Saint Ignatius College Riverview
Saint Ignatius' College Riverview Redevelopment Stage 2 (SSD-10424)

Traffic and Access Assessment Report

Prepared for: Saint Ignatius College Riverview

October 2020

Report No: PT15025r04_Final

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1. Introduction

This report has been prepared on behalf of the Saint Ignatius College Riverview to present findings of a traffic, parking and access assessment of a State Significant Development Application Stage 2 DA application. The report reviews current traffic conditions, parking demands, intersection capacity and future arrangements within the Senior School.

The remainder of the report is set out as follows:

- Section 2 provides a list of the SEARS requirements and locations in the report where these requirements have been responded to;
- Section 3 presents a background report review;
- Section 4 summarises the additional data collection strategy adopted for this report;
- Section 5 describes the site and existing traffic conditions and findings of the data collection;
- Section 6 presents the proposed Stage 2 Development Application
- Section 7 assesses the potential traffic impacts and parking needs of the proposal; and
- Section 8 presents the conclusions and recommendations of the study.

1.1 Site Location

The location of the development site is shown in Figure 1.

Figure 1 - Site Location



Source: Google maps

The school includes two campuses. The junior school is located on the northern side of Riverview Street west of College Road South. The Junior School is not subject to any improvement works as part of the masterplan application.

The Senior School is located on the southern side of Riverview Street with its main vehicular access via the existing roundabout at the intersection of Riverview Street / Pengilly Street / Tambourine Bay Road.

The Senior School has an existing student population of approximately 1,400 students and 320 staff. Of the 320 staff, 288 staff are full time / part time with the remainder (32 staff) casual staff. The College also includes at the time of the data collection some 241 full time boarders at the school.

It is noted from the audit of formal parking provision that the College includes a total of 261 formal parking spaces, six (6) accessible parking spaces and capacity for some 800 vehicles in overflow grassed parking areas.

2. SEARS Requirements

For ease of reference, the following presents the SEARS requirements which pertain to traffic, parking and access matters dated 5 February 2020 prepared by the Department of Planning, Industry and Environment.

Table 1 - SEARS Requirements Report Location Responses

Matter Raised	Report Location
7. Transport and Accessibility Include a transport and accessibility impact assessment, which details, but not limited to the following: accurate details of the current daily and peak hour vehicle, existing and future public transport networks and pedestrian and cycle movement provided on the road network located adjacent to the proposed development.	Section 4, 5 & 7
details of estimated total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips.	Section 7
the adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand of the proposed development	Section 5.7
measures to integrate the development with the existing/future public transport network	Section 5.7
the impact of trips generated by the development on nearby intersections, with consideration of the cumulative impacts from other approved developments in the vicinity, and the need/associated funding for, and details of, upgrades or road improvement works, if required (Traffic modelling is to be undertaken using SIDRA network modelling for current and future years).	Section 7
the identification of infrastructure required to ameliorate any impacts on traffic efficiency and road safety impacts associated with the proposed development, including details on improvements required to affected intersections, additional school bus routes along bus capable roads (i.e. minimum 3.5 m wide travel lanes), additional bus stops or bus bays	Section 7
details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and specific Workplace travel plan) and the provision of facilities to increase the non-car mode share for travel to and from the site	Appendix E
the existing and proposed walking and cycling access arrangements and connections to public transport services	Section 5.7
the proposed access arrangements, including car and bus pick-up/drop-off facilities, and measures to mitigate any associated traffic impacts and impacts on public transport, pedestrian and bicycle networks, including pedestrian crossings and refuges and speed control devices and zones	Section 6

proposed bicycle parking provision, including end of trip facilities, in secure, convenient, accessible areas close to main entries incorporating lighting and passive surveillance	N/A
existing and proposed number of on-site car parking spaces for staff and visitors and corresponding compliance with existing parking codes and justification for the level of car parking provided on-site.	N/A
an assessment of the cumulative on-street parking impacts of cars and bus pick-up/drop-off, staff parking and any other parking demands associated with the development	N/A
an assessment of road and pedestrian safety adjacent to the proposed development and the details of required road safety measures and personal safety in line with CPTED	N/A
emergency vehicle access, service vehicle access, delivery and loading arrangements and estimated service vehicle movements (including vehicle type and the likely arrival and departure times)	Section 6, 7.3
▪ the preparation of a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact in relation to construction traffic addressing the following: o assessment of cumulative impacts associated with other construction activities (if any) o an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity o details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process o details of anticipated peak hour and daily construction vehicle movements to and from the site o details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle o details of temporary cycling and pedestrian access during construction o demonstrate how pedestrian and cycle rider movements along footways and cycleways are maintained at all times during construction activities. Should the development require closure to either facility, detail the adequate safety and diversion measures out in place to limit time delay and detour distances o details of any crane locations and road closures and o details of any potential impacts to the bus network.	Appendix D
▪ details of temporary cycling and pedestrian access during construction. Relevant Policies and Guidelines: o Guide to Traffic Generating Developments (Roads and Maritime Services) o EIS Guidelines – Road and Related Facilities (Department of Urban Affairs and Planning (DUAP), 1996) o Cycling Aspects of Austroads Guides o NSW Planning Guidelines for Walking and Cycling (Department of Infrastructure, Planning and Natural Resources (DIPNR), 2004)	Appendix D

o Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development o Standards Australia AS2890.3 (Bicycle Parking Facilities).	

3. Background Report Review

3.1 Saint Ignatius College Riverview Masterplan + Stage 1 Development Application – Traffic Impact Assessment Report – Positive Traffic Pty Ltd – October 2015

The basis of this Stage 2 application is the approval of the Masterplan Proposal for the redevelopment of a number of areas within the Saint Ignatius College Precinct along with approval of the Stage 1 development application for the Stage 1 works.

Of note, the delivery of the masterplan proposal over 11 stages did not include *any increase in either staff or student population at the college*. That is, all works were enhancement works of existing facilities and / or replacement works of existing buildings to provide new and up to date teaching environments.

In accordance with the requirements at the time, Positive Traffic Pty Ltd prepared a traffic impact assessment (TIA) report which included a data collection strategy of the precinct as a whole and modelling assessment of existing / future traffic conditions following full delivery of all components of the masterplan as a whole.

The data collection strategy for the preparation of the report included:

- Intersection counts at all local intersections which provide access to the college campuses
- Parking demand counts of *all* parking areas within the college campuses
- Mode of Travel Survey of both students and staff of the college

Intersection counts were undertaken during the morning / afternoon school peak periods on a weekday along with the period of 9:00am – 1:00pm on a typical Saturday to capture weekend college demands generated by sports activities.

Following an assessment of both existing traffic / parking conditions and the future traffic / parking conditions following delivery of all works proposed in the masterplan as a whole, the following conclusions were noted:

1. The school does not propose any increase in student population as part of the delivery of the masterplan as a whole.
2. Intersections immediately surrounding the school currently operate at a satisfactory level of service.
3. Traffic flows on surrounding roads are within the expected range for each street type.
4. The existing parking capacity of the Senior School more than caters for existing peak demands at the site and future demands following delivery of the masterplan.

4. Data Collection Strategy

The following presents a summary of existing site and traffic conditions following a data collection strategy which included intersection counts, parking demand counts and pedestrian surveys.

4.1 2019 Intersection Counts

The data collection strategy prepared for this Stage 2 application mirrored the strategy recommended by representatives of Lane Cove Council to inform the traffic report for the masterplan proposal as a whole.

Counts were undertaken on Saturday 9th November 2019 between the hours of 9:00am – 1:00pm and on Wednesday 13th November 2019 between the hours of 7:00am – 9:30am. The agreed locations for intersection counts are shown in Figure 2 below.

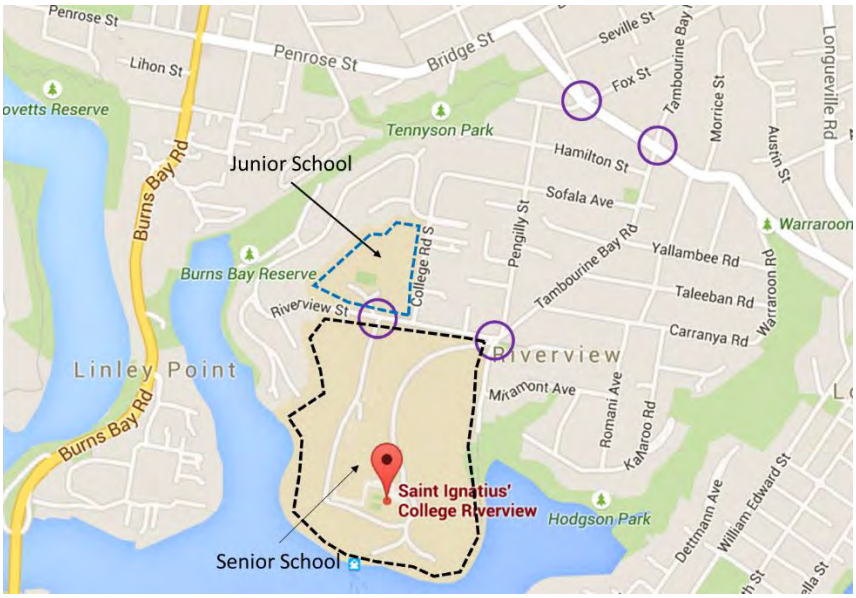
Figure 2 – 2019 Intersection Count Locations

Intersection Count Periods

Total of Four (4) intersections

Typical Weekday
7:00am – 9:30am
2:00pm – 6:00pm

Saturday
9:00am – 1:00pm



As shown above, afternoon period counts captured both the peak period of the College and the peak period of the surrounding road network. Further, Saturday traffic conditions at all intersections identified were included in the data collection.

4.2 2019 Parking Demand versus Capacity Surveys

To complement the intersection counts, parking demand surveys were repeated both within the college grounds of *all* parking areas and surrounding streets within a convenient walking distance to the college. These were undertaken during both the morning and afternoon school / road network periods. The locations of the parking demand surveys are shown in Figure 3 below.

Figure 3 – Parking Beat Survey Locations



Copies of the 2019 Intersection & Parking counts are provided in Appendix A of this report.

5. Existing Traffic / Parking Conditions

5.1 Classification Criteria

It is usual to classify roads according to a road hierarchy in order to determine their functional role within the road network. Changes to traffic flows on the roads can then be assessed within the context of the road hierarchy. Roads are classified according to the role they fulfil and the volume of traffic they should appropriately carry. The RTA has set down the following guidelines for the functional classification of roads.

