | 0        | 0        | 0         | 0        | 0 | 0           | 0        | 0        | 0   |

| Combined    | NORTH     |   |   | WEST        |    |   | SOUTH     |   |   | EAST        |   |   |     |
|-------------|-----------|---|---|-------------|----|---|-----------|---|---|-------------|---|---|-----|
|             | Minter St |   |   | Tincombe St |    |   | Minter St |   |   | Tincombe St |   |   |     |
| Peak Per    | L         | T | R | L           | T  | R | L         | T | R | L           | T | R | TOT |
| 0630 - 0730 | 0         | 0 | 0 | 2           | 3  | 2 | 0         | 1 | 0 | 0           | 0 | 0 | 8   |
| 0645 - 0745 | 0         | 0 | 0 | 3           | 4  | 2 | 0         | 1 | 0 | 0           | 0 | 0 | 10  |
| 0700 - 0800 | 0         | 0 | 0 | 5           | 10 | 2 | 0         | 2 | 0 | 0           | 0 | 0 | 19  |
| 0715 - 0815 | 0         | 0 | 0 | 8           | 9  | 1 | 0         | 2 | 2 | 0           | 0 | 0 | 22  |
| 0730 - 0830 | 0         | 0 | 0 | 9           | 12 | 1 | 0         | 3 | 4 | 0           | 0 | 0 | 29  |
| 0745 - 0845 | 0         | 0 | 0 | 11          | 17 | 1 | 0         | 2 | 4 | 0           | 0 | 0 | 35  |
| 0800 - 0900 | 0         | 0 | 0 | 8           | 15 | 1 | 0         | 1 | 4 | 0           | 0 | 0 | 29  |
| 0815 - 0915 | 0         | 0 | 0 | 7           | 18 | 1 | 0         | 2 | 2 | 0           | 0 | 0 | 30  |
| 0830 - 0930 | 0         | 0 | 0 | 12          | 15 | 1 | 0         | 2 | 1 | 0           | 0 | 0 | 31  |
|             |           |   |   |             |    |   |           |   |   |             |   |   |     |
| PEAK HOUR   | 0         | 0 | 0 | 11          | 17 | 1 | 0         | 2 | 4 | 0           | 0 | 0 | 35  |



Ph.88196847, Mob.0418-239019

| <b>Peds</b>       | <b>NORTH</b>               | <b>WEST</b>                | <b>SOUTH</b>               | <b>EAST</b>                |            |
|-------------------|----------------------------|----------------------------|----------------------------|----------------------------|------------|
|                   | <i>Minter St</i>           | <i>Tincombe St</i>         | <i>Minter St</i>           | <i>Tincombe St</i>         |            |
| <b>Time Per</b>   | <b><u>UNCLASSIFIED</u></b> | <b><u>UNCLASSIFIED</u></b> | <b><u>UNCLASSIFIED</u></b> | <b><u>UNCLASSIFIED</u></b> | <b>TOT</b> |
| 0630 - 0645       | 0                          | 0                          | 3                          | 2                          | 5          |
| 0645 - 0700       | 0                          | 0                          | 3                          | 0                          | 3          |
| 0700 - 0715       | 0                          | 2                          | 4                          | 0                          | 6          |
| 0715 - 0730       | 0                          | 0                          | 2                          | 0                          | 2          |
| 0730 - 0745       | 0                          | 0                          | 5                          | 0                          | 5          |
| 0745 - 0800       | 1                          | 3                          | 5                          | 0                          | 9          |
| 0800 - 0815       | 1                          | 3                          | 3                          | 0                          | 7          |
| 0815 - 0830       | 0                          | 1                          | 1                          | 0                          | 2          |
| 0830 - 0845       | 2                          | 1                          | 1                          | 0                          | 4          |
| 0845 - 0900       | 1                          | 0                          | 3                          | 0                          | 4          |
| 0900 - 0915       | 0                          | 2                          | 3                          | 2                          | 7          |
| 0915 - 0930       | 0                          | 0                          | 5                          | 1                          | 6          |
| <b>Period End</b> | <b>5</b>                   | <b>12</b>                  | <b>38</b>                  | <b>5</b>                   | <b>60</b>  |

|  |   |  |   |  |   |
|--|---|--|---|--|---|
|  | 1 |  | 2 |  | 3 |
|--|---|--|---|--|---|





# R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning  
Job No/Name : 7063 CANTERBURY Intersection Counts  
Day/Date : Monday / 8th April 2019

| Lights      | NORTH     |   |   | WEST        |    |   | SOUTH     |   |   | EAST        |   |   |     |
|-------------|-----------|---|---|-------------|----|---|-----------|---|---|-------------|---|---|-----|
|             | Minter St |   |   | Tincombe St |    |   | Minter St |   |   | Tincombe St |   |   |     |
| Time Per    | L         | I | R | L           | I  | R | L         | I | R | L           | I | R | TOT |
| 1530 - 1545 | 0         | 0 | 0 | 1           | 5  | 1 | 0         | 1 | 0 | 0           | 0 | 0 | 8   |
| 1545 - 1600 | 0         | 0 | 0 | 1           | 6  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 7   |
| 1600 - 1615 | 0         | 0 | 0 | 2           | 3  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 5   |
| 1615 - 1630 | 0         | 0 | 0 | 0           | 6  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 6   |
| 1630 - 1645 | 0         | 0 | 0 | 0           | 6  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 6   |
| 1645 - 1700 | 0         | 0 | 0 | 5           | 8  | 0 | 0         | 0 | 1 | 0           | 0 | 0 | 14  |
| 1700 - 1715 | 0         | 0 | 0 | 3           | 4  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 7   |
| 1715 - 1730 | 0         | 0 | 0 | 1           | 8  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 9   |
| 1730 - 1745 | 0         | 0 | 0 | 3           | 6  | 2 | 0         | 0 | 0 | 0           | 0 | 0 | 11  |
| 1745 - 1800 | 0         | 0 | 0 | 2           | 7  | 0 | 0         | 1 | 0 | 0           | 0 | 0 | 10  |
| 1800 - 1815 | 0         | 0 | 0 | 1           | 14 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 15  |
| 1815 - 1830 | 0         | 0 | 0 | 4           | 6  | 1 | 0         | 1 | 0 | 0           | 0 | 0 | 12  |
| Period End  | 0         | 0 | 0 | 23          | 79 | 4 | 0         | 3 | 1 | 0           | 0 | 0 | 110 |

| Heavies     | NORTH     |   |   | WEST        |   |   | SOUTH     |   |   | EAST        |   |   |     |
|-------------|-----------|---|---|-------------|---|---|-----------|---|---|-------------|---|---|-----|
|             | Minter St |   |   | Tincombe St |   |   | Minter St |   |   | Tincombe St |   |   |     |
| Time Per    | L         | I | R | L           | I | R | L         | I | R | L           | I | R | TOT |
| 1530 - 1545 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1545 - 1600 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1600 - 1615 | 0         | 0 | 0 | 0           | 1 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 1   |
| 1615 - 1630 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1630 - 1645 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1645 - 1700 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1700 - 1715 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1715 - 1730 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1730 - 1745 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1745 - 1800 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1800 - 1815 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1815 - 1830 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| Period End  | 0         | 0 | 0 | 0           | 1 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 1   |

| Combined    | NORTH     |   |   | WEST        |    |   | SOUTH     |   |   | EAST        |   |   |     |
|-------------|-----------|---|---|-------------|----|---|-----------|---|---|-------------|---|---|-----|
|             | Minter St |   |   | Tincombe St |    |   | Minter St |   |   | Tincombe St |   |   |     |
| Time Per    | L         | I | R | L           | I  | R | L         | I | R | L           | I | R | TOT |
| 1530 - 1545 | 0         | 0 | 0 | 1           | 5  | 1 | 0         | 1 | 0 | 0           | 0 | 0 | 8   |
| 1545 - 1600 | 0         | 0 | 0 | 1           | 6  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 7   |
| 1600 - 1615 | 0         | 0 | 0 | 2           | 4  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 6   |
| 1615 - 1630 | 0         | 0 | 0 | 0           | 6  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 6   |
| 1630 - 1645 | 0         | 0 | 0 | 0           | 6  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 6   |
| 1645 - 1700 | 0         | 0 | 0 | 5           | 8  | 0 | 0         | 0 | 1 | 0           | 0 | 0 | 14  |
| 1700 - 1715 | 0         | 0 | 0 | 3           | 4  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 7   |
| 1715 - 1730 | 0         | 0 | 0 | 1           | 8  | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 9   |
| 1730 - 1745 | 0         | 0 | 0 | 3           | 6  | 2 | 0         | 0 | 0 | 0           | 0 | 0 | 11  |
| 1745 - 1800 | 0         | 0 | 0 | 2           | 7  | 0 | 0         | 1 | 0 | 0           | 0 | 0 | 10  |
| 1800 - 1815 | 0         | 0 | 0 | 1           | 14 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 15  |
| 1815 - 1830 | 0         | 0 | 0 | 4           | 6  | 1 | 0         | 1 | 0 | 0           | 0 | 0 | 12  |
| Period End  | 0         | 0 | 0 | 23          | 80 | 4 | 0         | 3 | 1 | 0           | 0 | 0 | 111 |

| Lights      | NORTH     |   |   | WEST        |    |   | SOUTH     |   |   | EAST        |   |   |     |
|-------------|-----------|---|---|-------------|----|---|-----------|---|---|-------------|---|---|-----|
|             | Minter St |   |   | Tincombe St |    |   | Minter St |   |   | Tincombe St |   |   |     |
| Peak Time   | L         | I | R | L           | I  | R | L         | I | R | L           | I | R | TOT |
| 1530 - 1630 | 0         | 0 | 0 | 4           | 20 | 1 | 0         | 1 | 0 | 0           | 0 | 0 | 26  |
| 1545 - 1645 | 0         | 0 | 0 | 3           | 21 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 24  |
| 1600 - 1700 | 0         | 0 | 0 | 7           | 23 | 0 | 0         | 0 | 1 | 0           | 0 | 0 | 31  |
| 1615 - 1715 | 0         | 0 | 0 | 8           | 24 | 0 | 0         | 0 | 1 | 0           | 0 | 0 | 33  |
| 1630 - 1730 | 0         | 0 | 0 | 9           | 26 | 0 | 0         | 0 | 1 | 0           | 0 | 0 | 36  |
| 1645 - 1745 | 0         | 0 | 0 | 12          | 26 | 2 | 0         | 0 | 1 | 0           | 0 | 0 | 41  |
| 1700 - 1800 | 0         | 0 | 0 | 9           | 25 | 2 | 0         | 1 | 0 | 0           | 0 | 0 | 37  |
| 1715 - 1815 | 0         | 0 | 0 | 7           | 35 | 2 | 0         | 1 | 0 | 0           | 0 | 0 | 45  |
| 1730 - 1830 | 0         | 0 | 0 | 10          | 33 | 3 | 0         | 2 | 0 | 0           | 0 | 0 | 48  |

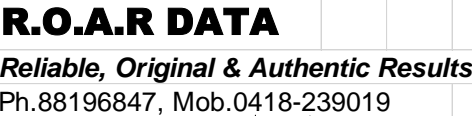
| PEAK HOUR | 0 | 0 | 0 | 10 | 33 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 48 |
|-----------|---|---|---|----|----|---|---|---|---|---|---|---|----|
|-----------|---|---|---|----|----|---|---|---|---|---|---|---|----|

| Heavies     | NORTH     |   |   | WEST        |   |   | SOUTH     |   |   | EAST        |   |   |     |
|-------------|-----------|---|---|-------------|---|---|-----------|---|---|-------------|---|---|-----|
|             | Minter St |   |   | Tincombe St |   |   | Minter St |   |   | Tincombe St |   |   |     |
| Peak Per    | L         | I | R | L           | I | R | L         | I | R | L           | I | R | TOT |
| 1530 - 1630 | 0         | 0 | 0 | 0           | 1 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 1   |
| 1545 - 1645 | 0         | 0 | 0 | 0           | 1 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 1   |
| 1600 - 1700 | 0         | 0 | 0 | 0           | 1 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 1   |
| 1615 - 1715 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1630 - 1730 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1645 - 1745 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1700 - 1800 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1715 - 1815 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |
| 1730 - 1830 | 0         | 0 | 0 | 0           | 0 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 0   |

| PEAK HOUR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|
|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Combined    | NORTH     |   |   | WEST        |    |   | SOUTH     |   |   | EAST        |   |   |     |
|-------------|-----------|---|---|-------------|----|---|-----------|---|---|-------------|---|---|-----|
|             | Minter St |   |   | Tincombe St |    |   | Minter St |   |   | Tincombe St |   |   |     |
| Peak Per    | L         | I | R | L           | I  | R | L         | I | R | L           | I | R | TOT |
| 1530 - 1630 | 0         | 0 | 0 | 4           | 21 | 1 | 0         | 1 | 0 | 0           | 0 | 0 | 27  |
| 1545 - 1645 | 0         | 0 | 0 | 3           | 22 | 0 | 0         | 0 | 0 | 0           | 0 | 0 | 25  |
| 1600 - 1700 | 0         | 0 | 0 | 7           | 24 | 0 | 0         | 0 | 1 | 0           | 0 | 0 | 32  |
| 1615 - 1715 | 0         | 0 | 0 | 8           | 24 | 0 | 0         | 0 | 1 | 0           | 0 | 0 | 33  |
| 1630 - 1730 | 0         | 0 | 0 | 9           | 26 | 0 | 0         | 0 | 1 | 0           | 0 | 0 | 36  |
| 1645 - 1745 | 0         | 0 | 0 | 12          | 26 | 2 | 0         | 0 | 1 | 0           | 0 | 0 | 41  |
| 1700 - 1800 | 0         | 0 | 0 | 9           | 25 | 2 | 0         | 1 | 0 | 0           | 0 | 0 | 37  |
| 1715 - 1815 | 0         | 0 | 0 | 7           | 35 | 2 | 0         | 1 | 0 | 0           | 0 | 0 | 45  |
| 1730 - 1830 | 0         | 0 | 0 | 10          | 33 | 3 | 0         | 2 | 0 | 0           | 0 | 0 | 48  |

| PEAK HOUR | 0 | 0 | 0 | 10 | 33 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 48 |
|-----------|---|---|---|----|----|---|---|---|---|---|---|---|----|
|-----------|---|---|---|----|----|---|---|---|---|---|---|---|----|



|             |                                       |  |  |
|-------------|---------------------------------------|--|--|
| Client      | : Varga Traffic Planning              |  |  |
| Job No/Name | : 7063 CANTERBURY Intersection Counts |  |  |
| Day/Date    | : Monday / 8th April 2019             |  |  |

|         |   |   |    |   |    |
|---------|---|---|----|---|----|
| PEAK HR | 0 | 5 | 16 | 4 | 25 |
|---------|---|---|----|---|----|





# R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning  
Job No/Name : 7063 CANTERBURY Intersection Counts  
Day/Date : Monday / 8th April 2019