- Arterial Road – typically a main road carrying over 15,000 vehicles per day and fulfilling a role as a major inter-regional link (over 1,500 vehicles per hour)
- Sub-arterial Road – defined as secondary inter-regional links, typically carrying volumes between 5,000 and 20,000 vehicles per day (500 to 2,000 vehicles per hour)
- Collector Road – provides a link between local roads and regional roads, typically carrying between 2,000 and 10,000 vehicles per day (250 to 1,000 vehicles per hour). At volumes greater than 5,000 vehicles per day, residential amenity begins to decline noticeably.
- Local Road – provides access to individual allotments, carrying low volumes, typically less than 2,000 vehicles per day (250 vehicles per hour).

5.2 Existing Road Network

Tambourine Bay Road – is a local collector road providing access to River Road west in the north and the school in the south. It generally includes a single travel lane in each direction with unrestricted parallel parking on either side of the street. The intersection of Tambourine Bay Road / River Road West includes traffic signals. The street has a posted speed limit of 60km/hr with a 40km/hr school zone is in place commencing at Pengilly Street.

Riverview Street – is a local street which provides frontages to both the Junior School and Senior School of the St Ignatius Riverview College. Whilst considered a local street (as it provides access to adjacent residential properties) it is expected peak hour traffic flows would be higher than that which would be typical for a local street. During school peak periods, a 40km/hr speed zone is in place. Outside these periods the street includes a posted speed limit of 50km/hr. On street parking is not permitted in the street. However, off street parking on a grassed area adjacent to the Junior School is available.

River Road - is an east – west sub arterial through the area linking Burns Bay Road (sub arterial) in the west with Pacific Highway (arterial road) in the east. It carries large volumes of traffic in both the AM and PM peak periods. It generally includes two travel lanes in each direction and parallel parking available in certain location along the corridor.

5.3 2015 Traffic Flows

As stated above, intersection counts were undertaken at four (4) locations as per the requirements of Council. Copies of the intersection counts can be found in Appendix A of this report. The peak flows by direction in each street at each intersection are summarised below for a weekday and Saturday conditions.

Table 2 – 2015 Summary of Weekday Peak Period Volumes in vicinity of site (veh/hr)

		AM		PM	
Road	Location	NB/EB	SB/WB	NB/EB	SB/WB
River Road West	West of Tambourine Bay Rd	1,350	651	662	1,199
River Road West	East of Tambourine Bay Rd	1,505	679	783	1,224
Tambourine Bay Road	South of River Road West	372	321	338	361
River Road West	West of Fox Street	1,553	799	755	1,374
River Road West	East of Fox Street	1,386	703	681	1,287
Fox Street	South of River Road West	114	161	92	79
Tambourine Bay Road	North of Riverview Street	314	410	296	256
Tambouring Bay Road	South of Riverview Street	33	20	33	31
Riverview Street	West of Tambourine Bay Rd	195	239	140	126
College Access	South West of Tambourine Bay Rd	115	180	138	114
Riverview Street	West of College Access*	48	65	45	37
Riverview Street	East of College Access	185	283	204	133
College Access	South of Riverview Street	114	172	100	64

*West of College Road South

Table 3 – 2015 Summary of Saturday Peak Period Volumes in vicinity of site (veh/hr)

		AM	
Road	Location	NB/EB	SB/WB
River Road West	West of Tambourine Bay Rd	617	627
River Road West	East of Tambourine Bay Rd	691	602
Tambourine Bay Road	South of River Road West	287	293
River Road West	West of Fox Street	629	713
River Road West	East of Fox Street	555	656
Fox Street	South of River Road West	69	75
Tambourine Bay Road	North of Riverview Street	172	157
Tambouring Bay Road	South of Riverview Street	32	47
Riverview Street	West of Tambourine Bay Rd	98	54
College Access	South West of Tambourine Bay Rd	66	80
Riverview Street	West of College Access*	37	53
Riverview Street	East of College Access	81	79
College Access	South of Riverview Street	32	21

*West of College Road South

From Table 2 it can be seen that 2015 traffic flows on surrounding roads are in generally in line with their classification. As noted in Table 3, traffic flows on streets surrounding the college are somewhat less as expected.

The traffic flows in Riverview Street are somewhat different when comparing flows east of the school access and those west of the school access. That is, given the street services a large school, east of

access traffic flows are somewhat higher than those west of the access as traffic travels to and from Tambourine Bay Road.

5.4 2019 Traffic Flows

As stated above all intersection counts undertaken in 2015 were repeated in 2019. The 2019 peak flows by direction in each street at each intersection are summarised below for a weekday and Saturday conditions.

Table 4 – 2019 Summary of Weekday Peak Period Volumes in vicinity of site (veh/hr)

		AM		PM	
Road	Location	NB/EB	SB/WB	NB/EB	SB/WB
River Road West	West of Tambourine Bay Rd	1,338	604	698	1,188
River Road West	East of Tambourine Bay Rd	1,538	603	819	1,170
Tambourine Bay Road	South of River Road West	440	298	364	375
River Road West	West of Fox Street	1,520	674	803	1,216
River Road West	East of Fox Street	1,391	579	706	1,139
Fox Street	South of River Road West	105	111	88	93
Tambourine Bay Road	North of Riverview Street	282	301	249	262
Tambouring Bay Road	South of Riverview Street	30	17	33	29
Riverview Street	West of Tambourine Bay Rd	210	200	124	139
College Access	South West of Tambourine Bay Rd	103	141	146	148
Riverview Street	West of College Access*	28	47	34	26
Riverview Street	East of College Access	189	226	154	96
College Access	South of Riverview Street	116	161	82	57

*West of College Road South

Table 5 – 2019 Summary of Saturday Peak Period Volumes in vicinity of site (veh/hr)

		AM	
Road	Location	NB/EB	SB/WB
River Road West	West of Tambourine Bay Rd	683	780
River Road West	East of Tambourine Bay Rd	736	789
Tambourine Bay Road	South of River Road West	335	341
River Road West	West of Fox Street	758	841
River Road West	East of Fox Street	685	778
Fox Street	South of River Road West	78	75
Tambourine Bay Road	North of Riverview Street	307	180
Tambouring Bay Road	South of Riverview Street	24	27
Riverview Street	West of Tambourine Bay Rd	92	161
College Access	South West of Tambourine Bay Rd	158	96
Riverview Street	West of College Access*	45	52
Riverview Street	East of College Access	144	106
College Access	South of Riverview Street	58	43

*West of College Road South

Utilising the 2019 count information provided in Table 4 and Table 5, the following presents the differences in traffic volumes in each street between those recorded in 2015 versus those recorded in 2019.

Table 6 – Net Difference 2015 vs 2019 Weekday Peak Period Volumes in vicinity of site (veh/hr)

		AM		PM	
Road	Location	NB/EB	SB/WB	NB/EB	SB/WB
River Road West	West of Tambourine Bay Rd	-12	-47	36	-11
River Road West	East of Tambourine Bay Rd	33	-76	36	-54
Tambourine Bay Road	South of River Road West	68	-23	26	14
River Road West	West of Fox Street	-33	-125	48	-158
River Road West	East of Fox Street	5	-124	25	-148
Fox Street	South of River Road West	-9	-50	-4	14
Tambourine Bay Road	North of Riverview Street	-32	-109	-47	6
Tambouring Bay Road	South of Riverview Street	-3	-3	0	-2
Riverview Street	West of Tambourine Bay Rd	15	-39	-16	13
College Access	South West of Tambourine Bay Rd	-12	-39	8	34
Riverview Street	West of College Access*	-20	-18	-11	-11
Riverview Street	East of College Access	4	-57	-50	-37
College Access	South of Riverview Street	2	-11	-18	-7

*West of College Road South

Table 7 – Net Difference 2015 vs 2019 Saturday Peak Period Volumes in vicinity of site (veh/hr)

		AM	
Road	Location	NB/EB	SB/WB
River Road West	West of Tambourine Bay Rd	-66	-153
River Road West	East of Tambourine Bay Rd	-45	-187
Tambourine Bay Road	South of River Road West	-48	-48
River Road West	West of Fox Street	-129	-128
River Road West	East of Fox Street	-130	-122
Fox Street	South of River Road West	-9	0
Tambourine Bay Road	North of Riverview Street	-135	-23
Tambouring Bay Road	South of Riverview Street	8	20
Riverview Street	West of Tambourine Bay Rd	6	-107
College Access	South West of Tambourine Bay Rd	-92	-16
Riverview Street	West of College Access*	-8	1
Riverview Street	East of College Access	-63	-27
College Access	South of Riverview Street	-26	-22

*West of College Road South

From Table 6 and Table 7 it can be clearly seen that in the vast majority of locations and during both the weekday AM / PM and weekend AM peak periods, traffic flows on the surrounding road network are similar or less than those flows recorded in 2015. As expected with the college located on a peninsula, traffic conditions surrounding the college have not changed in four (4) years.

Some minor increases on the major road through the area, River Road have occurred in the weekday PM peak period but this equates to a low increase of some 12 vehicles per annum as a maximum.

5.5 2015 & 2019 Intersection Operating Conditions Analysis

All intersections surveyed have been analysed using the Sidra Intersection analysis program. Sidra Intersection determines the average delay that vehicles encounter, the degree of saturation of the intersection, and the level of service. The degree of saturation is the ratio of the arrival rate of vehicles to the capacity of the approach. Sidra Intersection provides analysis of the operating conditions which can be compared to the performance criteria set out in Table 8.

Table 8 – Level of Service Criteria

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

Adapted from RTA Guide to Traffic Generating Developments, 2002.

For roundabouts and priority intersections, the reported average delay is for the individual movement with the highest average delay per vehicle. At signalised intersections, the reported average delay is over all movements.

The 2015 weekday and weekend day intersection operating conditions are presented in Table 9 and Table 10. Average delay is expressed in seconds per vehicle.

Table 9 – 2015 Weekday Intersection Operating Conditions

		Morning Peak		Evening Peak	
Intersection	Control	Av Delay	LOS	Av Delay	LOS
River Rd West / Tambourine Bay Rd	Signals	38.3	C	39.1	C
River Rd West / Fox Street	Give Way	>120	F	>120	F
Tambourine Bay Rd / Riverview St	Roundabout	9.7	A	9.1	A
Riverview St / College Access	Give Way	7.6	A	6.7	A

Avg Delay (sec/veh) is over all movements at signals, and for worst movement at priority and roundabouts

Table 10 – 2015 Weekday Intersection Operating Conditions

Intersection	Control	Morning Peak	
		Av Delay	LOS
River Rd West / Tambourine Bay Rd	Signals	29.1	C
River Rd West / Fox Street	Give Way	46.3	D
Tambourine Bay Rd / Riverview St	Roundabout	8.6	A
Riverview St / College Access	Give Way	6.0	A

Avg Delay (sec/veh) is over all movements at signals, and for worst movement at priority and roundabouts

From Table 9, it can be seen that all intersections in the vicinity of the College operated at a satisfactory level of service in 2015 during both the AM and PM weekday periods. The intersection of River Road West / Fox Street operated at a poor level of service.

In comparison, the 2019 intersection operating conditions is presented below in Table 11and Table 12.

Table 11 – 2019 Weekday Intersection Operating Conditions

Intersection	Control	Morning Peak		Evening Peak	
		Av Delay	LOS	Av Delay	LOS
River Rd West / Tambourine Bay Rd	Signals	42.6	C	35.9	C
River Rd West / Fox Street	Give Way	>120	F	>120	F
Tambourine Bay Rd / Riverview St	Roundabout	9.3	A	8.9	A
Riverview St / College Access	Give Way	7.1	A	6.9	A

Avg Delay (sec/veh) is over all movements at signals, and for worst movement at priority and roundabouts

Table 12 – 2019 Weekday Intersection Operating Conditions

Intersection	Control	Morning Peak	
		Av Delay	LOS
River Rd West / Tambourine Bay Rd	Signals	31.1	C
River Rd West / Fox Street	Give Way	89.3	F
Tambourine Bay Rd / Riverview St	Roundabout	9.0	A
Riverview St / College Access	Give Way	6.4	A

Avg Delay (sec/veh) is over all movements at signals, and for worst movement at priority and roundabouts

From Table 11and Table 12 it is noted there has been no negative change in intersection operating conditions in 2019 compared that those which occurred in 2015. Of note, in some instances due to reductions in traffic volumes some improvements to conditions have occurred.

As was the case in 2015, the intersection of River Road / Fox Street operates at a poor level of service due to large delays for the small number of right turn movements out of Fox Street. This equates to a total of 2-3 vehicles each period. To provide context to this, the existing level of service for each movement at the Fox Street / River Road West intersection is shown below:

Figure 4 – Fox Street / River Road West Level of Service by Movement AM Peak

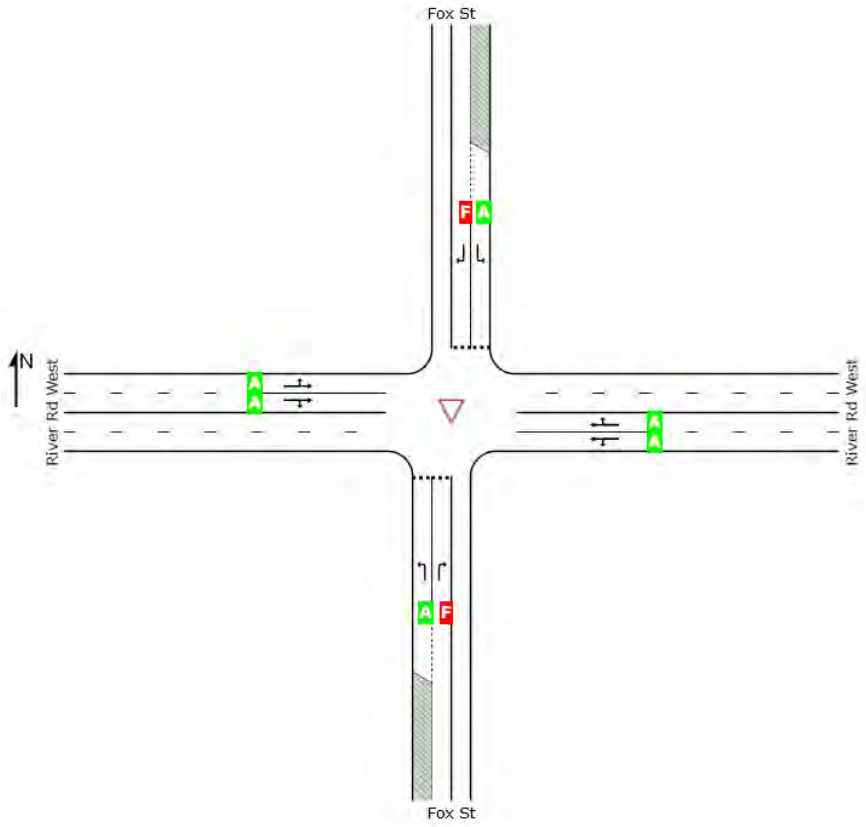


Figure 5 – Fox Street / River Road West Level of Service by Movement PM Peak

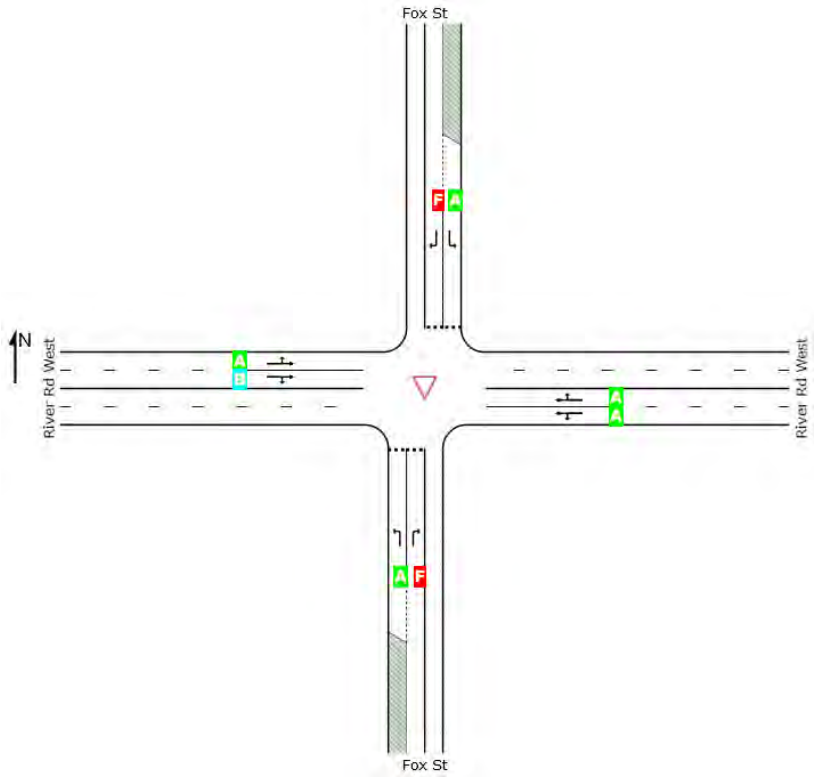
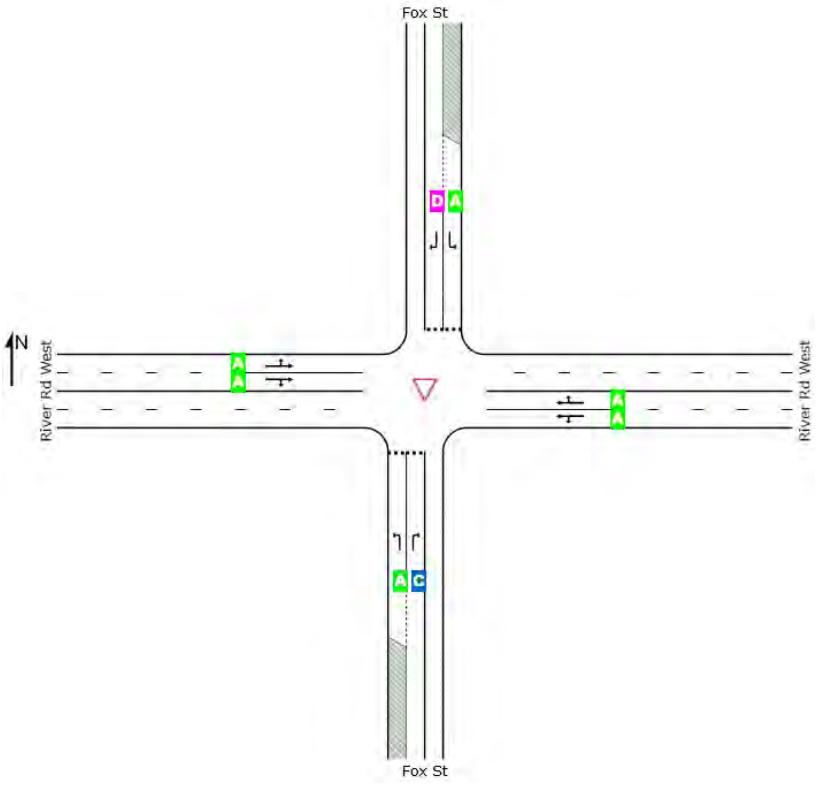


Figure 6 – Fox Street / River Road West Level of Service by Movement Saturday Peak



As shown above, all movements at the intersection of Fox Street / River Road West operate at a good level of service except the right turn movements from the side streets.

Based on the findings of the above assessment, all intersections in close proximity to the College operate at good levels of service on both a weekday and weekend day. Further, no intersections in close proximity to the College require improvement to create additional capacity.

Copies of all SIDRA model outputs are provided in Appendix B of this report.

5.6 2015 Parking Demands

The parking demands of the College campus as a whole and on the surrounding road network were captured in 2015 and repeated in 2019. The parking demands of the college were estimated based on evaluating the inbound and outbound vehicle flows of the College over time.

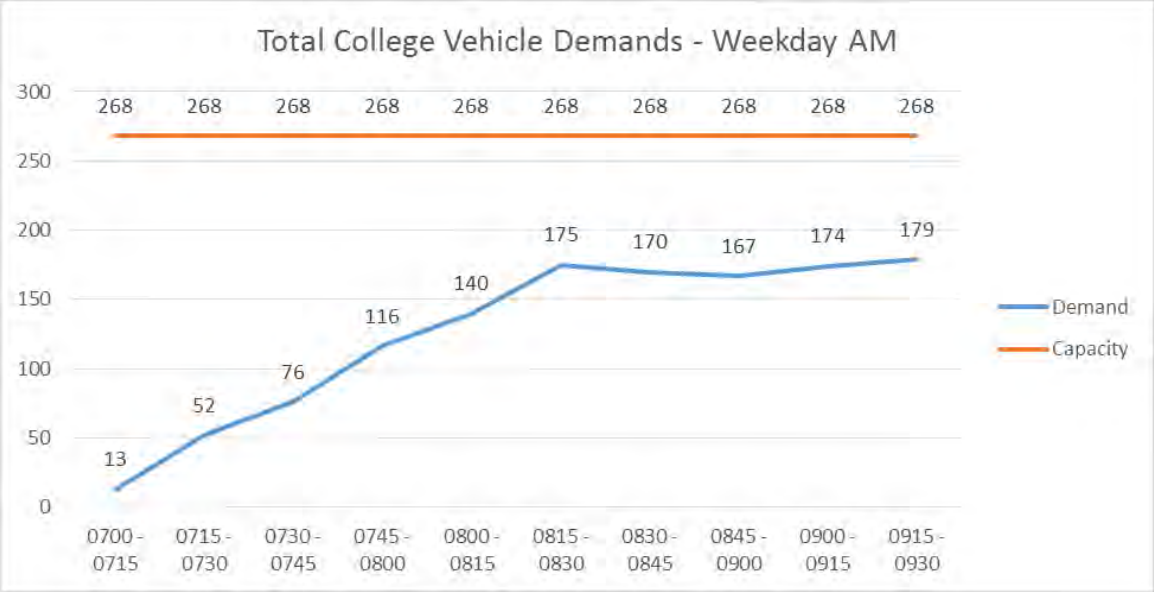
On street parking demands were evaluated by recorded the number of vehicles parked versus available parking provision every 30 minutes during each survey period.