## Intersection Layout

Obtained via satellite

May be incorrect

**AM PEAK HOUR**  
**0745 - 0845**



**Minter St**

One Way

**Tincombe St**



| AM | PM |   |
|----|----|---|
| 11 | 10 | L |
| 17 | 33 | T |
| 1  | 3  | R |

One Way



| PM | 0 | 2 | 0 |
|----|---|---|---|
| AM | 0 | 2 | 4 |
|    | L | T | R |



**Tincombe St**

**PM PEAK HOUR**  
**1730 - 1830**

Combined figures only

Weather >>>



**Minter St**



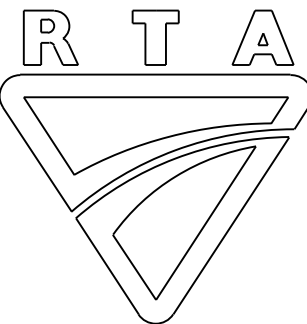
## **APPENDIX C**

### **TRAFFIC SIGNAL PLANS**

0137.078.VV.0855

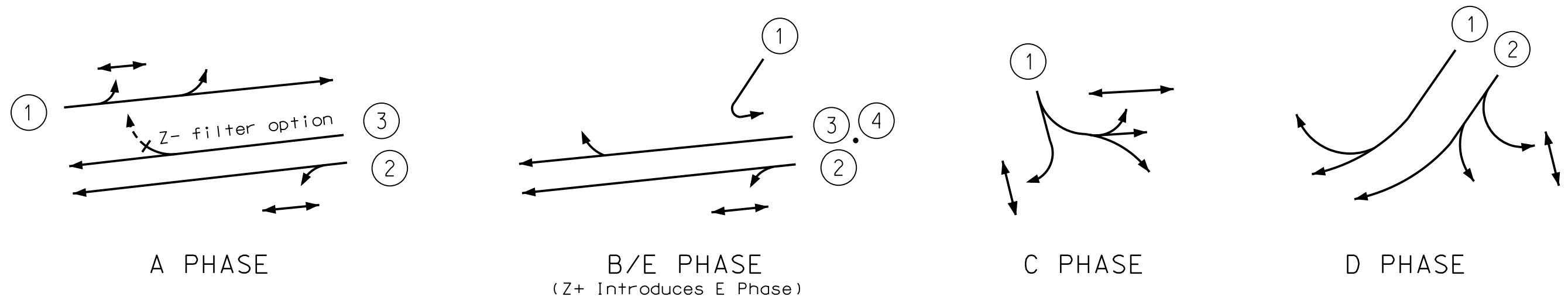
DRAWN BY CADD  
DO NOT AMEND MANUALLY

DATE IN SERVICE : 13/5/74



### DETECTOR SPECIFICATION

| Detector        | Specifications |                 |                 |                            |         |
|-----------------|----------------|-----------------|-----------------|----------------------------|---------|
| A               | FN             | A(L)            | A(E3)           |                            |         |
|                 | SG/PS          | A               | A               |                            |         |
|                 | DS             | -               | -               |                            |         |
| A-B-E1          | FN             | B(PR)           | E(PR)           | B(E3)                      | E(E3)   |
|                 | SG/PS          | A               | A               | B                          | E       |
|                 | DS             | -               | Z+              | A(NEXT)                    | A(NEXT) |
| A-B-E1          | FN             | A(L),B(L)       | E(L)            | A(E1)                      |         |
|                 | SG/PS          | A/B/E           | A/B/E           | A                          |         |
|                 | DS             | -               | Z+              | A-B-E1(PR),B(NEXT),E(NEXT) |         |
| A-B-E1          | FN             | B(E1)           |                 | E(E1)                      |         |
|                 | SG/PS          | B               |                 | E                          |         |
|                 | DS             | A(NEXT),E(NEXT) |                 | A(NEXT),B(NEXT)            |         |
| A-B-E2          | FN             | A(L)            | A(E2)           | B(E2)                      |         |
|                 | SG/PS          | A/B/E           | A               | B                          |         |
|                 | DS             | B,E             | B(NEXT),E(NEXT) | A(NEXT),E(NEXT)            |         |
| cont.<br>A-B-E2 | FN             | E(E2)           |                 |                            |         |
|                 | SG/PS          | E               |                 |                            |         |
|                 | DS             | A(NEXT),B(NEXT) |                 |                            |         |
| C               | FN             | C(L)            | C(E1)           |                            |         |
|                 | SG/PS          | C               | C               |                            |         |
|                 | DS             | -               | -               |                            |         |
| D1              | FN             | D(L)            | D(E1)           |                            |         |
|                 | SG/PS          | D               | D               |                            |         |
|                 | DS             | -               | -               |                            |         |
| D2              | FN             | D(PR)           | D(E2)           |                            |         |
|                 | SG/PS          | D               | D               |                            |         |
|                 | DS             | -               | -               |                            |         |

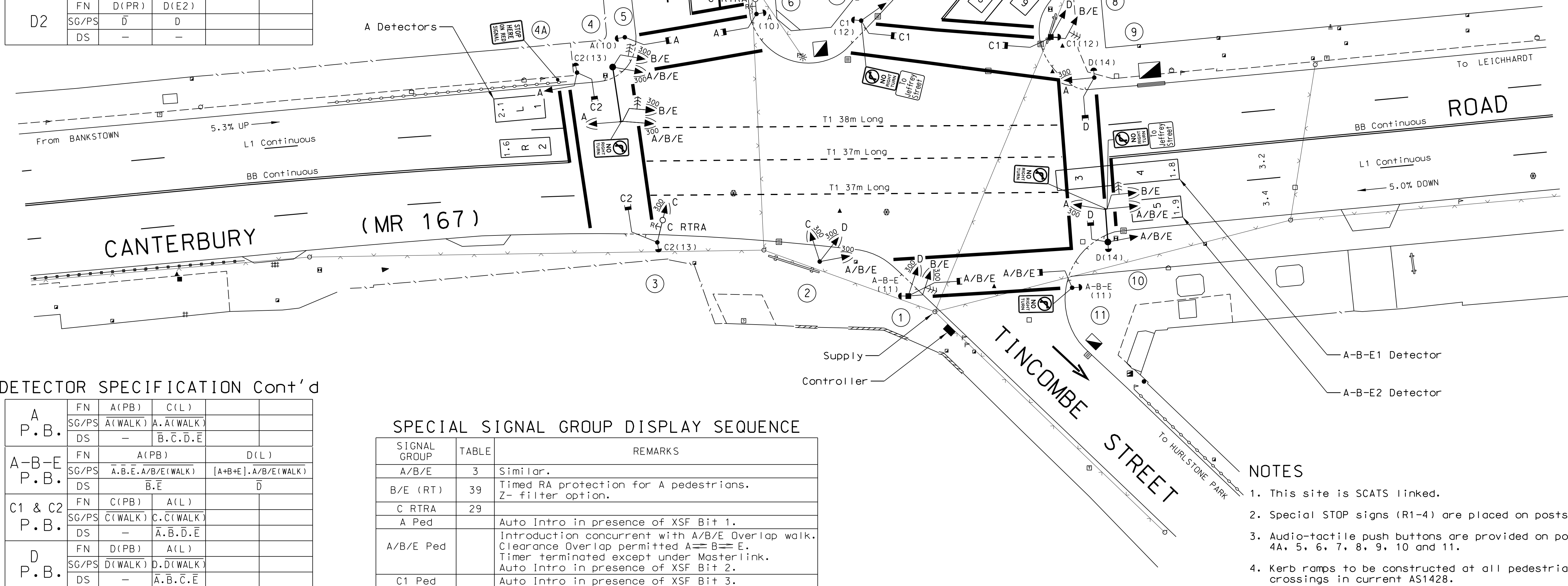


### MOVEMENTS

Two additional arrows  
at half standard spacing

### POSTS

| POST | TYPE | LENGTH | OFFSET | REMARKS  |
|------|------|--------|--------|----------|
| 1    | 6    | -      | 1.0    | EXISTING |
| 2    | 2    | 4.1    | 1.0    | EXISTING |
| 3    | 2    | 4.1    | 1.0    | EXISTING |
| 4    | 5L   | -      | 1.0    | EXISTING |
| 4A   | 2    | 4.1    | 1.0    | EXISTING |
| 5    | 2    | 3.2    | 1.0    | EXISTING |
| 6    | 2    | 4.1    | 1.0    | EXISTING |
| 7    | 2    | 4.1    | 1.0    | EXISTING |
| 8    | 6    | -      | 1.0    | EXISTING |
| 9    | 2    | 4.1    | 1.0    | EXISTING |
| 10   | 4    | -      | 1.0    | EXISTING |
| 11   | 2    | 3.2    | 1.0    | EXISTING |



### DETECTOR SPECIFICATION Cont'd

|                 |       |                   |                     |  |  |
|-----------------|-------|-------------------|---------------------|--|--|
| A<br>P.B.       | FN    | A(PB)             | C(L)                |  |  |
|                 | SG/PS | A(WALK)           | A.A(WALK)           |  |  |
|                 | DS    | -                 | B,C,D,E             |  |  |
| A-B-E<br>P.B.   | FN    | A(PB)             | D(L)                |  |  |
|                 | SG/PS | A,B,E,A/B/E(WALK) | [A+B+E],A/B/E(WALK) |  |  |
|                 | DS    | B,E               | D                   |  |  |
| C1 & C2<br>P.B. | FN    | C(PB)             | A(L)                |  |  |
|                 | SG/PS | C(WALK)           | C.C(WALK)           |  |  |
|                 | DS    | -                 | A,B,D,E             |  |  |
| D<br>P.B.       | FN    | D(PB)             | A(L)                |  |  |
|                 | SG/PS | D(WALK)           | D.D(WALK)           |  |  |
|                 | DS    | -                 | A,B,C,E             |  |  |

### SPECIAL SIGNAL GROUP DISPLAY SEQUENCE

| SIGNAL GROUP | TABLE | REMARKS   |
|--------------|-------|---|
| A/B/E        | 3     | Similar.  |
| B/E (RT)     | 39    | Timed RA protection for A pedestrians.<br>Z- filter option.   |
| C RTRA       | 29    |   |
| A Ped        |       | Auto Intro in presence of XSF Bit 1.  |
| A/B/E Ped    |       | Introduction concurrent with A/B/E Overlap walk.<br>Clearance Overlap permitted A=B=E.<br>Timer terminated except under Masterlink.<br>Auto Intro in presence of XSF Bit 2. |
| C1 Ped       |       | Auto Intro in presence of XSF Bit 3.  |

### NOTES

- This site is SCATS linked.
- Special STOP signs (R1-4) are placed on posts 6 and 8.
- Audio-tactile push buttons are provided on posts 1, 3, 4A, 5, 6, 7, 8, 9, 10 and 11.
- Kerb ramps to be constructed at all pedestrian crossings in current AS1428.

A ORIGINAL ISSUE  
J. ISSUE SW 1430 29/5/98  
ADDED: Repeat Right turn  
phase westbound on  
Broughton St. LT from  
Jeffrey St into Canterbury  
Rd. C con LS on C ped.  
ALTERED: Red on C ped.  
Computer  
K.L. R.S. 28/7/98  
K Issue J1 YEN 98/033 04/11/98  
Plan updated to reflect  
on site conditions W.A.E.  
R. Silva 04/11/98  
L ISSUE J1 SC190 30/5/13  
ADDED: RTRA PROTECTION FOR  
C PEDESTRIANS. PAVEMENT  
ARROWS ON BROUGHTON STREET.  
3 AND 4 ASPECT. STOP POSTS  
DET. SPEC. MOVEMENTS. TURN  
LINES TO SUIT ON-SITE.  
REMOVED: C PHASE LATE START.  
SH/TB 28/8/13  
M ISSUE WORKS AS EXECUTED  
PLAN AMENDED TO SUIT LED  
UPGRADE BY CNJ 06/09/2013.  
TUB 02/04/2014

PUBLIC UTILITY LEGEND  
HYDRANT  
STOP VALVE  
GAS VALVE  
SEWER MANHOLE  
TELECOM PIT  
ELECT LIGHT POLE  
POWER POLE  
STAY POLE  
TELEPHONE BOX  
TELECOM PILLAR

REFERENCE PLANS  
SYMBOLS/ABBS. VD003-6  
STD POSIT VD001-5  
DET SCHED EXP VD018-10  
PRES. DETECT VC005-17  
SSG DIS. SEQ. VD018-8  
U.B.D. Ref. Map 254 B13  
I.S.G. E: 310 934  
CO-ORDS N: 1 246 131  
DESIGNED D.T.J.T..P.C.H.  
CHECKED K. IRONSIDE  
...K. IRONSIDE...  
SITE CHECKED

APPROVED

REFER TO SHEET 1 FOR  
ORIGINAL APPROVAL  
CHIEF TRAFFIC ENGINEER

Roads and Traffic Authority, N.S.W.

CANTERBURY COUNCIL  
CANTERBURY ROAD (MR167)  
JEFFREY STREET AND BROUGHTON STREET  
CANTERBURY

DESIGN LAYOUT

TCS No 0855

EXISTING ☒ PROPOSED ☐

CADD FILE: K:\Signals\TCS\...\\V0855\_1M.dgn

SCALE 5 0 (1:200) 5 10

FILE 78 TS 122 SUPERSEDES SHEET/ISSUE 1/L

REGN. 0167.078.VV.0855

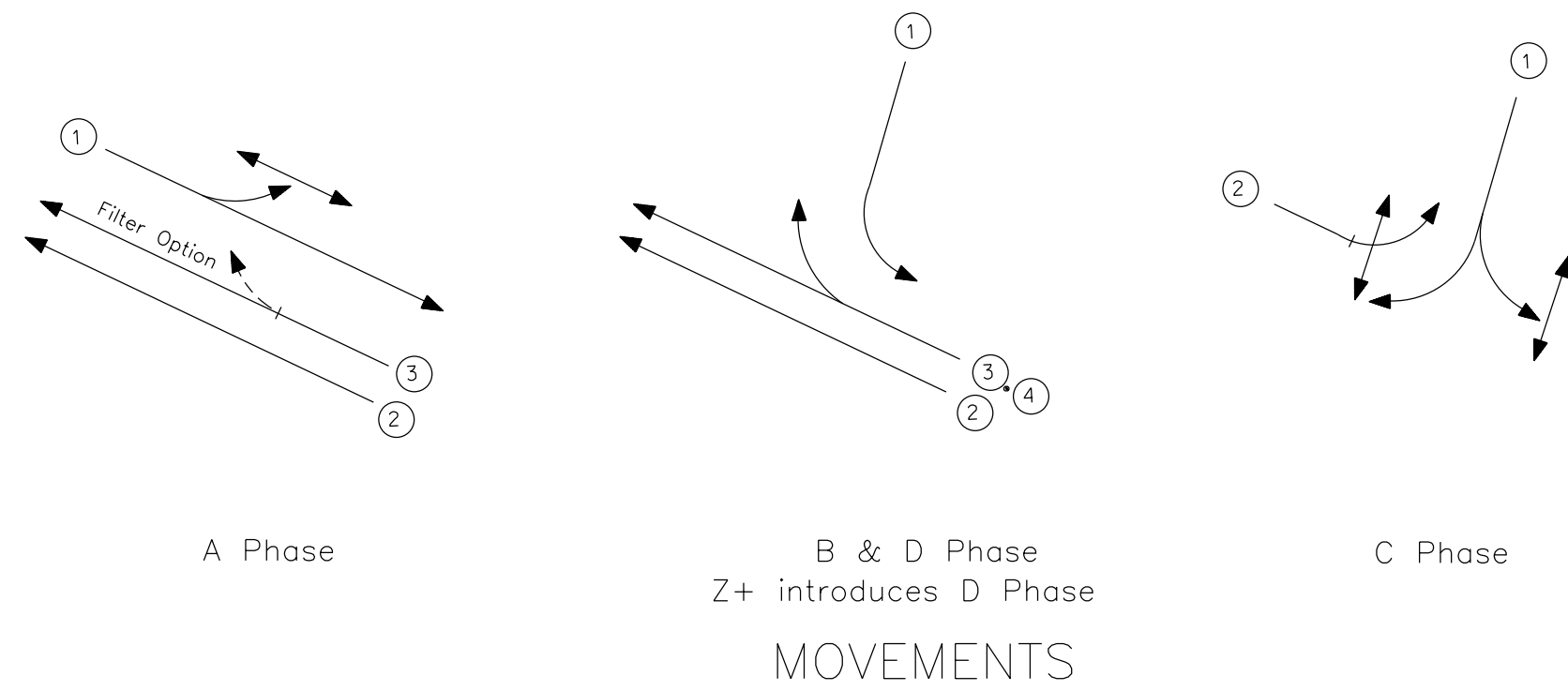
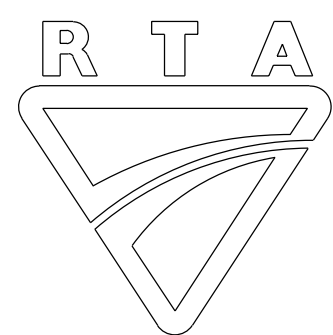
ISSUE  
M