5.6.1 2015 College Parking Demands

As the parking demand assessment of the College is based on evaluating inbound versus outbound flows, it can included vehicles on site which may not have parked. Therefore essentially it provides an estimate of the total vehicle demands on the College.

The estimated total vehicle demands on the College during the morning and afternoon peak periods are shown below.

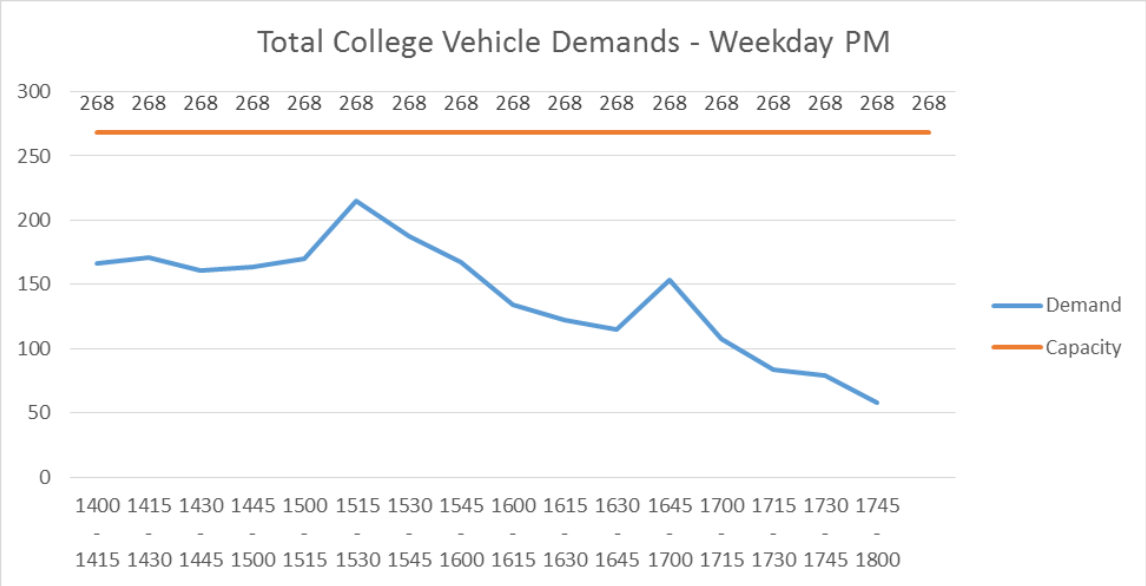
Figure 7 – 2015 Total Vehicle College Demands AM Period



The above assumes a zero on-site parking demand at the commencement of the survey at 7:00am. As stated above, the demands represent 'vehicle' demands within the College for each time period and not necessarily 'parking demands' as many vehicles use the College as a 'Kiss and Drop' and do not utilise a formal parking space. That is, inbound / outbound flows of the College during each peak period are generally consistent which indicates a high proportion of Kiss and Drop vehicles travel to and from the College.

From Figure 7 it can be seen that vehicle demands on the Senior School are well below the available formal parking capacity during the AM peak.

Figure 8 – 2015 Total College Vehicle Demands PM Peak



From Figure 8 it can be seen that vehicle demands on the Senior School are well below the available formal parking capacity during the PM peak. The PM peak is expected to include higher on-site parking demands as parents wait for their child.

Therefore it is noted that Senior School has currently more than adequate on-site parking provision to accommodate peak demands.

5.6.2 2019 College Parking Demands

To gauge any change to parking demands since 2015, the college parking counts were repeated in 2019 and are presented below.

Figure 9 – 2019 Total Vehicle College Demands AM Period

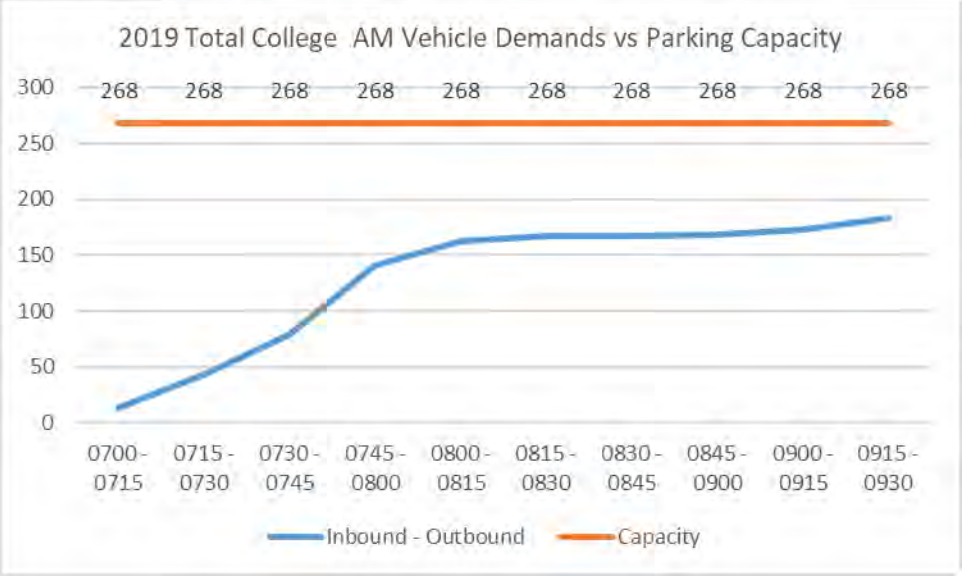
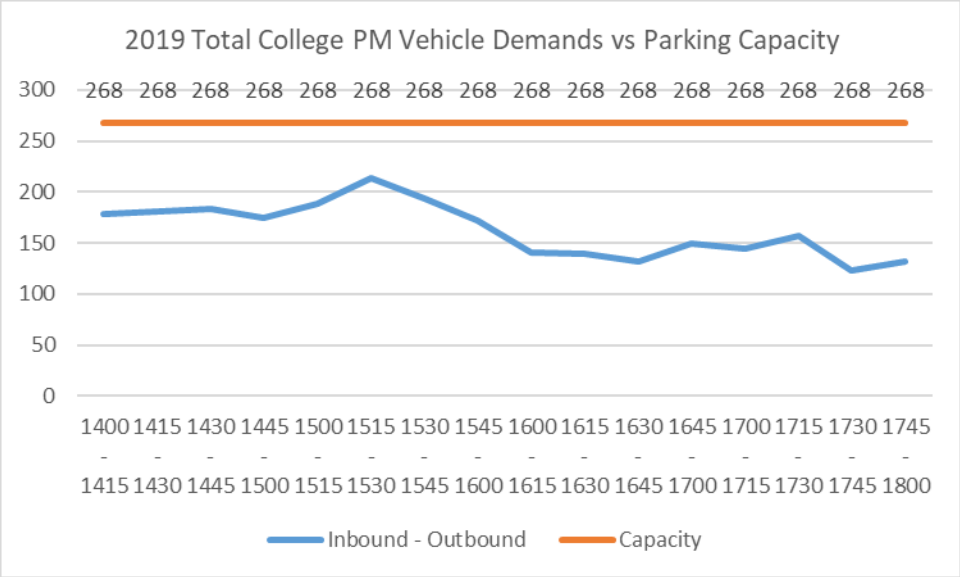


Figure 10 – 2019 Total Vehicle College Demands PM Period

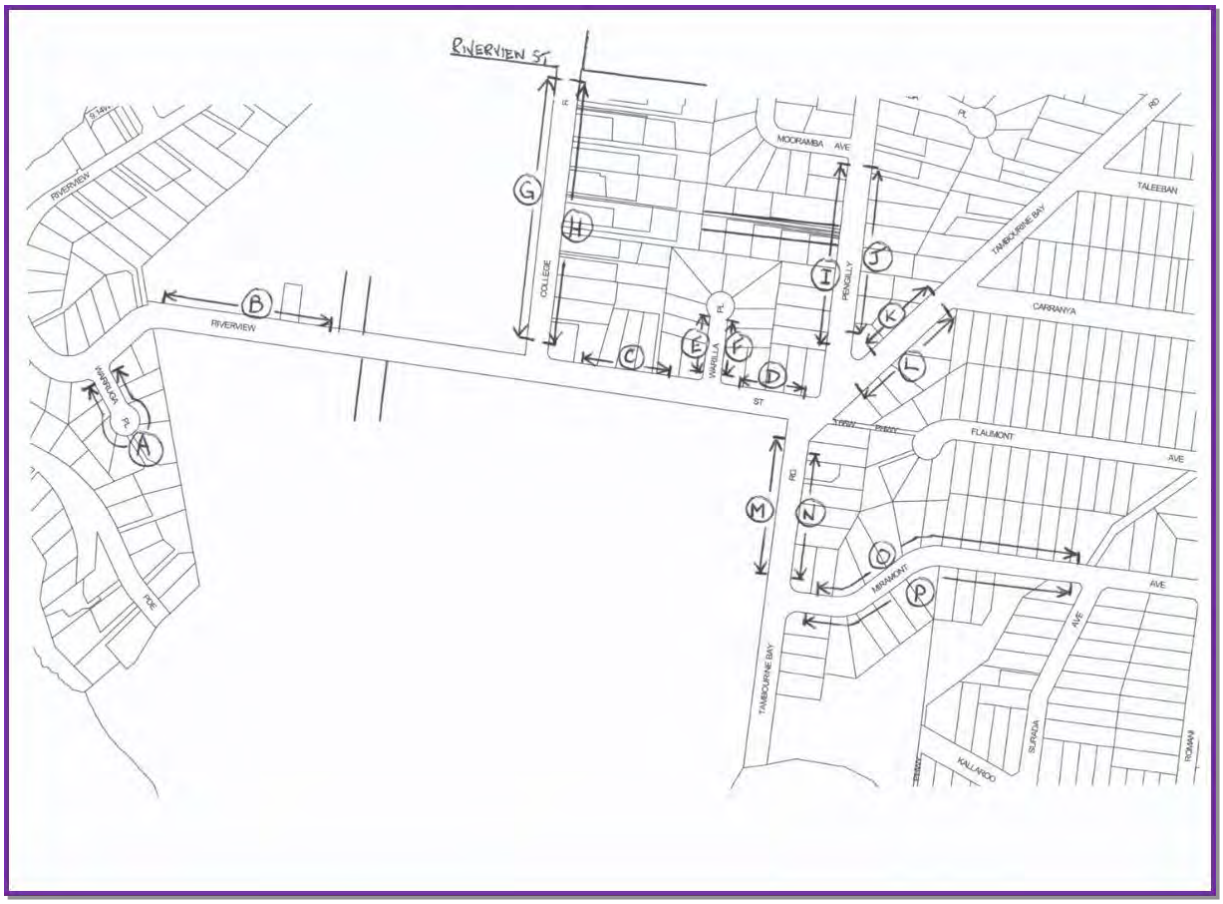


As noted from Figure 9 and Figure 10 there has been little change to vehicle / parking demands within the College compared to those demands which occurred in 2015. This is expected with no change in either staff or student population since the counts were undertaken in 2015.