SHEET  
1

0167.078.VV.2995

DRAWN BY CADD  
DO NOT AMEND MANUALLY

DATE IN SERVICE : 31/10/93  
RECONSTRUCTION : XX/XX/XX

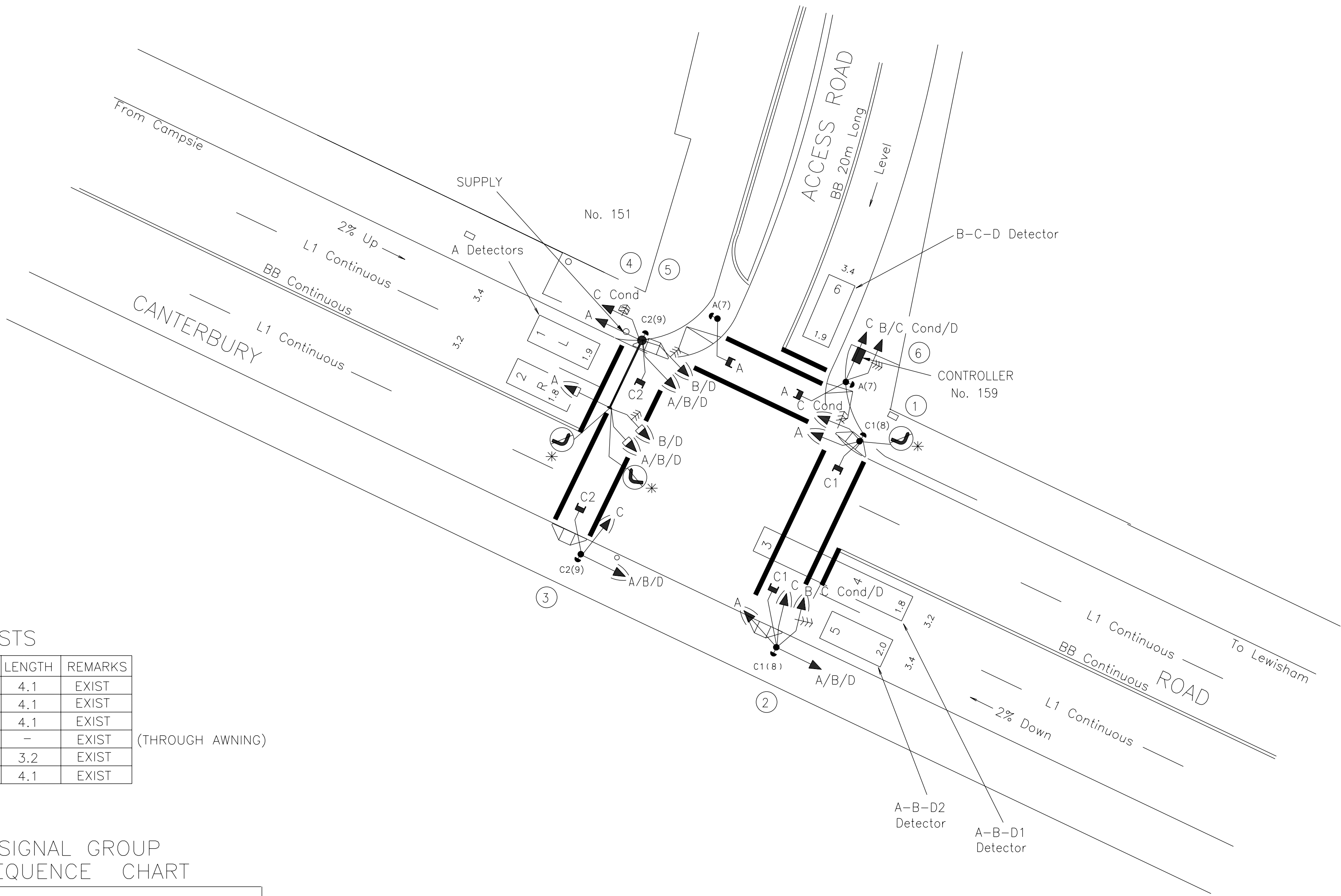


MOVEMENTS

| POSTS |      |        |                        |
|-------|------|--------|------------------------|
| POST  | TYPE | LENGTH | REMARKS                |
| 1     | 2    | 4.1    | EXIST                  |
| 2     | 2    | 4.1    | EXIST                  |
| 3     | 2    | 4.1    | EXIST                  |
| 4     | 5L   | —      | EXIST (THROUGH AWNING) |
| 5     | 2    | 3.2    | EXIST                  |
| 6     | 2    | 4.1    | EXIST                  |

SPECIAL SIGNAL GROUP  
DISPLAY SEQUENCE CHART

| SIGNAL GROUP | TABLE TYPE | REMARKS   |
|--------------|------------|---|
| A/B/D        | 3          |   |
| B/D (RT)     | 39         | Z- signal allows right turn filter movement<br>Timed R.A. protection for 'A' pedestrian |
| B/C Cond/D   | 23         | Timed R.A. protection for 'C' pedestrian  |
| C Cond       | 21         | Timed R.A. protection for 'A' pedestrian  |
| C            | 73         | Red for C2 walk   |



DETECTOR SPECIFICATION

| Detector           | Specifications |                 |                 |                                 |                 |
|--------------------|----------------|-----------------|-----------------|---------------------------------|-----------------|
|                    | FN             | A(L)            | A(E1)           |                                 |                 |
| A                  | SG/PS<br>DS    | A<br>—          | A<br>—          |                                 |                 |
| A-B-D1             | FN             | B(PR)           | D(PR)           | B(E4)                           | D(E4)           |
| Depart. & Approach | SG/PS<br>DS    | A<br>—          | A<br>Z+         | B<br>A(NEXT)                    | D<br>A(NEXT)    |
| A-B-D1             | FN             | A(L),B(L)       | D(L)            | A(E3)                           |                 |
| Approach           | SG/PS<br>DS    | A/B/D<br>—      | A/B/D<br>Z+     | A<br>A-B-D1(PR),B(NEXT),D(NEXT) |                 |
| cont.              | FN             | B(E3)           |                 | D(E3)                           |                 |
| A-B-D1             | SG/PS          | B               |                 | D                               |                 |
| Approach           | DS             | A(NEXT),D(NEXT) |                 | A(NEXT),B(NEXT)                 |                 |
| A-B-D2             | FN             | A(L)            | A(E2)           |                                 | B(E2)           |
|                    | SG/PS          | A/B/D           | A               |                                 | B               |
|                    | DS             | —               | B(NEXT),D(NEXT) |                                 | A(NEXT),D(NEXT) |
| cont.              | FN             | D(E2)           |                 |                                 |                 |
| A-B-D2             | SG/PS          | D               |                 |                                 |                 |
|                    | DS             | A(NEXT),B(NEXT) |                 |                                 |                 |
| B-C-D              | FN             | B(PR)           | D(PR)           | B(E1)                           |                 |
|                    | SG/PS          | B.C.D           | B.C.D           | B                               |                 |
|                    | DS             | C               | Z+.C            | C(NEXT),D(NEXT)                 |                 |
| cont.              | FN             | C(E1)           |                 | D(E1)                           |                 |
| B-C-D              | SG/PS          | C               |                 | D                               |                 |
|                    | DS             | B(NEXT),D(NEXT) |                 | B(NEXT),C(NEXT)                 |                 |
| A                  | FN             | A(PB)           | C(L)            |                                 |                 |
| P.B.               | SG/PS          | A(WALK)         | A.A(WALK)       |                                 |                 |
|                    | DS             | —               | B.C.D           |                                 |                 |
| C1                 | FN             | C(PB)           | A(L)            |                                 |                 |
| P.B.               | SG/PS          | C1(WALK)        | C.C1(WALK)      |                                 |                 |
|                    | DS             | —               | A.B.D           |                                 |                 |
| C2                 | FN             | C(PB)           | A(L)            |                                 |                 |
| P.B.               | SG/PS          | C2(WALK)        | C.C2(WALK)      |                                 |                 |
|                    | DS             | —               | A.B.D           |                                 |                 |

- NOTES:
1. This site is SCATS linked
  2. All push buttons are audio tactile
  3. Special Stop sign on Post 6
  4. Kerb ramps to be constructed at all pedestrian crossings in accordance with Model Drawing MD.R173.A01.A.
  5. \* "VEHICLES UNDER 9m EXCEPTED"


|  |  |  |  |   |   |  |   |         |
|--|--|--|--|---|---|--|---|---------|
| A ORIGINAL ISSUE<br>B ISSUE 12/03<br>PLAN AMENDED TO SUIT WAE<br>ICON ENG. | PUBLIC UTILITY LEGEND  | REFERENCE PLANS  | U.B.D. Re#54 B13<br>I.S.G. E: 326 125<br>CO-ORDS N: 1 624 580                  | DESIGN APPROVAL   | RTA ACCEPTANCE  | Roads and Traffic Authority, N.S.W.  | EXISTING <input checked="" type="checkbox"/> PROPOSED <input type="checkbox"/>                  |         |
|  | HYDRANT <input type="checkbox"/><br>STOP VALVE <input checked="" type="checkbox"/><br>GAS VALVE <input checked="" type="checkbox"/><br>SEWER MANHOLE <input checked="" type="checkbox"/><br>TELECOM PIT <input checked="" type="checkbox"/><br>ELECT LIGHT POLE <input type="checkbox"/><br>POWER POLE <input type="checkbox"/><br>STAY POLE <input type="checkbox"/><br>TELEPHONE BOX <input type="checkbox"/><br>TELECOM PILLAR <input type="checkbox"/> | SYMBOLS/ABBS. VDD03-6<br>STD POSIT VDD01-5<br>DET SCHED EXP VDD18-10<br>PRES. DETECT VDD05-17<br>SSG DIS. SEQ. VDD18-8 | DESIGNED ROSS NETTLE<br>CHECKED<br>R.N.<br>SITE CHECKED<br>R.N.<br>RECOMMENDED | APPROVED<br>ROSS NETTLE<br>POSITION DIRECTOR<br>DATE 23.05.02<br>DESIGN PREPARED BY<br>TRANSPORT AND TRAFFIC<br>PLANNING ASSOCIATES | RECOMMENDED<br>POSITION<br>DATE<br>ACCEPTED<br>POSITION<br>DATE | CANTERBURY CITY COUNCIL AREA<br>TRAFFIC SIGNALS AT THE INTERSECTION OF<br>CANTERBURY ROAD AND ACCESS ROAD<br>CANTERBURY<br>DESIGN LAYOUT | CADD FILE: VV2995_4B.dgn<br>SCALE 5 0 (1:200) 5 10<br>FILE 078 TS 268<br>REGN. 0167.078.VV.2995 | SHEET 4 |
|  | TCS No 2995  |  |  |   |   |  |   |         |
|  | © COPYRIGHT ROADS AND TRAFFIC AUTHORITY  |  |  |   |   |  |   |         |

## **APPENDIX D**

### **SIDRA MOVEMENT SUMMARIES**

# MOVEMENT SUMMARY

 Site: 101 [Canterbury Rd & Tincome St AM (Site Folder: General)]

 Network: N101 [Existing Network AM (Network Folder: General)]

Canterbury Rd, Tincome St, Jeffrey St & Broughton St, Canterbury

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                     |                  | km/h        |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 24b                           | L3   | 8             | 0.0  | 8             | 0.0  | 0.511     | 19.7        | LOS B            | 22.8              | 163.2    | 0.58      | 0.53                | 0.58             | 21.0        |
| 25                            | T1   | 857           | 2.6  | 857           | 2.6  | 0.511     | 21.3        | LOS B            | 22.8              | 163.2    | 0.66      | 0.59                | 0.66             | 35.6        |
| 26                            | R2   | 17            | 35.3 | 17            | 35.3 | 0.511     | 57.4        | LOS E            | 11.4              | 83.5     | 0.96      | 0.80                | 0.96             | 23.0        |
| Approach                      |      | 882           | 3.2  | 882           | 3.2  | 0.511     | 22.0        | LOS B            | 22.8              | 163.2    | 0.67      | 0.59                | 0.67             | 35.1        |
| North: Jeffrey St (N)         |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 7b                            | L3   | 19            | 0.0  | 19            | 0.0  | * 0.774   | 89.1        | LOS F            | 10.2              | 72.9     | 1.00      | 0.97                | 1.17             | 14.9        |
| 7                             | L2   | 8             | 0.0  | 8             | 0.0  | * 0.774   | 88.2        | LOS F            | 10.2              | 72.9     | 1.00      | 0.97                | 1.17             | 14.9        |
| 9a                            | R1   | 263           | 3.0  | 263           | 3.0  | 0.774     | 77.7        | LOS F            | 10.2              | 72.9     | 1.00      | 0.93                | 1.17             | 23.5        |
| Approach                      |      | 290           | 2.8  | 290           | 2.8  | 0.774     | 78.7        | LOS F            | 10.2              | 72.9     | 1.00      | 0.93                | 1.17             | 22.8        |
| NorthWest: Broughton St (NW)  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 27                            | L2   | 38            | 39.5 | 38            | 39.5 | 0.268     | 62.2        | LOS E            | 3.0               | 26.5     | 0.95      | 0.75                | 0.95             | 18.9        |
| 27a                           | L1   | 13            | 0.0  | 13            | 0.0  | 0.268     | 60.3        | LOS E            | 3.0               | 26.5     | 0.95      | 0.75                | 0.95             | 18.9        |
| 29                            | R2   | 125           | 1.6  | 125           | 1.6  | * 0.553   | 64.0        | LOS E            | 7.7               | 54.5     | 0.99      | 0.80                | 0.99             | 25.9        |
| Approach                      |      | 176           | 9.7  | 176           | 9.7  | 0.553     | 63.3        | LOS E            | 7.7               | 54.5     | 0.98      | 0.78                | 0.98             | 24.2        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 30                            | L2   | 20            | 0.0  | 20            | 0.0  | 0.799     | 30.7        | LOS C            | 45.7              | 328.1    | 0.87      | 0.82                | 0.87             | 37.5        |
| 30a                           | L1   | 241           | 6.2  | 241           | 6.2  | 0.799     | 29.6        | LOS C            | 45.7              | 328.1    | 0.87      | 0.82                | 0.87             | 37.7        |
| 31                            | T1   | 1575          | 1.8  | 1575          | 1.8  | * 0.799   | 25.1        | LOS B            | 46.4              | 329.7    | 0.87      | 0.81                | 0.87             | 29.7        |
| Approach                      |      | 1836          | 2.4  | 1836          | 2.4  | 0.799     | 25.8        | LOS B            | 46.4              | 329.7    | 0.87      | 0.82                | 0.87             | 31.5        |
| All Vehicles                  |      | 3184          | 3.0  | 3184          | 3.0  | 0.799     | 31.6        | LOS C            | 46.4              | 329.7    | 0.83      | 0.76                | 0.85             | 29.9        |

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.

Intersection and Approach LOS values are based on average delay for all vehicle 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.

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                     |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|---------------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                     | sec         | m            | m/sec       |
| East: Tincombe St (E)           |          |           |             |                  |                       |          |           |                     |             |              |             |
| P2                              | Full     | 11        | 59.2        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 217.1       | 205.3        | 0.95        |
| NorthEast: Canterbury Rd (NE)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P6                              | Full     | 10        | 59.2        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| North: Jeffrey St (N)           |          |           |             |                  |                       |          |           |                     |             |              |             |
| P3                              | Full     | 114       | 59.4        | LOS E            | 0.4                   | 0.4      | 0.96      | 0.96                | 222.4       | 211.9        | 0.95        |

|                               |      |     |      |       |     |     |      |      |       |       |      |
|-------------------------------|------|-----|------|-------|-----|-----|------|------|-------|-------|------|
| NorthWest: Broughton St (NW)  |      |     |      |       |     |     |      |      |       |       |      |
| P7                            | Full | 291 | 59.9 | LOS E | 1.0 | 1.0 | 0.97 | 0.97 | 222.9 | 211.9 | 0.95 |
| SouthWest: Canterbury Rd (SW) |      |     |      |       |     |     |      |      |       |       |      |
| P8                            | Full | 134 | 59.5 | LOS E | 0.5 | 0.5 | 0.96 | 0.96 | 225.0 | 215.2 | 0.96 |
| All Pedestrians               |      | 560 | 59.7 | LOS E | 1.0 | 1.0 | 0.96 | 0.96 | 223.2 | 212.6 | 0.95 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

---

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Organisation: VARGA TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Friday, 13 May 2022 17:13:58 PM

Project: Z:\DATA\Data\Jobs01\Jobs\22work\22167\_186-206CanterburyRdCanterbury\SIDRA\220513\Existing Network.sip9



# MOVEMENT SUMMARY

 Site: 101 [Canterbury Rd & Tincome St PM (Site Folder: General)]

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

Canterbury Rd, Tincome St, Jeffrey St & Broughton St, Canterbury

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                     |                  | km/h        |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 24b                           | L3   | 7             | 0.0  | 7             | 0.0  | 0.639     | 23.2        | LOS B            | 23.1              | 163.2    | 0.69      | 0.63                | 0.69             | 18.0        |
| 25                            | T1   | 1357          | 1.1  | 1357          | 1.1  | 0.639     | 18.1        | LOS B            | 23.1              | 163.2    | 0.78      | 0.71                | 0.78             | 37.9        |
| 26                            | R2   | 22            | 27.3 | 22            | 27.3 | * 0.639   | 26.0        | LOS B            | 19.8              | 141.1    | 0.94      | 0.82                | 0.94             | 34.2        |
| Approach                      |      | 1386          | 1.5  | 1386          | 1.5  | 0.639     | 18.3        | LOS B            | 23.1              | 163.2    | 0.79      | 0.71                | 0.79             | 37.7        |
| North: Jeffrey St (N)         |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 7b                            | L3   | 18            | 5.6  | 18            | 5.6  | * 0.856   | 87.4        | LOS F            | 13.8              | 97.7     | 1.00      | 1.02                | 1.27             | 15.1        |
| 7                             | L2   | 18            | 0.0  | 18            | 0.0  | * 0.856   | 86.5        | LOS F            | 13.8              | 97.7     | 1.00      | 1.02                | 1.27             | 15.1        |
| 9a                            | R1   | 365           | 0.8  | 365           | 0.8  | 0.856     | 78.3        | LOS F            | 13.9              | 97.6     | 1.00      | 1.00                | 1.26             | 23.5        |
| Approach                      |      | 401           | 1.0  | 401           | 1.0  | 0.856     | 79.0        | LOS F            | 13.9              | 97.7     | 1.00      | 1.00                | 1.26             | 22.8        |
| NorthWest: Broughton St (NW)  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 27                            | L2   | 17            | 35.3 | 17            | 35.3 | 0.127     | 60.7        | LOS E            | 1.4               | 12.2     | 0.92      | 0.71                | 0.92             | 19.2        |
| 27a                           | L1   | 8             | 0.0  | 8             | 0.0  | 0.127     | 58.8        | LOS E            | 1.4               | 12.2     | 0.92      | 0.71                | 0.92             | 19.2        |
| 29                            | R2   | 150           | 4.0  | 150           | 4.0  | * 0.675   | 65.9        | LOS E            | 9.5               | 68.7     | 1.00      | 0.83                | 1.05             | 25.5        |
| Approach                      |      | 175           | 6.9  | 175           | 6.9  | 0.675     | 65.0        | LOS E            | 9.5               | 68.7     | 0.99      | 0.81                | 1.03             | 24.8        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 30                            | L2   | 20            | 0.0  | 20            | 0.0  | 0.897     | 59.5        | LOS E            | 44.4              | 316.2    | 1.00      | 1.00                | 1.15             | 28.1        |
| 30a                           | L1   | 252           | 3.6  | 252           | 3.6  | 0.897     | 58.4        | LOS E            | 44.4              | 316.2    | 1.00      | 1.00                | 1.15             | 28.2        |
| 31                            | T1   | 1040          | 1.1  | 1040          | 1.1  | * 0.897   | 53.8        | LOS D            | 45.0              | 317.9    | 1.00      | 1.01                | 1.15             | 18.9        |
| Approach                      |      | 1312          | 1.5  | 1312          | 1.5  | 0.897     | 54.8        | LOS D            | 45.0              | 317.9    | 1.00      | 1.00                | 1.15             | 21.5        |
| All Vehicles                  |      | 3274          | 1.7  | 3274          | 1.7  | 0.897     | 42.9        | LOS D            | 45.0              | 317.9    | 0.91      | 0.87                | 1.00             | 26.3        |

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.

Intersection and Approach LOS values are based on average delay for all vehicle 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.

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                     |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|---------------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                     | sec         | m            | m/sec       |
| East: Tincombe St (E)           |          |           |             |                  |                       |          |           |                     |             |              |             |
| P2                              | Full     | 21        | 59.2        | LOS E            | 0.1                   | 0.1      | 0.95      | 0.95                | 217.1       | 205.3        | 0.95        |
| NorthEast: Canterbury Rd (NE)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P6                              | Full     | 6         | 59.2        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| North: Jeffrey St (N)           |          |           |             |                  |                       |          |           |                     |             |              |             |
| P3                              | Full     | 128       | 59.5        | LOS E            | 0.5                   | 0.5      | 0.96      | 0.96                | 222.5       | 211.9        | 0.95        |

| NorthWest: Broughton St (NW)  |      |     |      |       |     |     |      |      |       |       |      |
|-------------------------------|------|-----|------|-------|-----|-----|------|------|-------|-------|------|
| P7                            | Full | 89  | 59.4 | LOS E | 0.3 | 0.3 | 0.96 | 0.96 | 222.4 | 211.9 | 0.95 |
| SouthWest: Canterbury Rd (SW) |      |     |      |       |     |     |      |      |       |       |      |
| P8                            | Full | 121 | 59.4 | LOS E | 0.4 | 0.4 | 0.96 | 0.96 | 225.0 | 215.2 | 0.96 |
| All Pedestrians               |      | 365 | 59.4 | LOS E | 0.5 | 0.5 | 0.96 | 0.96 | 223.0 | 212.7 | 0.95 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: Z:\DATA\Data\Jobs01\Jobs\22work\22167\_186-206CanterburyRdCanterbury\SIDRA\220513\Existing Network.sip9

# MOVEMENT SUMMARY

 **Site: 101 [Canterbury Rd & ALDI Access AM (Site Folder: General)]**

 **Network: N101 [Existing Network AM (Network Folder: General)]**

Canterbury Rd & ALDI access, Canterbury

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance  |      |               |        |               |        |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |        | ARRIVAL FLOWS |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % |           |             |                  | [ Veh. veh        | Dist ] m |           |                     |                  |             |
| NorthEast: Canterbury Rd (NE) |      |               |        |               |        |           |             |                  |                   |          |           |                     |                  |             |
| 25                            | T1   | 874           | 3.2    | 874           | 3.2    | 0.572     | 16.6        | LOS B            | 18.2              | 130.6    | 0.55      | 0.49                | 0.55             | 14.6        |
| 26                            | R2   | 18            | 0.0    | 18            | 0.0    | * 0.572   | 38.2        | LOS C            | 18.2              | 130.6    | 0.84      | 0.74                | 0.84             | 16.8        |
| Approach                      |      | 892           | 3.1    | 892           | 3.1    | 0.572     | 17.1        | LOS B            | 18.2              | 130.6    | 0.55      | 0.49                | 0.55             | 14.9        |
| NorthWest: ALDI access (NW)   |      |               |        |               |        |           |             |                  |                   |          |           |                     |                  |             |
| 27                            | L2   | 11            | 0.0    | 11            | 0.0    | 0.167     | 64.0        | LOS E            | 1.2               | 8.7      | 0.97      | 0.69                | 0.97             | 11.8        |
| 29                            | R2   | 9             | 0.0    | 9             | 0.0    | * 0.167   | 64.3        | LOS E            | 1.2               | 8.7      | 0.97      | 0.69                | 0.97             | 11.8        |
| Approach                      |      | 20            | 0.0    | 20            | 0.0    | 0.167     | 64.1        | LOS E            | 1.2               | 8.7      | 0.97      | 0.69                | 0.97             | 11.8        |
| SouthWest: Canterbury Rd (SW) |      |               |        |               |        |           |             |                  |                   |          |           |                     |                  |             |
| 30                            | L2   | 5             | 0.0    | 5             | 0.0    | 0.598     | 8.2         | LOS A            | 8.0               | 57.5     | 0.17      | 0.16                | 0.17             | 22.1        |
| 31                            | T1   | 1655          | 2.5    | 1655          | 2.5    | * 0.598   | 1.7         | LOS A            | 8.0               | 57.5     | 0.11      | 0.10                | 0.11             | 47.6        |
| Approach                      |      | 1660          | 2.5    | 1660          | 2.5    | 0.598     | 1.7         | LOS A            | 8.0               | 57.5     | 0.11      | 0.10                | 0.11             | 46.7        |
| All Vehicles                  |      | 2572          | 2.7    | 2572          | 2.7    | 0.598     | 7.5         | LOS A            | 18.2              | 130.6    | 0.27      | 0.24                | 0.27             | 26.3        |

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.

Intersection and Approach LOS values are based on average delay for all vehicle 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.

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                     |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|---------------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                     | sec         | m            | m/sec       |
| NorthEast: Canterbury Rd (NE)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P6                              | Full     | 6         | 59.2        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| NorthWest: ALDI access (NW)     |          |           |             |                  |                       |          |           |                     |             |              |             |
| P7                              | Full     | 100       | 59.4        | LOS E            | 0.4                   | 0.4      | 0.96      | 0.96                | 219.8       | 208.6        | 0.95        |
| SouthWest: Canterbury Rd (SW)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P8                              | Full     | 2         | 59.1        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| All Pedestrians                 |          | 108       | 59.4        | LOS E            | 0.4                   | 0.4      | 0.96      | 0.96                | 220.2       | 209.1        | 0.95        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)


Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



# MOVEMENT SUMMARY

 Site: 101 [Canterbury Rd & ALDI Access PM (Site Folder: General)]

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

Canterbury Rd & ALDI access, Canterbury

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance  |      |               |        |               |        |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|--------|---------------|--------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |        | ARRIVAL FLOWS |        | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV ] % | [ Total veh/h | HV ] % |           |             |                  | [ Veh. veh        | Dist ] m |           |                     |                  |             |
| NorthEast: Canterbury Rd (NE) |      |               |        |               |        |           |             |                  |                   |          |           |                     |                  |             |
| 25                            | T1   | 1343          | 1.6    | 1343          | 1.6    | 0.790     | 9.2         | LOS A            | 18.4              | 130.6    | 0.60      | 0.57                | 0.60             | 22.1        |
| 26                            | R2   | 29            | 0.0    | 29            | 0.0    | * 0.790   | 19.1        | LOS B            | 18.4              | 130.6    | 0.73      | 0.69                | 0.73             | 19.8        |
| Approach                      |      | 1372          | 1.5    | 1372          | 1.5    | 0.790     | 9.4         | LOS A            | 18.4              | 130.6    | 0.61      | 0.57                | 0.61             | 21.8        |
| NorthWest: ALDI access (NW)   |      |               |        |               |        |           |             |                  |                   |          |           |                     |                  |             |
| 27                            | L2   | 35            | 0.0    | 35            | 0.0    | 0.362     | 63.4        | LOS E            | 3.1               | 21.5     | 0.98      | 0.74                | 0.98             | 11.9        |
| 29                            | R2   | 14            | 0.0    | 14            | 0.0    | * 0.362   | 63.6        | LOS E            | 3.1               | 21.5     | 0.98      | 0.74                | 0.98             | 11.9        |
| Approach                      |      | 49            | 0.0    | 49            | 0.0    | 0.362     | 63.4        | LOS E            | 3.1               | 21.5     | 0.98      | 0.74                | 0.98             | 11.9        |
| SouthWest: Canterbury Rd (SW) |      |               |        |               |        |           |             |                  |                   |          |           |                     |                  |             |
| 30                            | L2   | 16            | 0.0    | 16            | 0.0    | 0.793     | 18.3        | LOS B            | 18.3              | 129.6    | 0.58      | 0.53                | 0.59             | 20.1        |
| 31                            | T1   | 1043          | 1.5    | 1043          | 1.5    | * 0.793   | 11.1        | LOS A            | 18.3              | 129.6    | 0.53      | 0.48                | 0.54             | 22.3        |
| Approach                      |      | 1059          | 1.5    | 1059          | 1.5    | 0.793     | 11.2        | LOS A            | 18.3              | 129.6    | 0.53      | 0.48                | 0.54             | 22.1        |
| All Vehicles                  |      | 2480          | 1.5    | 2480          | 1.5    | 0.793     | 11.2        | LOS A            | 18.4              | 130.6    | 0.58      | 0.54                | 0.59             | 20.4        |

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.

Intersection and Approach LOS values are based on average delay for all vehicle 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.

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                     |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|---------------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                     | sec         | m            | m/sec       |
| NorthEast: Canterbury Rd (NE)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P6                              | Full     | 3         | 59.1        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| NorthWest: ALDI access (NW)     |          |           |             |                  |                       |          |           |                     |             |              |             |
| P7                              | Full     | 109       | 59.4        | LOS E            | 0.4                   | 0.4      | 0.96      | 0.96                | 219.9       | 208.6        | 0.95        |
| SouthWest: Canterbury Rd (SW)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P8                              | Full     | 3         | 59.1        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| All Pedestrians                 |          | 115       | 59.4        | LOS E            | 0.4                   | 0.4      | 0.96      | 0.96                | 220.1       | 208.9        | 0.95        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.





# MOVEMENT SUMMARY

Site: 101 [Canterbury Rd & Minter St AM (Site Folder: General)]

Network: N101 [Existing Network AM (Network Folder: General)]

Canterbury Rd & Minter St, Canterbury  
Site Category: (None)  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|--------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |        | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist m |           |                     |                  | km/h        |
| South: Minter St (S)          |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 1b                            | L3   | 4             | 0.0  | 4             | 0.0  | 0.304     | 54.0        | LOS D            | 0.8               | 5.5    | 0.97      | 1.01                | 1.04             | 2.8         |
| 2                             | T1   | 1             | 0.0  | 1             | 0.0  | 0.304     | 284.3       | LOS F            | 0.8               | 5.5    | 0.97      | 1.01                | 1.04             | 10.0        |
| 3a                            | R1   | 2             | 0.0  | 2             | 0.0  | 0.304     | 413.3       | LOS F            | 0.8               | 5.5    | 0.97      | 1.01                | 1.04             | 10.2        |
| Approach                      |      | 7             | 0.0  | 7             | 0.0  | 0.304     | 189.6       | LOS F            | 0.8               | 5.5    | 0.97      | 1.01                | 1.04             | 6.2         |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 25                            | T1   | 888           | 3.2  | 888           | 3.2  | 0.299     | 0.1         | LOS A            | 0.0               | 0.0    | 0.00      | 0.00                | 0.00             | 59.8        |
| Approach                      |      | 888           | 3.2  | 888           | 3.2  | 0.299     | 0.1         | NA               | 0.0               | 0.0    | 0.00      | 0.00                | 0.00             | 59.8        |
| North: Minter St (N)          |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 7b                            | L3   | 23            | 0.0  | 23            | 0.0  | 0.040     | 10.4        | LOS A            | 0.2               | 1.1    | 0.60      | 0.75                | 0.60             | 46.4        |
| Approach                      |      | 23            | 0.0  | 23            | 0.0  | 0.040     | 10.4        | LOS A            | 0.2               | 1.1    | 0.60      | 0.75                | 0.60             | 46.4        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 30a                           | L1   | 35            | 0.0  | 35            | 0.0  | 0.434     | 5.0         | LOS A            | 0.0               | 0.0    | 0.00      | 0.02                | 0.00             | 55.7        |
| 31                            | T1   | 1631          | 2.6  | 1631          | 2.6  | 0.434     | 0.0         | LOS A            | 0.0               | 0.0    | 0.00      | 0.01                | 0.00             | 59.5        |
| Approach                      |      | 1666          | 2.5  | 1666          | 2.5  | 0.434     | 0.1         | NA               | 0.0               | 0.0    | 0.00      | 0.01                | 0.00             | 59.4        |
| All Vehicles                  |      | 2584          | 2.7  | 2584          | 2.7  | 0.434     | 0.7         | NA               | 0.8               | 5.5    | 0.01      | 0.02                | 0.01             | 58.4        |

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.