5.6.3 2015 On-Street Network Demands

The adopted zoning system for the record of on-street parking demands is shown below:

Figure 11 – On Street Parking Demands Adopted Zoning



The AM and PM parking demands versus available on street capacity is shown below.

Table 13 – 2015 Weekday AM On Street Demands vs Capacity

Zone	Location	Type	Cap	0730	0800	0830	0900	0930
A	Wurruga Pl Both Sides	Parallel	10	6	5	8	8	8
B	Riverview St North / Side	90 deg Grass	50	3	19	37	41	41
C	Riverview St North / Side	Parallel	13	4	12	6	3	3
D	Riverview St North / Side	Parallel	4	0	0	0	0	0
E	Warilla Pl West / Side	Parallel	8	3	2	2	1	2
F	Warilla Pl East / Side	Parallel	8	2	3	2	2	1
G	College Rd West / Side	90 deg Grass	15	9	12	13	13	13
H	College Rd East / Side	Parallel	26	15	22	16	9	11
I	Pengiilly St West / Side	Parallel	15	3	4	4	4	4
J	Pengiilly St East / Side	Parallel	16	6	6	7	5	5
K	Tambourine Bay Rd West / Side	Parallel	13	5	5	3	3	1
L	Tambourine Bay Rd East / Side	Parallel	11	4	4	5	3	2
M	Tambourine Bay Rd West / Side	Parallel	12	4	4	3	3	3
N	Tambourine Bay Rd East / Side	Parallel	8	1	2	2	2	2
O	Miramont Ave North / Side	Parallel	27	14	14	13	13	12
P	Miramont Ave South / Side	Parallel	23	2	2	1	1	1
Total Vehicles Parked			259	81	116	122	111	109
Number of Vacant Spaces				178	143	137	148	150
% of Capacity Used				31.3%	44.8%	47.1%	42.9%	42.1%

Table 14 – 2015 Weekday PM On Street Demands vs Capacity

Zone	Location	Type	Cap	1400	1430	1500	1530	1600	1630	1700	1730	1800
A	Wurruga Pl Both Sides	Parallel	10	3	4	4	4	4	4	4	4	4
B	Riverview St North / Side	90 deg Grass	50	30	31	25	25	4	4	4	4	2
C	Riverview St North / Side	Parallel	13	2	2	2	2	2	1	1	2	2
D	Riverview St North / Side	Parallel	4	0	0	0	0	0	0	0	0	0
E	Warilla Pl West / Side	Parallel	8	1	1	1	1	2	2	2	2	2
F	Warilla Pl East / Side	Parallel	8	1	1	1	1	1	0	0	0	0
G	College Rd West / Side	90 deg Grass	15	15	15	13	13	11	10	6	5	4
H	College Rd East / Side	Parallel	26	12	11	11	10	11	9	6	8	5
I	Pengiilly St West / Side	Parallel	15	4	3	3	3	3	3	3	5	6
J	Pengiilly St East / Side	Parallel	16	2	2	3	2	2	2	2	2	3
K	Tambourine Bay Rd West / Side	Parallel	13	1	1	1	2	2	2	1	1	4
L	Tambourine Bay Rd East / Side	Parallel	11	1	1	1	2	2	2	2	1	2
M	Tambourine Bay Rd West / Side	Parallel	12	3	4	3	3	3	4	3	3	3
N	Tambourine Bay Rd East / Side	Parallel	8	1	1	2	2	1	3	3	3	3
O	Miramont Ave North / Side	Parallel	27	11	11	10	10	10	11	11	10	9
P	Miramont Ave South / Side	Parallel	23	1	1	2	2	2	2	2	2	2
Total Vehicles Parked			259	88	89	82	82	60	59	50	52	51
Number of Vacant Spaces				171	170	177	177	199	200	209	207	208
% of Capacity Used				34.0%	34.4%	31.7%	31.7%	23.2%	22.8%	19.3%	20.1%	19.7%

Table 15 – 2015 Saturday AM On Street Demands vs Capacity

Zone	Location	Type	Cap	0900	0930	1000	1030	1100	1130	1200	1230	1300
A	Wurruga Pl Both Sides	Parallel	10	5	5	5	5	7	7	7	8	9
B	Riverview St North / Side	90 deg Grass	50	5	3	3	3	3	3	3	3	2
C	Riverview St North / Side	Parallel	13	3	2	2	1	1	1	2	1	1
D	Riverview St North / Side	Parallel	4	0	0	0	0	0	0	0	0	0
E	Warilla Pl West / Side	Parallel	8	1	1	1	1	1	1	1	1	1
F	Warilla Pl East / Side	Parallel	8	1	1	2	2	1	1	1	1	1
G	College Rd West / Side	90 deg Grass	15	10	2	2	2	2	2	5	4	4
H	College Rd East / Side	Parallel	26	10	4	4	3	5	6	5	5	5
I	Pengiilly St West / Side	Parallel	15	3	3	3	3	5	5	4	3	4
J	Pengiilly St East / Side	Parallel	16	3	3	4	4	3	3	4	3	2
K	Tambourine Bay Rd West / Side	Parallel	13	4	4	4	2	3	2	3	5	4
L	Tambourine Bay Rd East / Side	Parallel	11	1	3	2	3	2	2	2	3	2
M	Tambourine Bay Rd West / Side	Parallel	12	5	6	7	5	5	4	3	4	3
N	Tambourine Bay Rd East / Side	Parallel	8	5	5	4	4	3	4	3	3	3
O	Miramont Ave North / Side	Parallel	27	15	14	15	15	16	16	17	15	15
P	Miramont Ave South / Side	Parallel	23	2	2	2	2	2	2	3	3	3
Total Vehicles Parked			259	73	58	60	55	59	59	63	62	59
Number of Vacant Spaces				186	201	199	204	200	200	196	197	200
% of Capacity Used				28.2%	22.4%	23.2%	21.2%	22.8%	22.8%	24.3%	23.9%	22.8%

From Table 13 and Table 14 it can be seen that there was little increase in overall on-street car parking demands on the road network surrounding the College in 2015. The main concentration of parking occurred on the grassed parking area off Riverview Street adjacent to the Junior School. As the parking demands here are similar at the completion of the AM peak and commencement of the PM peak, it is likely this parking is generated by the College, the adjacent Child Care centre or both.

However, it is noted the that the College has an historical agreement with Lane Cove Council to permit 90 degree parking to occur on the northern side of Riverview Street following the installation of No Parking signs on the southern side of the street across the frontage of the Senior School.

5.6.4 2019 On-Street Network Demands

To gauge any changes to on-street parking demands since the original assessment in 2015, all on-street parking demand counts were repeated during the same periods on a weekday and a Saturday. There was a slight expansion of the on-street area chosen which included a total of 295 available parking spaces versus the 259 parking spaces recorded in 2015.

The total parking demand every 30 minutes on each street surveyed for weekday and weekend peak periods versus the total available on-street parking provision is shown below in Table 16 and Table 17.

Table 16 – 2019 Weekday AM / PM Peak On Street Demands vs Capacity

	Supply	7:00	7:30	8:00	8:30	9:00	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30
Riverview St	**44**	9	12	20	22	26	22	27	26	21	20	24	9	7
Warilla Pl	**13**	5	6	6	6	4	3	5	2	2	2	3	3	4
Pengilly St	**46**	10	6	5	4	3	5	3	2	3	5	6	7	13
Tambourine Bay Rd	**73**	18	17	13	14	14	14	22	20	22	23	20	19	17
Miramont Ave	**56**	17	17	15	14	15	21	23	18	14	13	10	12	10
Warruga Pl	**10**	5	5	6	6	5	6	6	6	6	6	6	4	5
College Rd S	**53**	17	19	19	19	26	23	19	20	19	15	16	19	13
Total	**295**	**81**	**82**	**84**	**85**	**93**	**94**	**105**	**94**	**87**	**84**	**85**	**73**	**69**
% Occupancy		**27%**	**28%**	**28%**	**29%**	**32%**	**32%**	**36%**	**32%**	**29%**	**28%**	**29%**	**25%**	**23%**

Table 17 – 2019 Weekend AM Peak On Street Demands vs Capacity

	Supply	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30
Riverview St	**44**	20	22	16	17	17	13	12	20
Warilla Pl	**13**	4	5	5	2	2	5	3	2
Pengilly St	**46**	13	12	12	16	24	27	17	17
Tambourine Bay Rd	**73**	8	11	11	13	14	14	13	18
Miramont Ave	**56**	6	7	7	8	10	10	7	6
Warruga Pl	**10**	8	7	6	9	8	6	7	7
College Rd S	**53**	24	21	21	26	25	22	21	26
Total	**295**	**83**	**85**	**78**	**91**	**100**	**97**	**80**	**96**
% Occupancy		**28%**	**29%**	**26%**	**31%**	**34%**	**33%**	**27%**	**33%**

From Table 16 it is noted that on-street parking demands in 2019 were slightly less than those which were recorded in 2015. Further and noted from Table 17 that on-street parking demands on a Saturday had increased marginally during the Saturday AM peak in 2019 compared to 2015.

Overall, parking demands surrounding the college have changed little between 2015 and 2019 and there is no evidence that parking demands of the college have increased in any measurable way since approval of the original masterplan application.

5.6.5 2019 College Campus Parking Demands

In addition to the on-street parking demand counts and the vehicle demand estimates from the driveway counts, parking demand counts of all formulised parking areas within the college were undertaken. These counts were undertaken by location and noted parking demands every 30 minutes which mirrored the agreed approach with Council for the on-street parking surveys. The results of the college specific parking counts are provided below in Table 18 weekday peak periods and Table 19 for the Saturday AM peak period.