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# MOVEMENT SUMMARY

Site: 101 [Canterbury Rd & Minter St PM (Site Folder: General)]

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

Canterbury Rd & Minter St, Canterbury  
Site Category: (None)  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                     |                  | km/h        |
| South: Minter St (S)          |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 1b                            | L3   | 9             | 0.0  | 9             | 0.0  | 0.533     | 119.9       | LOS F            | 1.1               | 7.5      | 0.95      | 1.06                | 1.18             | 2.5         |
| 2                             | T1   | 1             | 0.0  | 1             | 0.0  | 0.533     | 383.1       | LOS F            | 1.1               | 7.5      | 0.95      | 1.06                | 1.18             | 9.0         |
| 3a                            | R1   | 2             | 0.0  | 2             | 0.0  | 0.533     | 562.5       | LOS F            | 1.1               | 7.5      | 0.95      | 1.06                | 1.18             | 9.2         |
| Approach                      |      | 12            | 0.0  | 12            | 0.0  | 0.533     | 215.6       | LOS F            | 1.1               | 7.5      | 0.95      | 1.06                | 1.18             | 4.4         |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 25                            | T1   | 1363          | 1.5  | 1363          | 1.5  | 0.432     | 0.2         | LOS A            | 0.0               | 0.0      | 0.00      | 0.00                | 0.00             | 59.6        |
| Approach                      |      | 1363          | 1.5  | 1363          | 1.5  | 0.432     | 0.2         | NA               | 0.0               | 0.0      | 0.00      | 0.00                | 0.00             | 59.6        |
| North: Minter St (N)          |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 7b                            | L3   | 29            | 0.0  | 29            | 0.0  | 0.036     | 7.9         | LOS A            | 0.1               | 1.0      | 0.48      | 0.65                | 0.48             | 48.0        |
| Approach                      |      | 29            | 0.0  | 29            | 0.0  | 0.036     | 7.9         | LOS A            | 0.1               | 1.0      | 0.48      | 0.65                | 0.48             | 48.0        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 30a                           | L1   | 19            | 0.0  | 19            | 0.0  | 0.279     | 5.0         | LOS A            | 0.0               | 0.0      | 0.00      | 0.02                | 0.00             | 55.9        |
| 31                            | T1   | 1059          | 1.5  | 1059          | 1.5  | 0.279     | 0.0         | LOS A            | 0.0               | 0.0      | 0.00      | 0.01                | 0.00             | 59.7        |
| Approach                      |      | 1078          | 1.5  | 1078          | 1.5  | 0.279     | 0.1         | NA               | 0.0               | 0.0      | 0.00      | 0.01                | 0.00             | 59.6        |
| All Vehicles                  |      | 2482          | 1.5  | 2482          | 1.5  | 0.533     | 1.3         | NA               | 1.1               | 7.5      | 0.01      | 0.02                | 0.01             | 57.5        |

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.

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# MOVEMENT SUMMARY

Site: 101 [Tincombe St & Minter St AM (Site Folder: General)]

Network: N101 [Existing Network AM (Network Folder: General)]

Tincombe St & Minter St, Canterbury

Site Category: (None)

Give-Way (Two-Way)

| Vehicle Movement Performance |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
|------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|--------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |        | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV % | [ Total veh/h | HV % |           |             |                  | [ Veh. veh        | Dist m |           |                     |                  |             |
| South: Minter St (S)         |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 2                            | T1   | 2             | 0.0  | 2             | 0.0  | 0.005     | 2.6         | LOS A            | 0.0               | 0.1    | 0.07      | 0.52                | 0.07             | 26.7        |
| 3                            | R2   | 4             | 0.0  | 4             | 0.0  | 0.005     | 4.2         | LOS A            | 0.0               | 0.1    | 0.07      | 0.52                | 0.07             | 44.1        |
| Approach                     |      | 6             | 0.0  | 6             | 0.0  | 0.005     | 3.6         | LOS A            | 0.0               | 0.1    | 0.07      | 0.52                | 0.07             | 42.6        |
| West: Tincombe St (W)        |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 10                           | L2   | 11            | 0.0  | 11            | 0.0  | 0.015     | 4.6         | LOS A            | 0.0               | 0.0    | 0.00      | 0.23                | 0.00             | 41.9        |
| 11                           | T1   | 17            | 0.0  | 17            | 0.0  | 0.015     | 0.0         | LOS A            | 0.0               | 0.0    | 0.00      | 0.23                | 0.00             | 48.0        |
| 12                           | R2   | 1             | 0.0  | 1             | 0.0  | 0.015     | 4.9         | LOS A            | 0.0               | 0.0    | 0.00      | 0.23                | 0.00             | 38.0        |
| Approach                     |      | 29            | 0.0  | 29            | 0.0  | 0.015     | 1.9         | NA               | 0.0               | 0.0    | 0.00      | 0.23                | 0.00             | 47.0        |
| All Vehicles                 |      | 35            | 0.0  | 35            | 0.0  | 0.015     | 2.2         | NA               | 0.0               | 0.1    | 0.01      | 0.28                | 0.01             | 46.3        |

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.

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# MOVEMENT SUMMARY

Site: 101 [Tincombe St & Minter St PM (Site Folder: General)]

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

Tincombe St & Minter St, Canterbury

Site Category: (None)

Give-Way (Two-Way)

| Vehicle Movement Performance |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
|------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|--------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |        | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV % | [ Total veh/h | HV % |           |             |                  | [ Veh. veh        | Dist m |           |                     |                  |             |
| South: Minter St (S)         |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 2                            | T1   | 1             | 0.0  | 1             | 0.0  | 0.002     | 2.6         | LOS A            | 0.0               | 0.0    | 0.09      | 0.49                | 0.09             | 27.4        |
| 3                            | R2   | 1             | 0.0  | 1             | 0.0  | 0.002     | 4.2         | LOS A            | 0.0               | 0.0    | 0.09      | 0.49                | 0.09             | 44.3        |
| Approach                     |      | 2             | 0.0  | 2             | 0.0  | 0.002     | 3.4         | LOS A            | 0.0               | 0.0    | 0.09      | 0.49                | 0.09             | 41.8        |
| West: Tincombe St (W)        |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 10                           | L2   | 9             | 0.0  | 9             | 0.0  | 0.019     | 4.6         | LOS A            | 0.0               | 0.0    | 0.00      | 0.15                | 0.00             | 44.2        |
| 11                           | T1   | 26            | 0.0  | 26            | 0.0  | 0.019     | 0.0         | LOS A            | 0.0               | 0.0    | 0.00      | 0.15                | 0.00             | 48.6        |
| 12                           | R2   | 1             | 0.0  | 1             | 0.0  | 0.019     | 4.9         | LOS A            | 0.0               | 0.0    | 0.00      | 0.15                | 0.00             | 39.3        |
| Approach                     |      | 36            | 0.0  | 36            | 0.0  | 0.019     | 1.3         | NA               | 0.0               | 0.0    | 0.00      | 0.15                | 0.00             | 48.2        |
| All Vehicles                 |      | 38            | 0.0  | 38            | 0.0  | 0.019     | 1.4         | NA               | 0.0               | 0.0    | 0.00      | 0.17                | 0.00             | 47.9        |

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.

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# MOVEMENT SUMMARY

 Site: 101 [Canterbury Rd & Tincome St AM (Site Folder: General)]

 Network: N101 [Proposed Current Controls Network AM (Network Folder: General)]

Canterbury Rd, Tincome St, Jeffrey St & Broughton St, Canterbury

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                     |                  | km/h        |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 24b                           | L3   | 45            | 0.0  | 45            | 0.0  | 0.647     | 22.2        | LOS B            | 22.8              | 163.2    | 0.68      | 0.64                | 0.68             | 18.5        |
| 25                            | T1   | 873           | 2.5  | 873           | 2.5  | 0.647     | 18.2        | LOS B            | 22.8              | 163.2    | 0.69      | 0.64                | 0.69             | 37.6        |
| 26                            | R2   | 32            | 18.8 | 32            | 18.8 | 0.647     | 53.7        | LOS D            | 5.5               | 41.1     | 0.89      | 0.72                | 0.91             | 23.7        |
| Approach                      |      | 950           | 2.9  | 950           | 2.9  | 0.647     | 19.6        | LOS B            | 22.8              | 163.2    | 0.70      | 0.64                | 0.70             | 36.3        |
| North: Jeffrey St (N)         |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 7b                            | L3   | 19            | 0.0  | 19            | 0.0  | * 0.814   | 90.7        | LOS F            | 11.7              | 83.2     | 1.00      | 0.99                | 1.22             | 14.7        |
| 7                             | L2   | 46            | 0.0  | 46            | 0.0  | * 0.814   | 89.9        | LOS F            | 11.7              | 83.2     | 1.00      | 0.99                | 1.22             | 14.7        |
| 9a                            | R1   | 263           | 3.0  | 263           | 3.0  | 0.814     | 77.7        | LOS F            | 11.7              | 83.2     | 1.00      | 0.96                | 1.21             | 23.5        |
| Approach                      |      | 328           | 2.4  | 328           | 2.4  | 0.814     | 80.1        | LOS F            | 11.7              | 83.2     | 1.00      | 0.96                | 1.21             | 21.9        |
| NorthWest: Broughton St (NW)  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 27                            | L2   | 38            | 39.5 | 38            | 39.5 | 0.349     | 62.8        | LOS E            | 4.2               | 34.7     | 0.96      | 0.76                | 0.96             | 18.9        |
| 27a                           | L1   | 32            | 0.0  | 32            | 0.0  | 0.349     | 60.9        | LOS E            | 4.2               | 34.7     | 0.96      | 0.76                | 0.96             | 18.9        |
| 29                            | R2   | 125           | 1.6  | 125           | 1.6  | * 0.553   | 64.0        | LOS E            | 7.7               | 54.5     | 0.99      | 0.80                | 0.99             | 25.9        |
| Approach                      |      | 195           | 8.7  | 195           | 8.7  | 0.553     | 63.2        | LOS E            | 7.7               | 54.5     | 0.98      | 0.78                | 0.98             | 23.8        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 30                            | L2   | 30            | 0.0  | 30            | 0.0  | 0.819     | 31.7        | LOS C            | 47.4              | 340.2    | 0.90      | 0.84                | 0.90             | 37.0        |
| 30a                           | L1   | 251           | 6.0  | 251           | 6.0  | 0.819     | 30.7        | LOS C            | 47.4              | 340.2    | 0.90      | 0.84                | 0.90             | 37.2        |
| 31                            | T1   | 1575          | 1.8  | 1575          | 1.8  | * 0.819   | 26.2        | LOS B            | 48.1              | 342.0    | 0.90      | 0.83                | 0.90             | 29.1        |
| Approach                      |      | 1856          | 2.4  | 1856          | 2.4  | 0.819     | 26.9        | LOS B            | 48.1              | 342.0    | 0.90      | 0.84                | 0.90             | 31.0        |
| All Vehicles                  |      | 3329          | 2.9  | 3329          | 2.9  | 0.819     | 32.2        | LOS C            | 48.1              | 342.0    | 0.86      | 0.79                | 0.88             | 29.5        |

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.

Intersection and Approach LOS values are based on average delay for all vehicle 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.

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                     |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|---------------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                     | sec         | m            | m/sec       |
| East: Tincombe St (E)           |          |           |             |                  |                       |          |           |                     |             |              |             |
| P2                              | Full     | 11        | 59.2        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 217.1       | 205.3        | 0.95        |
| NorthEast: Canterbury Rd (NE)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P6                              | Full     | 10        | 59.2        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| North: Jeffrey St (N)           |          |           |             |                  |                       |          |           |                     |             |              |             |
| P3                              | Full     | 114       | 59.4        | LOS E            | 0.4                   | 0.4      | 0.96      | 0.96                | 222.4       | 211.9        | 0.95        |

|                               |      |     |      |       |     |     |      |      |       |       |      |
|-------------------------------|------|-----|------|-------|-----|-----|------|------|-------|-------|------|
| NorthWest: Broughton St (NW)  |      |     |      |       |     |     |      |      |       |       |      |
| P7                            | Full | 291 | 59.9 | LOS E | 1.0 | 1.0 | 0.97 | 0.97 | 222.9 | 211.9 | 0.95 |
| SouthWest: Canterbury Rd (SW) |      |     |      |       |     |     |      |      |       |       |      |
| P8                            | Full | 134 | 59.5 | LOS E | 0.5 | 0.5 | 0.96 | 0.96 | 225.0 | 215.2 | 0.96 |
| All Pedestrians               |      | 560 | 59.7 | LOS E | 1.0 | 1.0 | 0.96 | 0.96 | 223.2 | 212.6 | 0.95 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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# MOVEMENT SUMMARY

 Site: 101 [Canterbury Rd & Tincome St PM (Site Folder: General)]

 Network: N101 [Proposed Current Controls Network PM (Network Folder: General)]

Canterbury Rd, Tincome St, Jeffrey St & Broughton St, Canterbury

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                     |                  | km/h        |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 24b                           | L3   | 25            | 0.0  | 25            | 0.0  | 0.731     | 24.9        | LOS B            | 23.1              | 163.2    | 0.76      | 0.71                | 0.76             | 16.7        |
| 25                            | T1   | 1371          | 1.1  | 1371          | 1.1  | 0.731     | 19.6        | LOS B            | 23.1              | 163.2    | 0.82      | 0.75                | 0.82             | 36.7        |
| 26                            | R2   | 36            | 16.7 | 36            | 16.7 | * 0.731   | 27.7        | LOS B            | 15.4              | 110.0    | 0.95      | 0.82                | 0.95             | 33.4        |
| Approach                      |      | 1432          | 1.5  | 1432          | 1.5  | 0.731     | 19.9        | LOS B            | 23.1              | 163.2    | 0.82      | 0.75                | 0.82             | 36.4        |
| North: Jeffrey St (N)         |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 7b                            | L3   | 18            | 5.6  | 18            | 5.6  | * 0.895   | 93.3        | LOS F            | 15.1              | 106.6    | 1.00      | 1.07                | 1.35             | 14.4        |
| 7                             | L2   | 36            | 0.0  | 36            | 0.0  | * 0.895   | 92.4        | LOS F            | 15.1              | 106.6    | 1.00      | 1.07                | 1.35             | 14.4        |
| 9a                            | R1   | 365           | 0.8  | 365           | 0.8  | 0.895     | 83.0        | LOS F            | 15.1              | 106.6    | 1.00      | 1.05                | 1.35             | 22.7        |
| Approach                      |      | 419           | 1.0  | 419           | 1.0  | 0.895     | 84.3        | LOS F            | 15.1              | 106.6    | 1.00      | 1.05                | 1.35             | 21.7        |
| NorthWest: Broughton St (NW)  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 27                            | L2   | 17            | 35.3 | 17            | 35.3 | 0.165     | 61.0        | LOS E            | 2.0               | 15.9     | 0.93      | 0.72                | 0.93             | 19.3        |
| 27a                           | L1   | 17            | 0.0  | 17            | 0.0  | 0.165     | 59.1        | LOS E            | 2.0               | 15.9     | 0.93      | 0.72                | 0.93             | 19.3        |
| 29                            | R2   | 150           | 4.0  | 150           | 4.0  | * 0.675   | 65.9        | LOS E            | 9.5               | 68.7     | 1.00      | 0.83                | 1.05             | 25.5        |
| Approach                      |      | 184           | 6.5  | 184           | 6.5  | 0.675     | 64.8        | LOS E            | 9.5               | 68.7     | 0.99      | 0.81                | 1.03             | 24.6        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 30                            | L2   | 25            | 0.0  | 25            | 0.0  | 0.865     | 52.9        | LOS D            | 41.7              | 297.1    | 1.00      | 0.96                | 1.09             | 29.7        |
| 30a                           | L1   | 257           | 3.5  | 257           | 3.5  | 0.865     | 51.8        | LOS D            | 41.7              | 297.1    | 1.00      | 0.96                | 1.09             | 29.9        |
| 31                            | T1   | 1040          | 1.1  | 1040          | 1.1  | * 0.865   | 47.3        | LOS D            | 42.3              | 298.9    | 1.00      | 0.96                | 1.09             | 20.6        |
| Approach                      |      | 1322          | 1.5  | 1322          | 1.5  | 0.865     | 48.2        | LOS D            | 42.3              | 298.9    | 1.00      | 0.96                | 1.09             | 23.3        |
| All Vehicles                  |      | 3357          | 1.7  | 3357          | 1.7  | 0.895     | 41.6        | LOS C            | 42.3              | 298.9    | 0.92      | 0.87                | 1.00             | 26.7        |

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.

Intersection and Approach LOS values are based on average delay for all vehicle 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.

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                     |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|---------------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                     | sec         | m            | m/sec       |
| East: Tincombe St (E)           |          |           |             |                  |                       |          |           |                     |             |              |             |
| P2                              | Full     | 21        | 59.2        | LOS E            | 0.1                   | 0.1      | 0.95      | 0.95                | 217.1       | 205.3        | 0.95        |
| NorthEast: Canterbury Rd (NE)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P6                              | Full     | 6         | 59.2        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| North: Jeffrey St (N)           |          |           |             |                  |                       |          |           |                     |             |              |             |
| P3                              | Full     | 128       | 59.5        | LOS E            | 0.5                   | 0.5      | 0.96      | 0.96                | 222.5       | 211.9        | 0.95        |

| NorthWest: Broughton St (NW)  |      |     |      |       |     |     |      |      |       |       |      |
|-------------------------------|------|-----|------|-------|-----|-----|------|------|-------|-------|------|
| P7                            | Full | 89  | 59.4 | LOS E | 0.3 | 0.3 | 0.96 | 0.96 | 222.4 | 211.9 | 0.95 |
| SouthWest: Canterbury Rd (SW) |      |     |      |       |     |     |      |      |       |       |      |
| P8                            | Full | 121 | 59.4 | LOS E | 0.4 | 0.4 | 0.96 | 0.96 | 225.0 | 215.2 | 0.96 |
| All Pedestrians               |      | 365 | 59.4 | LOS E | 0.5 | 0.5 | 0.96 | 0.96 | 223.0 | 212.7 | 0.95 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: Z:\DATA\Data\Jobs01\Jobs\22work\22167\_186-206CanterburyRdCanterbury\SIDRA\220513\Proposed Current Controls Network.sip9

# MOVEMENT SUMMARY

 Site: 101 [Canterbury Rd & ALDI Access AM (Site Folder: General)]

 Network: N101 [Proposed Current Controls Network AM (Network Folder: General)]

Canterbury Rd & ALDI access, Canterbury

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|--------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |        | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist m |           |                     |                  | km/h        |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 25                            | T1   | 942           | 3.0  | 942           | 3.0  | 0.585     | 16.0        | LOS B            | 18.2              | 130.6  | 0.55      | 0.50                | 0.55             | 15.1        |
| 26                            | R2   | 18            | 0.0  | 18            | 0.0  | * 0.585   | 35.1        | LOS C            | 18.2              | 130.6  | 0.82      | 0.73                | 0.82             | 17.2        |
| Approach                      |      | 960           | 2.9  | 960           | 2.9  | 0.585     | 16.4        | LOS B            | 18.2              | 130.6  | 0.56      | 0.50                | 0.56             | 15.3        |
| NorthWest: ALDI access (NW)   |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 27                            | L2   | 11            | 0.0  | 11            | 0.0  | 0.167     | 64.0        | LOS E            | 1.2               | 8.7    | 0.97      | 0.69                | 0.97             | 11.8        |
| 29                            | R2   | 9             | 0.0  | 9             | 0.0  | * 0.167   | 64.3        | LOS E            | 1.2               | 8.7    | 0.97      | 0.69                | 0.97             | 11.8        |
| Approach                      |      | 20            | 0.0  | 20            | 0.0  | 0.167     | 64.1        | LOS E            | 1.2               | 8.7    | 0.97      | 0.69                | 0.97             | 11.8        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 30                            | L2   | 5             | 0.0  | 5             | 0.0  | 0.611     | 8.4         | LOS A            | 8.2               | 58.5   | 0.17      | 0.16                | 0.17             | 22.1        |
| 31                            | T1   | 1655          | 2.5  | 1655          | 2.5  | * 0.611   | 1.8         | LOS A            | 8.2               | 58.5   | 0.11      | 0.11                | 0.11             | 47.1        |
| Approach                      |      | 1660          | 2.5  | 1660          | 2.5  | 0.611     | 1.8         | LOS A            | 8.2               | 58.5   | 0.11      | 0.11                | 0.11             | 46.2        |
| All Vehicles                  |      | 2640          | 2.7  | 2640          | 2.7  | 0.611     | 7.6         | LOS A            | 18.2              | 130.6  | 0.28      | 0.26                | 0.28             | 26.2        |

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.

Intersection and Approach LOS values are based on average delay for all vehicle 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.

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |        |           |                     |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|---------------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Effective Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist m |           |                     | sec         | m            | m/sec       |
| NorthEast: Canterbury Rd (NE)   |          |           |             |                  |                       |        |           |                     |             |              |             |
| P6                              | Full     | 6         | 59.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| NorthWest: ALDI access (NW)     |          |           |             |                  |                       |        |           |                     |             |              |             |
| P7                              | Full     | 100       | 59.4        | LOS E            | 0.4                   | 0.4    | 0.96      | 0.96                | 219.8       | 208.6        | 0.95        |
| SouthWest: Canterbury Rd (SW)   |          |           |             |                  |                       |        |           |                     |             |              |             |
| P8                              | Full     | 2         | 59.1        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| All Pedestrians                 |          | 108       | 59.4        | LOS E            | 0.4                   | 0.4    | 0.96      | 0.96                | 220.2       | 209.1        | 0.95        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



# MOVEMENT SUMMARY

 Site: 101 [Canterbury Rd & ALDI Access PM (Site Folder: General)]

 Network: N101 [Proposed Current Controls Network PM (Network Folder: General)]

Canterbury Rd & ALDI access, Canterbury

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                     |                  | km/h        |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 25                            | T1   | 1389          | 1.5  | 1389          | 1.5  | 0.723     | 8.6         | LOS A            | 18.4              | 130.6    | 0.55      | 0.52                | 0.55             | 22.9        |
| 26                            | R2   | 29            | 0.0  | 29            | 0.0  | * 0.723   | 17.7        | LOS B            | 18.4              | 130.6    | 0.66      | 0.62                | 0.66             | 20.1        |
| Approach                      |      | 1418          | 1.5  | 1418          | 1.5  | 0.723     | 8.8         | LOS A            | 18.4              | 130.6    | 0.55      | 0.52                | 0.55             | 22.5        |
| NorthWest: ALDI access (NW)   |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 27                            | L2   | 35            | 0.0  | 35            | 0.0  | 0.334     | 62.9        | LOS E            | 3.1               | 21.4     | 0.98      | 0.74                | 0.98             | 11.9        |
| 29                            | R2   | 14            | 0.0  | 14            | 0.0  | * 0.334   | 63.1        | LOS E            | 3.1               | 21.4     | 0.98      | 0.74                | 0.98             | 11.9        |
| Approach                      |      | 49            | 0.0  | 49            | 0.0  | 0.334     | 62.9        | LOS E            | 3.1               | 21.4     | 0.98      | 0.74                | 0.98             | 11.9        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 30                            | L2   | 16            | 0.0  | 16            | 0.0  | 0.728     | 13.9        | LOS A            | 12.4              | 88.0     | 0.40      | 0.37                | 0.40             | 20.9        |
| 31                            | T1   | 1043          | 1.5  | 1043          | 1.5  | * 0.728   | 6.6         | LOS A            | 12.4              | 88.0     | 0.33      | 0.30                | 0.33             | 29.8        |
| Approach                      |      | 1059          | 1.5  | 1059          | 1.5  | 0.728     | 6.7         | LOS A            | 12.4              | 88.0     | 0.34      | 0.30                | 0.34             | 28.8        |
| All Vehicles                  |      | 2526          | 1.5  | 2526          | 1.5  | 0.728     | 9.0         | LOS A            | 18.4              | 130.6    | 0.47      | 0.43                | 0.47             | 22.9        |

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.

Intersection and Approach LOS values are based on average delay for all vehicle 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.

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |        |           |                     |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|---------------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Effective Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist m |           |                     | sec         | m            | m/sec       |
| NorthEast: Canterbury Rd (NE)   |          |           |             |                  |                       |        |           |                     |             |              |             |
| P6                              | Full     | 3         | 59.1        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| NorthWest: ALDI access (NW)     |          |           |             |                  |                       |        |           |                     |             |              |             |
| P7                              | Full     | 109       | 59.4        | LOS E            | 0.4                   | 0.4    | 0.96      | 0.96                | 219.9       | 208.6        | 0.95        |
| SouthWest: Canterbury Rd (SW)   |          |           |             |                  |                       |        |           |                     |             |              |             |
| P8                              | Full     | 3         | 59.1        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| All Pedestrians                 |          | 115       | 59.4        | LOS E            | 0.4                   | 0.4    | 0.96      | 0.96                | 220.1       | 208.9        | 0.95        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



# MOVEMENT SUMMARY

Site: 101 [Canterbury Rd & Minter St AM (Site Folder: General)]

Network: N101 [Proposed Current Controls Network AM (Network Folder: General)]

Canterbury Rd & Minter St, Canterbury  
Site Category: (None)  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                     |                  | km/h        |
| South: Minter St (S)          |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 1b                            | L3   | 35            | 0.0  | 35            | 0.0  | 0.417     | 29.6        | LOS C            | 1.4               | 9.5      | 0.89      | 1.06                | 1.17             | 7.9         |
| 2                             | T1   | 1             | 0.0  | 1             | 0.0  | 0.417     | 328.8       | LOS F            | 1.4               | 9.5      | 0.89      | 1.06                | 1.17             | 21.5        |
| 3a                            | R1   | 2             | 0.0  | 2             | 0.0  | 0.417     | 505.8       | LOS F            | 1.4               | 9.5      | 0.89      | 1.06                | 1.17             | 22.6        |
| Approach                      |      | 38            | 0.0  | 38            | 0.0  | 0.417     | 62.5        | LOS E            | 1.4               | 9.5      | 0.89      | 1.06                | 1.17             | 9.5         |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 25                            | T1   | 925           | 3.0  | 925           | 3.0  | 0.242     | 0.1         | LOS A            | 2.1               | 15.3     | 0.00      | 0.00                | 0.00             | 59.9        |
| Approach                      |      | 925           | 3.0  | 925           | 3.0  | 0.242     | 0.1         | NA               | 2.1               | 15.3     | 0.00      | 0.00                | 0.00             | 59.9        |
| North: Minter St (N)          |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 7b                            | L3   | 23            | 0.0  | 23            | 0.0  | 0.040     | 10.4        | LOS A            | 0.2               | 1.1      | 0.60      | 0.75                | 0.60             | 46.4        |
| Approach                      |      | 23            | 0.0  | 23            | 0.0  | 0.040     | 10.4        | LOS A            | 0.2               | 1.1      | 0.60      | 0.75                | 0.60             | 46.4        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 30a                           | L1   | 35            | 0.0  | 35            | 0.0  | 0.434     | 5.0         | LOS A            | 0.0               | 0.0      | 0.00      | 0.02                | 0.00             | 55.7        |
| 31                            | T1   | 1631          | 2.6  | 1631          | 2.6  | 0.434     | 0.0         | LOS A            | 0.0               | 0.0      | 0.00      | 0.01                | 0.00             | 59.5        |
| Approach                      |      | 1666          | 2.5  | 1666          | 2.5  | 0.434     | 0.1         | NA               | 0.0               | 0.0      | 0.00      | 0.01                | 0.00             | 59.4        |
| All Vehicles                  |      | 2652          | 2.6  | 2652          | 2.6  | 0.434     | 1.1         | NA               | 2.1               | 15.3     | 0.02      | 0.03                | 0.02             | 57.7        |

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.

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# MOVEMENT SUMMARY

Site: 101 [Canterbury Rd & Minter St PM (Site Folder: General)]

Network: N101 [Proposed Current Controls Network PM (Network Folder: General)]

Canterbury Rd & Minter St, Canterbury  
Site Category: (None)  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                     |                  | km/h        |
| South: Minter St (S)          |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 1b                            | L3   | 37            | 0.0  | 37            | 0.0  | 0.707     | 64.1        | LOS E            | 1.4               | 10.1     | 0.88      | 1.16                | 1.51             | 5.8         |
| 2                             | T1   | 1             | 0.0  | 1             | 0.0  | 0.707     | 301.7       | LOS F            | 1.4               | 10.1     | 0.88      | 1.16                | 1.51             | 17.3        |
| 3a                            | R1   | 2             | 0.0  | 2             | 0.0  | 0.707     | 453.8       | LOS F            | 1.4               | 10.1     | 0.88      | 1.16                | 1.51             | 18.0        |
| Approach                      |      | 40            | 0.0  | 40            | 0.0  | 0.707     | 89.5        | LOS F            | 1.4               | 10.1     | 0.88      | 1.16                | 1.51             | 7.0         |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 25                            | T1   | 1381          | 1.5  | 1381          | 1.5  | 0.358     | 0.1         | LOS A            | 8.5               | 60.1     | 0.00      | 0.00                | 0.00             | 59.8        |
| Approach                      |      | 1381          | 1.5  | 1381          | 1.5  | 0.358     | 0.1         | NA               | 8.5               | 60.1     | 0.00      | 0.00                | 0.00             | 59.8        |
| North: Minter St (N)          |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 7b                            | L3   | 29            | 0.0  | 29            | 0.0  | 0.036     | 7.9         | LOS A            | 0.1               | 1.0      | 0.48      | 0.65                | 0.48             | 48.0        |
| Approach                      |      | 29            | 0.0  | 29            | 0.0  | 0.036     | 7.9         | LOS A            | 0.1               | 1.0      | 0.48      | 0.65                | 0.48             | 48.0        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 30a                           | L1   | 19            | 0.0  | 19            | 0.0  | 0.279     | 5.0         | LOS A            | 0.0               | 0.0      | 0.00      | 0.02                | 0.00             | 55.9        |
| 31                            | T1   | 1059          | 1.5  | 1059          | 1.5  | 0.279     | 0.0         | LOS A            | 0.0               | 0.0      | 0.00      | 0.01                | 0.00             | 59.7        |
| Approach                      |      | 1078          | 1.5  | 1078          | 1.5  | 0.279     | 0.1         | NA               | 0.0               | 0.0      | 0.00      | 0.01                | 0.00             | 59.6        |
| All Vehicles                  |      | 2528          | 1.5  | 2528          | 1.5  | 0.707     | 1.6         | NA               | 8.5               | 60.1     | 0.02      | 0.03                | 0.03             | 56.9        |

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.