Table 18 – 2019 College Formulised Parking Areas Weekday AM / PM Parking Demands vs Capacity

College	Supply	7:00	7:30	8:00	8:30	9:00	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30
Regis Dr	**3**	0	1	0	0	0	0	0	1	1	2	3	3	3
Charles Fraser Cct	**27**	13	26	18	25	28	26	25	27	23	26	26	22	15
Loyola Dr	**196**	55	91	121	155	160	166	160	147	147	107	93	76	72
St Johns Cl	**12**	6	8	7	8	7	5	6	6	7	6	6	6	7
Carpark - (Gartlan Centre)	**57**	27	36	52	54	54	53	53	52	54	51	44	51	51
Carpark - (Basketball Court)	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
Infirmary Close	**8**	6	5	6	6	5	6	5	4	4	3	3	3	3
Total	**304**	**108**	**167**	**204**	**248**	**254**	**256**	**249**	**237**	**236**	**195**	**175**	**161**	**151**
% Occupancy		**36%**	**55%**	**67%**	**82%**	**84%**	**84%**	**82%**	**78%**	**78%**	**64%**	**58%**	**53%**	**50%**

It is noted from Table 18 that on-site parking demands within the College throughout a typical weekday are somewhat below the available on-site formal parking capacity of 304 parking spaces.

Table 19 – 2019 College Formulised Parking Areas Saturday AM Parking Demands vs Capacity

	Supply	9:00	9:30	10:00	10:30	11:00
Regis Dr	**3**	0	1	0	0	0
Charles Fraser Cct	**27**	13	26	18	25	28
Loyola Dr	**196**	55	91	121	155	160
St Johns Cl	**12**	6	8	7	8	7
Carpark - (Gartlan Centre)	**57**	27	36	52	54	54
Carpark - (Basketball Court)	**1**	1	0	0	0	0
Infirmary Close	**8**	6	5	6	6	5
Total	**304**	**108**	**167**	**204**	**248**	**254**
% Occupancy		**36%**	**55%**	**67%**	**82%**	**84%**

From Table 19 it is noted that despite reasonable parking demands from sporting fixtures, the formal on-site parking capacity of the college was more than sufficient to accommodate weekend activity parking demands of the college without overflow parking occurring. Of further note is the large areas of overflow parking which is available for use by the College along Loyola Drive which were not required on either the weekend or weekend days of the surveys.

Overall, given the proposal does not propose *any* increase in staff or student demands at the college, the existing formal on-site parking provision of the college is more than sufficient to accommodate current parking demands during weekdays and typical weekend day College activities. There is also further spare capacity in a number of large open overflow parking areas within the College grounds.

Copies of all intersection and parking counts are provided in Appendix A of this report.

5.7 Public Transport

5.7.1 ***Buses***

Bus operations to / from the College campuses includes both a number of medium – large size private buses operated by the College complimented by route buses which operate directly adjacent to each Campus within Riverview Street.

The location of existing route bus stops within a convenient walking distance to the College campuses is shown below in Figure 12.

Figure 12 – Existing Route Bus Stops within convenient walking distance to College



The following provides a summary of the existing route buses which operate from the bus stops within a convenient walking distance to the College.

Table 20 – Existing Bus Services Adjacent to College

Bus Route	Origin	Destination	via
253	Riverview College	Wynyard	North Sydney
254	Lane Cove	McMahons Point	North Sydney

The 253 bus line (Riverview to City Wynyard via Freeway) has 3 routes. For regular weekdays, the operation hours are:

(1) City Wynyard: 6:08 AM - 9:15 AM
(2) Riverview: 5:12 PM
(3) Riverview-Yorks Cnr: 3:57 PM - 7:47 PM

The 254 bus (Direction: Lane Cove) has 53 stops departing from McMahons Point Wharf, Henry Lawson Ave and ending in Ross Smith Parade after Matthews Ave. The route provides buses between the hours of 7:32am to 11:37pm on weekdays 7:38am to Midnight on Saturdays on Saturday.

Overall with dedicated private buses and dedicated public bus services providing direct routes between the Sydney CBD and the College, the College is well served by existing bus operations.

5.7.2 Ferry

The College also benefits from having its own ferry terminal wharf immediately south of the College to provide a further alternative for students and staff in place of using private vehicles when travelling to / from the College.

5.8 Existing Student Mode of Travel Characteristics

As traffic and parking conditions around the College have not changed by any measurable amount since 2015, the mode of travel surveys undertaken in 2015 are considered reflective of existing travel characteristics of students.

On the day of the Mode of Travel Survey, there were 241 boarders present. The findings of these surveys of those day students present are presented below.

Table 21 – Day Student Mode of Travel Survey Results

	How did you travel to school today?	How will you travel home today?
Bus	408	454
Car Drop Off / Pick Up	207	152
Cycle	3	4
Ferry	65	61
Self-Drive	37	37
Walk	81	93
Total	801	801

From Table 21 it can be seen more than 50% of the surveyed day students travel by bus to and from the school. As expected, car drop off in the AM period is greater than the PM period with students travelling to school with parents commuting to work. There also exists a reasonable proportion of students who travel to and from the school via the ferry. The information presented in Table 21 it repeated diagrammatically below.

Chart 1 - Proportion of Boarders vs Day Students

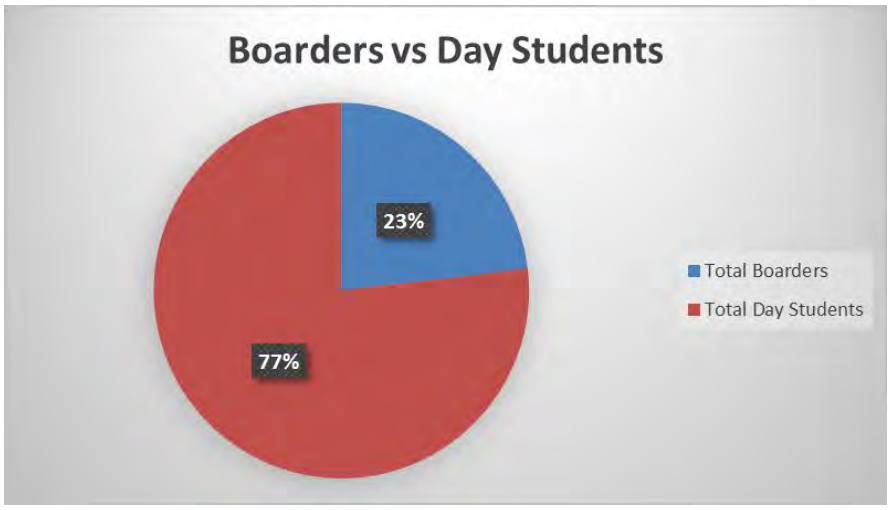


Chart 2 – AM Peak Mode of Travel Proportions of Senior School

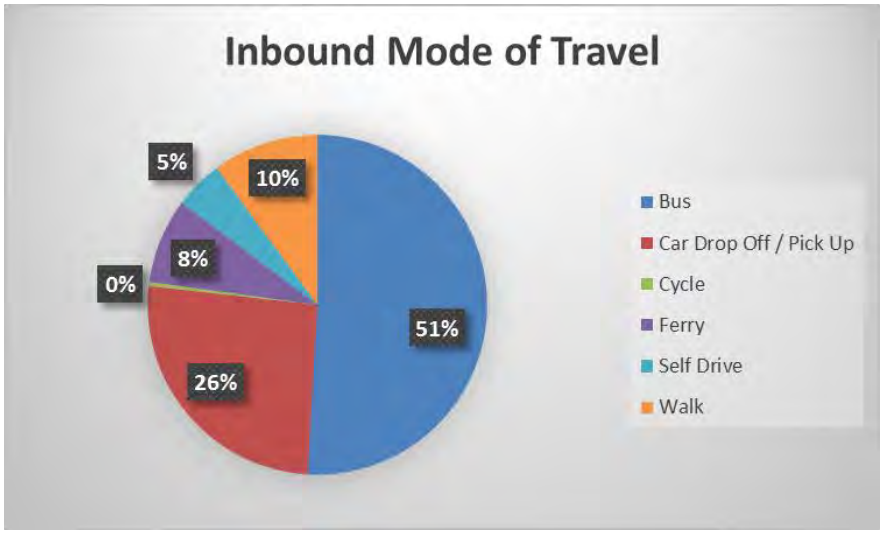
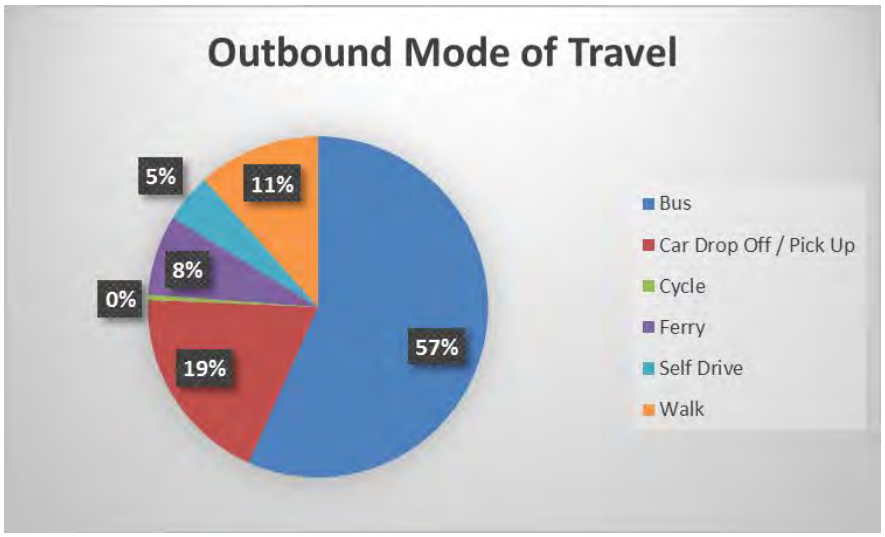


Chart 3 - PM Peak Mode of Travel Proportions of Senior School



Walking from the local residential catchment represented more than 10% of the mode share in both the morning and afternoon peak periods which is high. Cycling as a mode of transport, likely due to the topography in the immediate area and little provision for cyclists either on or off road to / from the College, is low.