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# MOVEMENT SUMMARY

▼ Site: 101 [Tincombe St & Minter St AM (Site Folder: General)]

■ Network: N101 [Proposed Current Controls Network AM (Network Folder: General)]

Tincombe St & Minter St, Canterbury

Site Category: (None)

Give-Way (Two-Way)

| Vehicle Movement Performance |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
|------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|--------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |        | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV % | [ Total veh/h | HV % |           |             |                  | [ Veh. veh        | Dist m |           |                     |                  |             |
| South: Minter St (S)         |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 2                            | T1   | 2             | 0.0  | 2             | 0.0  | 0.005     | 2.7         | LOS A            | 0.0               | 0.1    | 0.11      | 0.51                | 0.11             | 26.3        |
| 3                            | R2   | 4             | 0.0  | 4             | 0.0  | 0.005     | 4.2         | LOS A            | 0.0               | 0.1    | 0.11      | 0.51                | 0.11             | 43.9        |
| Approach                     |      | 6             | 0.0  | 6             | 0.0  | 0.005     | 3.7         | LOS A            | 0.0               | 0.1    | 0.11      | 0.51                | 0.11             | 42.5        |
| West: Tincombe St (W)        |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 10                           | L2   | 42            | 0.0  | 42            | 0.0  | 0.043     | 4.6         | LOS A            | 0.0               | 0.0    | 0.00      | 0.29                | 0.00             | 40.2        |
| 11                           | T1   | 38            | 0.0  | 38            | 0.0  | 0.043     | 0.0         | LOS A            | 0.0               | 0.0    | 0.00      | 0.29                | 0.00             | 47.5        |
| 12                           | R2   | 1             | 0.0  | 1             | 0.0  | 0.043     | 4.9         | LOS A            | 0.0               | 0.0    | 0.00      | 0.29                | 0.00             | 36.9        |
| Approach                     |      | 81            | 0.0  | 81            | 0.0  | 0.043     | 2.4         | NA               | 0.0               | 0.0    | 0.00      | 0.29                | 0.00             | 45.8        |
| All Vehicles                 |      | 87            | 0.0  | 87            | 0.0  | 0.043     | 2.5         | NA               | 0.0               | 0.1    | 0.01      | 0.30                | 0.01             | 45.5        |

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.

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# MOVEMENT SUMMARY

▼ Site: 101 [Tincombe St & Minter St PM (Site Folder: General)]

■ Network: N101 [Proposed  
Current Controls Network PM  
(Network Folder: General)]

Tincombe St & Minter St, Canterbury

Site Category: (None)

Give-Way (Two-Way)

| Vehicle Movement Performance |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
|------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|--------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |        | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist m |           |                     |                  | km/h        |
| South: Minter St (S)         |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 2                            | T1   | 1             | 0.0  | 1             | 0.0  | 0.002     | 2.8         | LOS A            | 0.0               | 0.0    | 0.14      | 0.48                | 0.14             | 26.9        |
| 3                            | R2   | 1             | 0.0  | 1             | 0.0  | 0.002     | 4.3         | LOS A            | 0.0               | 0.0    | 0.14      | 0.48                | 0.14             | 44.1        |
| Approach                     |      | 2             | 0.0  | 2             | 0.0  | 0.002     | 3.5         | LOS A            | 0.0               | 0.0    | 0.14      | 0.48                | 0.14             | 41.5        |
| West: Tincombe St (W)        |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 10                           | L2   | 47            | 0.0  | 47            | 0.0  | 0.053     | 4.6         | LOS A            | 0.0               | 0.0    | 0.00      | 0.26                | 0.00             | 40.9        |
| 11                           | T1   | 52            | 0.0  | 52            | 0.0  | 0.053     | 0.0         | LOS A            | 0.0               | 0.0    | 0.00      | 0.26                | 0.00             | 47.7        |
| 12                           | R2   | 1             | 0.0  | 1             | 0.0  | 0.053     | 4.9         | LOS A            | 0.0               | 0.0    | 0.00      | 0.26                | 0.00             | 37.4        |
| Approach                     |      | 100           | 0.0  | 100           | 0.0  | 0.053     | 2.2         | NA               | 0.0               | 0.0    | 0.00      | 0.26                | 0.00             | 46.4        |
| All Vehicles                 |      | 102           | 0.0  | 102           | 0.0  | 0.053     | 2.2         | NA               | 0.0               | 0.0    | 0.00      | 0.26                | 0.00             | 46.3        |

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.

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Project: Z:\DATA\Data\Jobs01\Jobs\22work\22167\_186-206CanterburyRdCanterbury\SIDRA\220513\Proposed Current Controls Network.sip9

# MOVEMENT SUMMARY

 Site: 101 [Canterbury Rd & Tincome St AM (Site Folder: General)]

 Network: N101 [Proposed Network AM (Network Folder: General)]

Canterbury Rd, Tincome St, Jeffrey St & Broughton St, Canterbury

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                     |                  | km/h        |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 24b                           | L3   | 64            | 0.0  | 64            | 0.0  | 0.718     | 24.1        | LOS B            | 22.9              | 163.2    | 0.74      | 0.70                | 0.74             | 17.1        |
| 25                            | T1   | 897           | 2.5  | 897           | 2.5  | 0.718     | 18.9        | LOS B            | 22.9              | 163.2    | 0.75      | 0.70                | 0.75             | 37.0        |
| 26                            | R2   | 58            | 10.3 | 58            | 10.3 | 0.718     | 62.8        | LOS E            | 5.4               | 40.3     | 0.97      | 0.77                | 1.01             | 21.2        |
| Approach                      |      | 1019          | 2.7  | 1019          | 2.7  | 0.718     | 21.7        | LOS B            | 22.9              | 163.2    | 0.76      | 0.71                | 0.76             | 34.6        |
| North: Jeffrey St (N)         |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 7b                            | L3   | 19            | 0.0  | 19            | 0.0  | * 0.805   | 88.9        | LOS F            | 12.1              | 85.8     | 1.00      | 0.98                | 1.19             | 14.9        |
| 7                             | L2   | 65            | 0.0  | 65            | 0.0  | * 0.805   | 88.1        | LOS F            | 12.1              | 85.8     | 1.00      | 0.98                | 1.19             | 14.9        |
| 9a                            | R1   | 263           | 3.0  | 263           | 3.0  | 0.805     | 75.6        | LOS F            | 12.1              | 85.8     | 1.00      | 0.94                | 1.19             | 23.9        |
| Approach                      |      | 347           | 2.3  | 347           | 2.3  | 0.805     | 78.6        | LOS F            | 12.1              | 85.8     | 1.00      | 0.95                | 1.19             | 21.9        |
| NorthWest: Broughton St (NW)  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 27                            | L2   | 38            | 39.5 | 38            | 39.5 | 0.387     | 63.1        | LOS E            | 4.8               | 38.7     | 0.96      | 0.77                | 0.96             | 18.9        |
| 27a                           | L1   | 41            | 0.0  | 41            | 0.0  | 0.387     | 61.2        | LOS E            | 4.8               | 38.7     | 0.96      | 0.77                | 0.96             | 18.9        |
| 29                            | R2   | 125           | 1.6  | 125           | 1.6  | * 0.553   | 64.0        | LOS E            | 7.7               | 54.5     | 0.99      | 0.80                | 0.99             | 25.9        |
| Approach                      |      | 204           | 8.3  | 204           | 8.3  | 0.553     | 63.2        | LOS E            | 7.7               | 54.5     | 0.98      | 0.79                | 0.98             | 23.6        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 30                            | L2   | 34            | 0.0  | 34            | 0.0  | 0.847     | 34.7        | LOS C            | 50.3              | 360.8    | 0.93      | 0.88                | 0.94             | 35.8        |
| 30a                           | L1   | 255           | 5.9  | 255           | 5.9  | 0.847     | 33.6        | LOS C            | 50.3              | 360.8    | 0.93      | 0.88                | 0.94             | 36.0        |
| 31                            | T1   | 1575          | 1.8  | 1575          | 1.8  | * 0.847   | 29.0        | LOS C            | 50.9              | 361.6    | 0.93      | 0.87                | 0.94             | 27.6        |
| Approach                      |      | 1864          | 2.4  | 1864          | 2.4  | 0.847     | 29.7        | LOS C            | 50.9              | 361.6    | 0.93      | 0.87                | 0.94             | 29.5        |
| All Vehicles                  |      | 3434          | 2.8  | 3434          | 2.8  | 0.847     | 34.3        | LOS C            | 50.9              | 361.6    | 0.89      | 0.82                | 0.92             | 28.6        |

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.

Intersection and Approach LOS values are based on average delay for all vehicle 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.

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                     |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|---------------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                     | sec         | m            | m/sec       |
| East: Tincombe St (E)           |          |           |             |                  |                       |          |           |                     |             |              |             |
| P2                              | Full     | 11        | 59.2        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 217.1       | 205.3        | 0.95        |
| NorthEast: Canterbury Rd (NE)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P6                              | Full     | 10        | 59.2        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| North: Jeffrey St (N)           |          |           |             |                  |                       |          |           |                     |             |              |             |
| P3                              | Full     | 114       | 59.4        | LOS E            | 0.4                   | 0.4      | 0.96      | 0.96                | 222.4       | 211.9        | 0.95        |

| NorthWest: Broughton St (NW)  |      |     |      |       |     |     |      |      |       |       |      |
|-------------------------------|------|-----|------|-------|-----|-----|------|------|-------|-------|------|
| P7                            | Full | 291 | 59.9 | LOS E | 1.0 | 1.0 | 0.97 | 0.97 | 222.9 | 211.9 | 0.95 |
| SouthWest: Canterbury Rd (SW) |      |     |      |       |     |     |      |      |       |       |      |
| P8                            | Full | 134 | 59.5 | LOS E | 0.5 | 0.5 | 0.96 | 0.96 | 225.0 | 215.2 | 0.96 |
| All Pedestrians               |      | 560 | 59.7 | LOS E | 1.0 | 1.0 | 0.96 | 0.96 | 223.2 | 212.6 | 0.95 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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# MOVEMENT SUMMARY

 Site: 101 [Canterbury Rd & Tincome St PM (Site Folder: General)]

 Network: N101 [Proposed Network PM (Network Folder: General)]

Canterbury Rd, Tincome St, Jeffrey St & Broughton St, Canterbury

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                     |                  | km/h        |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 24b                           | L3   | 53            | 0.0  | 53            | 0.0  | 0.830     | 28.3        | LOS B            | 23.1              | 163.2    | 0.87      | 0.81                | 0.87             | 14.7        |
| 25                            | T1   | 1386          | 1.1  | 1386          | 1.1  | 0.830     | 23.6        | LOS B            | 23.1              | 163.2    | 0.90      | 0.83                | 0.92             | 33.9        |
| 26                            | R2   | 51            | 11.8 | 51            | 11.8 | 0.830     | 33.7        | LOS C            | 15.5              | 110.6    | 1.00      | 0.89                | 1.06             | 30.6        |
| Approach                      |      | 1490          | 1.4  | 1490          | 1.4  | 0.830     | 24.1        | LOS B            | 23.1              | 163.2    | 0.91      | 0.84                | 0.92             | 33.4        |
| North: Jeffrey St (N)         |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 7b                            | L3   | 18            | 5.6  | 18            | 5.6  | * 0.849   | 87.2        | LOS F            | 15.2              | 107.2    | 1.00      | 1.01                | 1.24             | 15.1        |
| 7                             | L2   | 63            | 0.0  | 63            | 0.0  | 0.849     | 86.4        | LOS F            | 15.2              | 107.2    | 1.00      | 1.01                | 1.24             | 15.1        |
| 9a                            | R1   | 365           | 0.8  | 365           | 0.8  | 0.849     | 76.2        | LOS F            | 15.3              | 107.9    | 1.00      | 0.98                | 1.23             | 23.8        |
| Approach                      |      | 446           | 0.9  | 446           | 0.9  | 0.849     | 78.1        | LOS F            | 15.3              | 107.9    | 1.00      | 0.99                | 1.23             | 22.4        |
| NorthWest: Broughton St (NW)  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 27                            | L2   | 17            | 35.3 | 17            | 35.3 | 0.225     | 61.5        | LOS E            | 2.8               | 21.8     | 0.94      | 0.74                | 0.94             | 19.3        |
| 27a                           | L1   | 31            | 0.0  | 31            | 0.0  | 0.225     | 59.6        | LOS E            | 2.8               | 21.8     | 0.94      | 0.74                | 0.94             | 19.3        |
| 29                            | R2   | 150           | 4.0  | 150           | 4.0  | * 0.675   | 65.9        | LOS E            | 9.5               | 68.7     | 1.00      | 0.83                | 1.05             | 25.5        |
| Approach                      |      | 198           | 6.1  | 198           | 6.1  | 0.675     | 64.5        | LOS E            | 9.5               | 68.7     | 0.99      | 0.81                | 1.02             | 24.3        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 30                            | L2   | 31            | 0.0  | 31            | 0.0  | 0.892     | 58.0        | LOS E            | 44.6              | 317.3    | 1.00      | 0.99                | 1.14             | 28.4        |
| 30a                           | L1   | 263           | 3.4  | 263           | 3.4  | 0.892     | 56.9        | LOS E            | 44.6              | 317.3    | 1.00      | 0.99                | 1.14             | 28.6        |
| 31                            | T1   | 1040          | 1.1  | 1040          | 1.1  | * 0.892   | 52.3        | LOS D            | 45.2              | 319.3    | 1.00      | 1.00                | 1.14             | 19.3        |
| Approach                      |      | 1334          | 1.5  | 1334          | 1.5  | 0.892     | 53.3        | LOS D            | 45.2              | 319.3    | 1.00      | 1.00                | 1.14             | 22.0        |
| All Vehicles                  |      | 3468          | 1.6  | 3468          | 1.6  | 0.892     | 44.6        | LOS D            | 45.2              | 319.3    | 0.96      | 0.92                | 1.05             | 25.6        |

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.

Intersection and Approach LOS values are based on average delay for all vehicle 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.

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                     |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|---------------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                     | sec         | m            | m/sec       |
| East: Tincombe St (E)           |          |           |             |                  |                       |          |           |                     |             |              |             |
| P2                              | Full     | 21        | 59.2        | LOS E            | 0.1                   | 0.1      | 0.95      | 0.95                | 217.1       | 205.3        | 0.95        |
| NorthEast: Canterbury Rd (NE)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P6                              | Full     | 6         | 59.2        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| North: Jeffrey St (N)           |          |           |             |                  |                       |          |           |                     |             |              |             |
| P3                              | Full     | 128       | 59.5        | LOS E            | 0.5                   | 0.5      | 0.96      | 0.96                | 222.5       | 211.9        | 0.95        |

| NorthWest: Broughton St (NW)  |      |     |      |       |     |     |      |      |       |       |      |
|-------------------------------|------|-----|------|-------|-----|-----|------|------|-------|-------|------|
| P7                            | Full | 89  | 59.4 | LOS E | 0.3 | 0.3 | 0.96 | 0.96 | 222.4 | 211.9 | 0.95 |
| SouthWest: Canterbury Rd (SW) |      |     |      |       |     |     |      |      |       |       |      |
| P8                            | Full | 121 | 59.4 | LOS E | 0.4 | 0.4 | 0.96 | 0.96 | 225.0 | 215.2 | 0.96 |
| All Pedestrians               |      | 365 | 59.4 | LOS E | 0.5 | 0.5 | 0.96 | 0.96 | 223.0 | 212.7 | 0.95 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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# MOVEMENT SUMMARY

 Site: 101 [Canterbury Rd & ALDI Access AM (Site Folder: General)]

 Network: N101 [Proposed Network AM (Network Folder: General)]

Canterbury Rd & ALDI access, Canterbury

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                     |                  | km/h        |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 25                            | T1   | 1011          | 2.8  | 1011          | 2.8  | 0.599     | 15.2        | LOS B            | 18.2              | 130.6    | 0.56      | 0.51                | 0.56             | 15.7        |
| 26                            | R2   | 18            | 0.0  | 18            | 0.0  | * 0.599   | 32.2        | LOS C            | 18.2              | 130.6    | 0.80      | 0.71                | 0.80             | 17.7        |
| Approach                      |      | 1029          | 2.7  | 1029          | 2.7  | 0.599     | 15.5        | LOS B            | 18.2              | 130.6    | 0.56      | 0.51                | 0.56             | 15.9        |
| NorthWest: ALDI access (NW)   |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 27                            | L2   | 11            | 0.0  | 11            | 0.0  | 0.167     | 64.0        | LOS E            | 1.2               | 8.7      | 0.97      | 0.69                | 0.97             | 11.8        |
| 29                            | R2   | 9             | 0.0  | 9             | 0.0  | * 0.167   | 64.3        | LOS E            | 1.2               | 8.7      | 0.97      | 0.69                | 0.97             | 11.8        |
| Approach                      |      | 20            | 0.0  | 20            | 0.0  | 0.167     | 64.1        | LOS E            | 1.2               | 8.7      | 0.97      | 0.69                | 0.97             | 11.8        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 30                            | L2   | 5             | 0.0  | 5             | 0.0  | 0.625     | 8.6         | LOS A            | 8.6               | 61.8     | 0.18      | 0.17                | 0.18             | 22.0        |
| 31                            | T1   | 1655          | 2.5  | 1655          | 2.5  | * 0.625   | 1.9         | LOS A            | 8.6               | 61.8     | 0.12      | 0.11                | 0.12             | 46.4        |
| Approach                      |      | 1660          | 2.5  | 1660          | 2.5  | 0.625     | 1.9         | LOS A            | 8.6               | 61.8     | 0.12      | 0.11                | 0.12             | 45.5        |
| All Vehicles                  |      | 2709          | 2.6  | 2709          | 2.6  | 0.625     | 7.5         | LOS A            | 18.2              | 130.6    | 0.29      | 0.27                | 0.29             | 26.2        |

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.