6. The Proposed Development

Client: St Ignatius' College, Riverview
Client Acronym: SICR
State Significant Development Number: SSD 7140
Project Name: Senior School Redevelopment
Project Address: Tambourine Bay Road, Lane Cove NSW 2066

The St Ignatius' College Redevelopment – Ignis Stage 2 project proposes a significant expansion of the current facilities on site (Refer to Site Concept in Figure 1). The proposed works are as follows:

- Construction of new five (5) storey building with a maximum RL52.00 at the heart of the Campus to accommodate modern, flexible teaching and learning spaces;
- Provide improved learning opportunities for Science, Technology, Engineering, Mathematics and PDHPE as a STEMP facility, along with six (6) Pastoral Care House areas, and staff rooms;
- The ground floor will accommodate a C.O.L.A, multi-purpose Hall and Canteen (Food and Beverage) with servicing by a loading area on basement level;
- Refurbishment of existing O'Neil Building to allow integration of New Ignis Stage 2 STEMP Building to connect to existing fabric;
- New North Landscaped Area;
- New Landscaped Area between the existing Wallace Building and the New Ignis Stage 2 STEMP Building; and
- Upgrade courtyard to improve the integration of the learning space and create a sense of place.

Of note is none of the proposals include ***any increase in student population of the Senior School***. Further, none of the proposals included in this Stage 2 Development Application include any items which would be considered traffic generators in their own right. That is, all elements of the proposal are considered ancillary uses of the existing College functions.

Plans showing the proposed Stage 2 development are shown in Appendix C of this report.

7. Masterplan Traffic Impact / Parking Needs / Design Compliance Assessment

7.1 Potential Traffic Impacts

As none of the proposals in the masterplan include any increase in student population at the Senior School, the traffic conditions in and around the school are not expected to change. Given that intersections immediately surrounding the school currently operate at a satisfactory level of service and mid-block flows on surrounding streets are within expected flows, no external road works are required to support the masterplan.

7.2 Parking Provision

As a comparison, Lane Cove Council's DCP Part R – Traffic, Transport & Parking recommends the following parking rates for a 'school'

- 1 space per 2 staff members, plus
- 1 space per 20 seats in assembly hall, plus
- 1 disabled space per 20 spaces (minimum 1 disabled space)

The Senior School includes a total of 320 staff of which 32 are casual. Of note, the part time staff would not always be present at the school all at the same time. However as a conservative estimate of staff parking, applying Council's parking rate to the full time / part time staff (288) would require 144 parking spaces for staff.

For the existing hall within the school, based on past seated event functions, it is understood the hall as a capacity for 700 seats with an existing GFA of approximately 750m^2. Thus applying Council's DCP rate to the hall component would equate to a need for 35 spaces.

Therefore accessible parking space component for a total of 179 parking spaces (144 + 35) would require nine (9) accessible parking spaces.

Overall applying Council's DCP parking rates to the existing school would require a total of 188 parking spaces including nine (9) accessible parking spaces. As the school includes a total 304 spaces include six (6) accessible spaces, the existing formal parking provision of the school exceeds the minimum requirements of the DCP for general parking spaces and thus is considered satisfactory.

The capacity of the College to accommodate typical weekday and weekend parking demands is further reinforced by the parking demand surveys undertaken in both 2015 and 2019 and presented in Figure 7, Figure 8, Figure 9 and Figure 10.

7.3 Loading Dock Compliance Assessment

As stated above, the proposed loading dock facility would have the capacity to accommodate two (2) Small Rigid Trucks simultaneously with one parked in the waiting bay whilst the other is parked in the loading dock.

Turning path assessments of an SRV vehicle accessing the loading dock whilst another is parked along with a SRV accessing the loading dock after parking in the waiting bay is provided in Appendix D of this report.

This turn path assessment confirms the proposed entry ramp, manoeuvring space and exit driveway would accommodate fully the expected largest vehicle to access the loading dock. Thus, the design of the loading dock and access driveways are considered satisfactory.

The proposed driveway grades have been reviewed for compliance with the Australian Standard for Commercial Parking Facilities – AS2890.2 – 2018 for a Small Rigid Truck. This assessment confirmed all driveway grades comply with the requirements of AS2890.2 and are considered satisfactory.

7.4 Construction Impacts

As requested in the SEARS, a draft Construction Traffic Management Plan is provided in Appendix E of this report.

7.5 Green Travel Plan

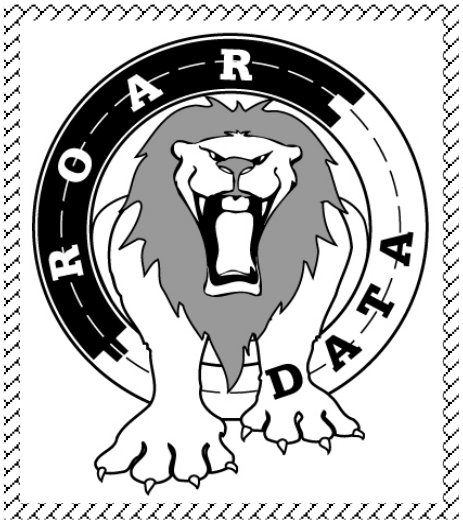
As requested in the SEARS, a Green Travel Plan Report is provided in Appendix F of this report.

8. Summary of Findings

This report has assessed the potential traffic impacts and parking needs of the St Ignatius College Stage 2 proposal. The findings of this study are presented below:

1. The school does not propose any increase in student population as part of the delivery of the Stage 2 works.
2. Intersections immediately surrounding the school currently operate at a satisfactory level of service.
3. Traffic flows on surrounding roads are within the expected range for each street type.
4. The existing parking capacity of the Senior School more than caters for existing peak demands at the site and future demands following delivery of the Stage 2 works.
5. The college includes a high use of non-private vehicle modes by students being located adjacent to a range of public transport operations within a convenient walking distance to the College.
6. The proposed design of the loading dock facility complies with the requirements of AS2890.2 and is considered satisfactory to accommodate the expected largest vehicle to access the dock, a Small Rigid Truck.
7. The proposed entry and exit only driveways to the loading dock adequately cater for a Small Rigid Truck without any impact on general traffic within the College.

9. Appendix A – 2015 / 2019 Intersection & Parking Counts



River Rd & Fox St

Wednesday

To

Dean Brodie

at ***Positive Traffic Pty. Ltd***

your results for

RIVERVIEW St.Ignatius

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R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client : Positive Traffic Pty.Ltd
Job No/Name : 5733 RIVERVIEW St. Ignatius
Day/Date : Wednesday / 2nd September 2015

All Vehicles	NORTH Fox St			WEST River Rd			SOUTH Fox St			EAST River Rd			
Time Per	R	T	L	L	T	R	L	T	R	L	T	R	TOT
0700 - 0715	1	0	0	3	264	18	7	0	0	2	139	0	**434**
0715 - 0730	0	0	0	5	338	19	14	0	0	0	136	1	**513**
0730 - 0745	1	0	1	6	350	34	27	0	1	2	175	1	**598**
0745 - 0800	0	0	0	4	334	40	26	0	1	2	182	1	**590**
0800 - 0815	1	0	2	5	346	34	33	0	2	3	153	4	**583**
0815 - 0830	0	0	0	7	348	45	22	1	1	1	179	0	**604**
0830 - 0845	1	1	2	3	291	13	29	2	3	1	160	1	**507**
0845 - 0900	0	0	2	7	317	11	16	3	2	0	152	0	**510**
0900 - 0915	2	1	1	6	245	8	21	3	0	2	163	1	**453**
0915 - 0930	0	0	0	2	214	10	15	1	1	1	146	0	**390**
Period End	**6**	**2**	**8**	**48**	**3047**	**232**	**210**	**10**	**11**	**14**	**1585**	**9**	**5182**

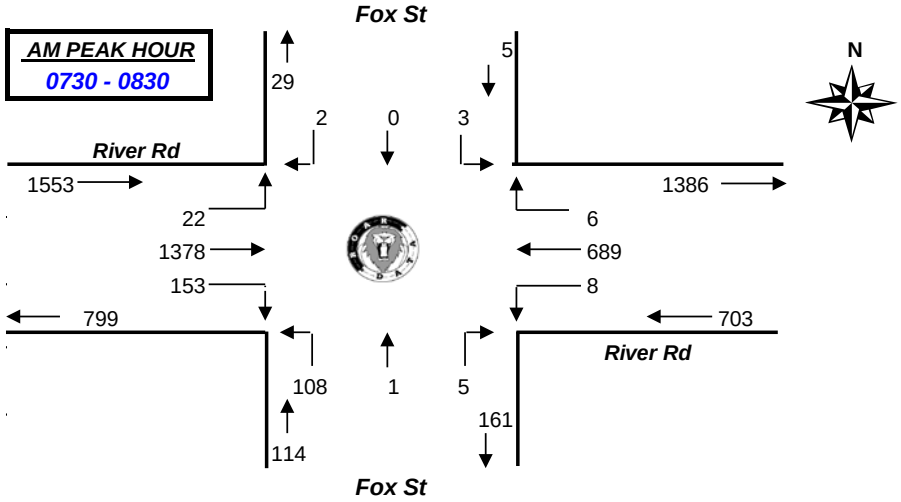
All Vehicles	NORTH Fox St			WEST River Rd			SOUTH Fox St			EAST River Rd			
Time Per	R	T	L	L	T	R	L	T	R	L	T	R	TOT
1400 - 1415	0	0	0	1	101	9	10	0	1	0	152	0	**274**
1415 - 1430	0	0	1	3	104	11	11	3	0	1	158	0	**292**
1430 - 1445	0	0	0	5	102	7	19	1	1	1	178	0	**314**
1445 - 1500	0	0	0	3	125	7	15	2	0	3	155	0	**310**
1500 - 1515	0	1	1	1	107	15	18	1	0	1	231	0	**376**
1515 - 1530	0	2	0	1	142	27	30	1	0	2	256	0	**461**
1530 - 1545	0	2	0	5	115	22	51	2	0	1	250	0	**448**
1545 - 1600	1	0	1	2	75	20	30	0	0	0	234	0	**363**
1600 - 1615	2	0	0	4	115	14	27	0	0	3	279	0	**444**
1615 - 1630	2	1	1	1	146	18	21	0	0	1	269	0	**460**
1630 - 1645	0	0	0	3	136	14	20	3	0	2	261	0	**439**
1645 - 1700	0	0	1	3	116	27	16	0	0	1	279	0	**443**
1700 - 1715	1	1	2	0	178	26	33	1	0	2	354	0	**598**
1715 - 1730	1	0	2	3	158	16	22	0	0	1	284	0	**487**
1730 - 1745	1	0	2	1	161	17	14	0	1	0	334	1	**532**
1745 - 1800	1	0	1	5	176	14	20	1	0	2	309	0	**529**
Period End	**9**	**7**	**12**	**41**	**2057**	**264**	**357**	**15**	**3**	**21**	**3983**	**1**	**6770**