Intersection and Approach LOS values are based on average delay for all vehicle 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.

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                     |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|---------------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                     | sec         | m            | m/sec       |
| NorthEast: Canterbury Rd (NE)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P6                              | Full     | 6         | 59.2        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| NorthWest: ALDI access (NW)     |          |           |             |                  |                       |          |           |                     |             |              |             |
| P7                              | Full     | 100       | 59.4        | LOS E            | 0.4                   | 0.4      | 0.96      | 0.96                | 219.8       | 208.6        | 0.95        |
| SouthWest: Canterbury Rd (SW)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P8                              | Full     | 2         | 59.1        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| All Pedestrians                 |          | 108       | 59.4        | LOS E            | 0.4                   | 0.4      | 0.96      | 0.96                | 220.2       | 209.1        | 0.95        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



# MOVEMENT SUMMARY

 Site: 101 [Canterbury Rd & ALDI Access PM (Site Folder: General)]

 Network: N101 [Proposed Network PM (Network Folder: General)]

Canterbury Rd & ALDI access, Canterbury

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % |           |             |                  | [ Veh. veh        | Dist ] m |           |                     |                  |             |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 25                            | T1   | 1447          | 1.5  | 1447          | 1.5  | 0.799     | 9.2         | LOS A            | 18.4              | 130.6    | 0.61      | 0.58                | 0.61             | 22.0        |
| 26                            | R2   | 29            | 0.0  | 29            | 0.0  | * 0.799   | 17.7        | LOS B            | 18.4              | 130.6    | 0.72      | 0.68                | 0.72             | 20.1        |
| Approach                      |      | 1476          | 1.4  | 1476          | 1.4  | 0.799     | 9.4         | LOS A            | 18.4              | 130.6    | 0.61      | 0.58                | 0.62             | 21.8        |
| NorthWest: ALDI access (NW)   |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 27                            | L2   | 35            | 0.0  | 35            | 0.0  | 0.351     | 63.2        | LOS E            | 3.1               | 21.5     | 0.98      | 0.74                | 0.98             | 11.9        |
| 29                            | R2   | 14            | 0.0  | 14            | 0.0  | * 0.351   | 63.4        | LOS E            | 3.1               | 21.5     | 0.98      | 0.74                | 0.98             | 11.9        |
| Approach                      |      | 49            | 0.0  | 49            | 0.0  | 0.351     | 63.2        | LOS E            | 3.1               | 21.5     | 0.98      | 0.74                | 0.98             | 11.9        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |          |           |                     |                  |             |
| 30                            | L2   | 16            | 0.0  | 16            | 0.0  | 0.811     | 20.5        | LOS B            | 20.5              | 145.3    | 0.65      | 0.59                | 0.66             | 19.7        |
| 31                            | T1   | 1043          | 1.5  | 1043          | 1.5  | * 0.811   | 13.3        | LOS A            | 20.5              | 145.3    | 0.61      | 0.55                | 0.62             | 19.8        |
| Approach                      |      | 1059          | 1.5  | 1059          | 1.5  | 0.811     | 13.4        | LOS A            | 20.5              | 145.3    | 0.61      | 0.55                | 0.62             | 19.8        |
| All Vehicles                  |      | 2584          | 1.4  | 2584          | 1.4  | 0.811     | 12.0        | LOS A            | 20.5              | 145.3    | 0.62      | 0.57                | 0.62             | 19.6        |

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.

Intersection and Approach LOS values are based on average delay for all vehicle 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.

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                     |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|---------------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Effective Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                     | sec         | m            | m/sec       |
| NorthEast: Canterbury Rd (NE)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P6                              | Full     | 3         | 59.1        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| NorthWest: ALDI access (NW)     |          |           |             |                  |                       |          |           |                     |             |              |             |
| P7                              | Full     | 109       | 59.4        | LOS E            | 0.4                   | 0.4      | 0.96      | 0.96                | 219.9       | 208.6        | 0.95        |
| SouthWest: Canterbury Rd (SW)   |          |           |             |                  |                       |          |           |                     |             |              |             |
| P8                              | Full     | 3         | 59.1        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95                | 224.7       | 215.2        | 0.96        |
| All Pedestrians                 |          | 115       | 59.4        | LOS E            | 0.4                   | 0.4      | 0.96      | 0.96                | 220.1       | 208.9        | 0.95        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



# MOVEMENT SUMMARY

Site: 101 [Canterbury Rd & Minter St AM (Site Folder: General)]

Network: N101 [Proposed Network AM (Network Folder: General)]

Canterbury Rd & Minter St, Canterbury  
Site Category: (None)  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|--------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |        | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist m |           |                     |                  | km/h        |
| South: Minter St (S)          |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 1b                            | L3   | 85            | 0.0  | 85            | 0.0  | 0.814     | 79.1        | LOS F            | 4.0               | 28.0   | 0.78      | 1.58                | 2.35             | 5.6         |
| 2                             | T1   | 1             | 0.0  | 1             | 0.0  | 0.814     | 373.5       | LOS F            | 4.0               | 28.0   | 0.78      | 1.58                | 2.35             | 16.9        |
| 3a                            | R1   | 2             | 0.0  | 2             | 0.0  | 0.814     | 541.0       | LOS F            | 4.0               | 28.0   | 0.78      | 1.58                | 2.35             | 17.6        |
| Approach                      |      | 88            | 0.0  | 88            | 0.0  | 0.814     | 93.0        | LOS F            | 4.0               | 28.0   | 0.78      | 1.58                | 2.35             | 6.1         |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 25                            | T1   | 944           | 3.0  | 944           | 3.0  | 0.325     | 0.1         | LOS A            | 4.9               | 35.2   | 0.00      | 0.00                | 0.00             | 59.7        |
| Approach                      |      | 944           | 3.0  | 944           | 3.0  | 0.325     | 0.1         | NA               | 4.9               | 35.2   | 0.00      | 0.00                | 0.00             | 59.7        |
| North: Minter St (N)          |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 7b                            | L3   | 23            | 0.0  | 23            | 0.0  | 0.040     | 10.4        | LOS A            | 0.2               | 1.1    | 0.60      | 0.75                | 0.60             | 46.4        |
| Approach                      |      | 23            | 0.0  | 23            | 0.0  | 0.040     | 10.4        | LOS A            | 0.2               | 1.1    | 0.60      | 0.75                | 0.60             | 46.4        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 30a                           | L1   | 35            | 0.0  | 35            | 0.0  | 0.434     | 5.0         | LOS A            | 0.0               | 0.0    | 0.00      | 0.02                | 0.00             | 55.7        |
| 31                            | T1   | 1631          | 2.6  | 1631          | 2.6  | 0.434     | 0.0         | LOS A            | 0.0               | 0.0    | 0.00      | 0.01                | 0.00             | 59.5        |
| Approach                      |      | 1666          | 2.5  | 1666          | 2.5  | 0.434     | 0.1         | NA               | 0.0               | 0.0    | 0.00      | 0.01                | 0.00             | 59.4        |
| All Vehicles                  |      | 2721          | 2.6  | 2721          | 2.6  | 0.814     | 3.2         | NA               | 4.9               | 35.2   | 0.03      | 0.07                | 0.08             | 54.3        |

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.

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# MOVEMENT SUMMARY

Site: 101 [Canterbury Rd & Minter St PM (Site Folder: General)]

Network: N101 [Proposed Network PM (Network Folder: General)]

Canterbury Rd & Minter St, Canterbury  
Site Category: (None)  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
|-------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|--------|-----------|---------------------|------------------|-------------|
| Mov ID                        | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |        | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                               |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist m |           |                     |                  | km/h        |
| South: Minter St (S)          |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 1b                            | L3   | 67            | 0.0  | 67            | 0.0  | 0.888     | 84.7        | LOS F            | 2.9               | 20.1   | 0.85      | 1.49                | 2.50             | 5.2         |
| 2                             | T1   | 1             | 0.0  | 1             | 0.0  | 0.888     | 354.3       | LOS F            | 2.9               | 20.1   | 0.85      | 1.49                | 2.50             | 16.0        |
| 3a                            | R1   | 2             | 0.0  | 2             | 0.0  | 0.888     | 530.3       | LOS F            | 2.9               | 20.1   | 0.85      | 1.49                | 2.50             | 16.5        |
| Approach                      |      | 70            | 0.0  | 70            | 0.0  | 0.888     | 101.3       | LOS F            | 2.9               | 20.1   | 0.85      | 1.49                | 2.50             | 5.8         |
| NorthEast: Canterbury Rd (NE) |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 25                            | T1   | 1409          | 1.5  | 1409          | 1.5  | 0.365     | 0.1         | LOS A            | 12.6              | 89.2   | 0.00      | 0.00                | 0.00             | 59.8        |
| Approach                      |      | 1409          | 1.5  | 1409          | 1.5  | 0.365     | 0.1         | NA               | 12.6              | 89.2   | 0.00      | 0.00                | 0.00             | 59.8        |
| North: Minter St (N)          |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 7b                            | L3   | 29            | 0.0  | 29            | 0.0  | 0.036     | 7.9         | LOS A            | 0.1               | 1.0    | 0.48      | 0.65                | 0.48             | 48.0        |
| Approach                      |      | 29            | 0.0  | 29            | 0.0  | 0.036     | 7.9         | LOS A            | 0.1               | 1.0    | 0.48      | 0.65                | 0.48             | 48.0        |
| SouthWest: Canterbury Rd (SW) |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 30a                           | L1   | 19            | 0.0  | 19            | 0.0  | 0.279     | 5.0         | LOS A            | 0.0               | 0.0    | 0.00      | 0.02                | 0.00             | 55.9        |
| 31                            | T1   | 1059          | 1.5  | 1059          | 1.5  | 0.279     | 0.0         | LOS A            | 0.0               | 0.0    | 0.00      | 0.01                | 0.00             | 59.7        |
| Approach                      |      | 1078          | 1.5  | 1078          | 1.5  | 0.279     | 0.1         | NA               | 0.0               | 0.0    | 0.00      | 0.01                | 0.00             | 59.6        |
| All Vehicles                  |      | 2586          | 1.4  | 2586          | 1.4  | 0.888     | 2.9         | NA               | 12.6              | 89.2   | 0.03      | 0.05                | 0.07             | 54.7        |

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.

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# MOVEMENT SUMMARY

▼ Site: 101 [Tincombe St & Minter St AM (Site Folder: General)]

■ Network: N101 [Proposed Network AM (Network Folder: General)]

Tincombe St & Minter St, Canterbury

Site Category: (None)

Give-Way (Two-Way)

| Vehicle Movement Performance |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
|------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|--------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |        | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist m |           |                     |                  | km/h        |
| South: Minter St (S)         |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 2                            | T1   | 2             | 0.0  | 2             | 0.0  | 0.005     | 3.0         | LOS A            | 0.0               | 0.1    | 0.16      | 0.51                | 0.16             | 25.8        |
| 3                            | R2   | 4             | 0.0  | 4             | 0.0  | 0.005     | 4.3         | LOS A            | 0.0               | 0.1    | 0.16      | 0.51                | 0.16             | 43.8        |
| Approach                     |      | 6             | 0.0  | 6             | 0.0  | 0.005     | 3.9         | LOS A            | 0.0               | 0.1    | 0.16      | 0.51                | 0.16             | 42.3        |
| West: Tincombe St (W)        |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 10                           | L2   | 92            | 0.0  | 92            | 0.0  | 0.086     | 4.6         | LOS A            | 0.0               | 0.0    | 0.00      | 0.31                | 0.00             | 39.7        |
| 11                           | T1   | 71            | 0.0  | 71            | 0.0  | 0.086     | 0.0         | LOS A            | 0.0               | 0.0    | 0.00      | 0.31                | 0.00             | 47.3        |
| 12                           | R2   | 1             | 0.0  | 1             | 0.0  | 0.086     | 4.9         | LOS A            | 0.0               | 0.0    | 0.00      | 0.31                | 0.00             | 36.6        |
| Approach                     |      | 164           | 0.0  | 164           | 0.0  | 0.086     | 2.6         | NA               | 0.0               | 0.0    | 0.00      | 0.31                | 0.00             | 45.4        |
| All Vehicles                 |      | 170           | 0.0  | 170           | 0.0  | 0.086     | 2.6         | NA               | 0.0               | 0.1    | 0.01      | 0.31                | 0.01             | 45.2        |

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.

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# MOVEMENT SUMMARY

Site: 101 [Tincombe St & Minter St PM (Site Folder: General)]

Network: N101 [Proposed Network PM (Network Folder: General)]

Tincombe St & Minter St, Canterbury

Site Category: (None)

Give-Way (Two-Way)

| Vehicle Movement Performance |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
|------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|--------|-----------|---------------------|------------------|-------------|
| Mov ID                       | Turn | DEMAND FLOWS  |      | ARRIVAL FLOWS |      | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE |        | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
|                              |      | [ Total veh/h | HV % | [ Total veh/h | HV % | v/c       | sec         |                  | [ Veh. veh        | Dist m |           |                     |                  | km/h        |
| South: Minter St (S)         |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 2                            | T1   | 1             | 0.0  | 1             | 0.0  | 0.002     | 2.9         | LOS A            | 0.0               | 0.0    | 0.16      | 0.48                | 0.16             | 26.7        |
| 3                            | R2   | 1             | 0.0  | 1             | 0.0  | 0.002     | 4.3         | LOS A            | 0.0               | 0.0    | 0.16      | 0.48                | 0.16             | 44.1        |
| Approach                     |      | 2             | 0.0  | 2             | 0.0  | 0.002     | 3.6         | LOS A            | 0.0               | 0.0    | 0.16      | 0.48                | 0.16             | 41.5        |
| West: Tincombe St (W)        |      |               |      |               |      |           |             |                  |                   |        |           |                     |                  |             |
| 10                           | L2   | 67            | 0.0  | 67            | 0.0  | 0.069     | 4.6         | LOS A            | 0.0               | 0.0    | 0.00      | 0.28                | 0.00             | 40.4        |
| 11                           | T1   | 64            | 0.0  | 64            | 0.0  | 0.069     | 0.0         | LOS A            | 0.0               | 0.0    | 0.00      | 0.28                | 0.00             | 47.5        |
| 12                           | R2   | 1             | 0.0  | 1             | 0.0  | 0.069     | 4.9         | LOS A            | 0.0               | 0.0    | 0.00      | 0.28                | 0.00             | 37.1        |
| Approach                     |      | 132           | 0.0  | 132           | 0.0  | 0.069     | 2.4         | NA               | 0.0               | 0.0    | 0.00      | 0.28                | 0.00             | 46.0        |
| All Vehicles                 |      | 134           | 0.0  | 134           | 0.0  | 0.069     | 2.4         | NA               | 0.0               | 0.0    | 0.00      | 0.28                | 0.00             | 45.9        |

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.

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