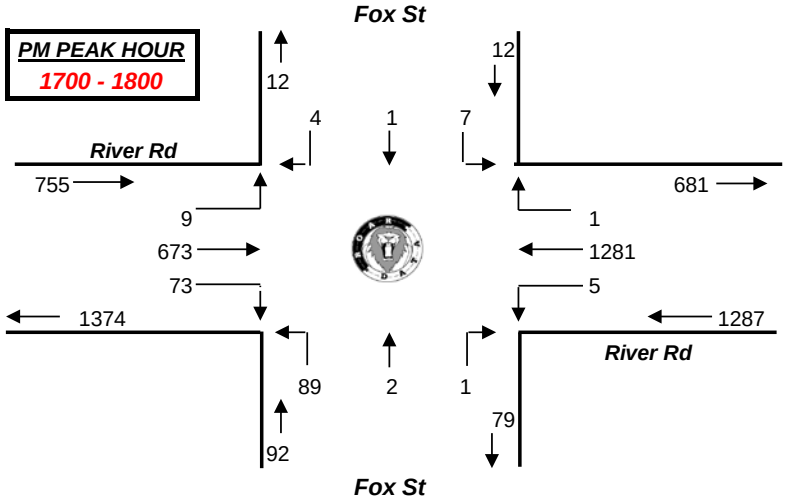
All Vehicles	NORTH Fox St			WEST River Rd			SOUTH Fox St			EAST River Rd			
Peak Time	R	T	L	L	T	R	L	T	R	L	T	R	TOT
0700 - 0800	2	0	1	18	1286	111	74	0	2	6	632	3	**2135**
0715 - 0815	2	0	3	20	1368	127	100	0	4	7	646	7	**2284**
0730 - 0830	2	0	3	22	1378	153	108	1	5	8	689	6	**2375**
0745 - 0845	2	1	4	19	1319	132	110	3	7	7	674	6	**2284**
0800 - 0900	2	1	6	22	1302	103	100	6	8	5	644	5	**2204**
0815 - 0915	3	2	5	23	1201	77	88	9	6	4	654	2	**2074**
0830 - 0930	3	2	5	18	1067	42	81	9	6	4	621	2	**1860**
PEAK HOUR	**2**	**0**	**3**	**22**	**1378**	**153**	**108**	**1**	**5**	**8**	**689**	**6**	**2375**

All Vehicles	NORTH Fox St			WEST River Rd			SOUTH Fox St			EAST River Rd			
Peak Time	R	T	L	L	T	R	L	T	R	L	T	R	TOT
1400 - 1500	0	0	1	12	432	34	55	6	2	5	643	0	**1190**
1415 - 1515	0	1	2	12	438	40	63	7	1	6	722	0	**1292**
1430 - 1530	0	3	1	10	476	56	82	5	1	7	820	0	**1461**
1445 - 1545	0	5	1	10	489	71	114	6	0	7	892	0	**1595**
1500 - 1600	1	5	2	9	439	84	129	4	0	4	971	0	**1648**
1515 - 1615	3	4	1	12	447	83	138	3	0	6	1019	0	**1716**
1530 - 1630	5	3	2	12	451	74	129	2	0	5	1032	0	**1715**
1545 - 1645	5	1	2	10	472	66	98	3	0	6	1043	0	**1706**
1600 - 1700	4	1	2	11	513	73	84	3	0	7	1088	0	**1786**
1615 - 1715	3	2	4	7	576	85	90	4	0	6	1163	0	**1940**
1630 - 1730	2	1	5	9	588	83	91	4	0	6	1178	0	**1967**
1645 - 1745	3	1	7	7	613	86	85	1	1	4	1251	1	**2060**
1700 - 1800	4	1	7	9	673	73	89	2	1	5	1281	1	**2146**
PEAK HOUR	**4**	**1**	**7**	**9**	**673**	**73**	**89**	**2**	**1**	**5**	**1281**	**1**	**2146**

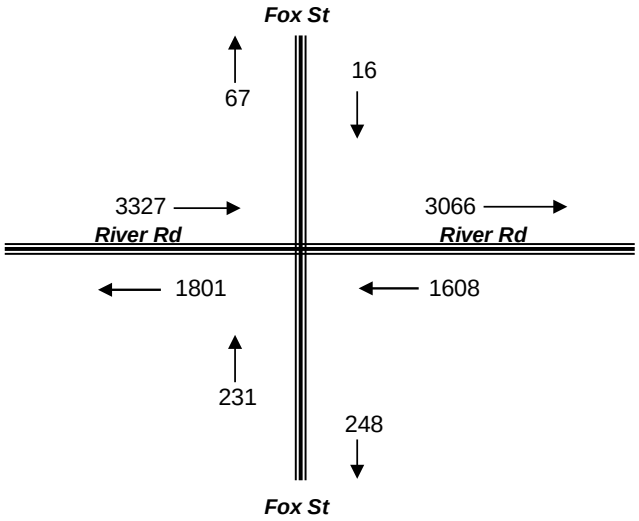
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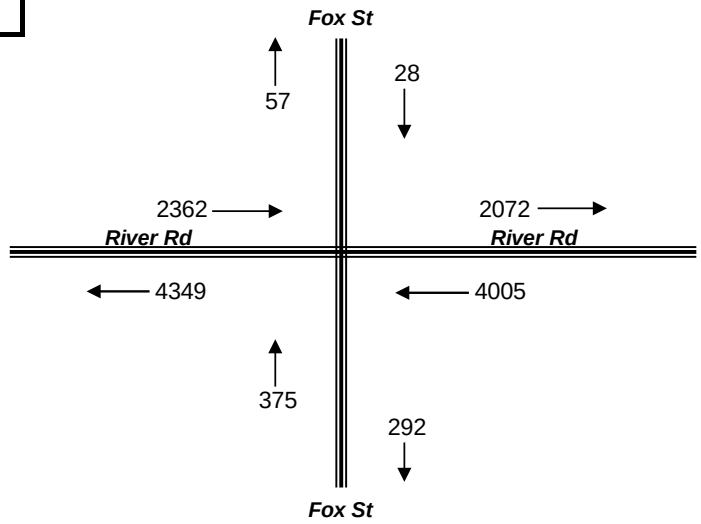
Client : Positive Traffic Pty.Ltd
Job No/Name : 5733 RIVERVIEW St. Ignatius
Day/Date : Wednesday / 2nd September 2015





TOTAL VOLUMES FOR COUNT PERIODS



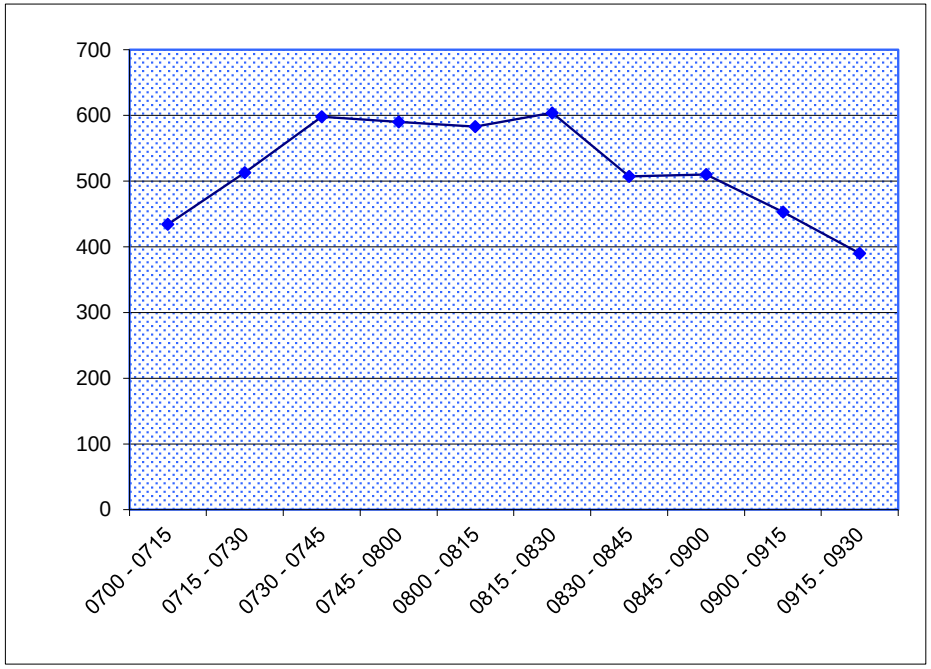


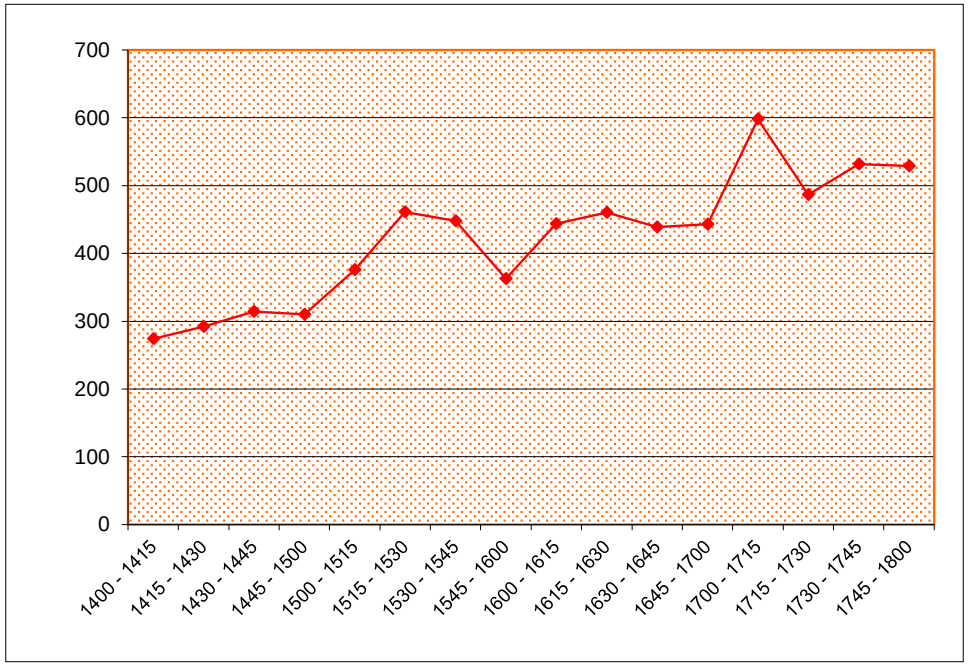
R.O.A.R. DATA
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Client : Positive Traffic Pty.Ltd
Job No/Name : 5733 RIVERVIEW St. Ignatius
Day/Date : Wednesday / 2nd September 2015

AM ***PM***

River Rd / Fox St





R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client : Positive Traffic Pty.Ltd
Job No/Name : 5733 RIVERVIEW St. Ignatius
Day/Date : Wednesday / 2nd September 2015

BICYCLES

	NORTH			WEST			SOUTH			EAST			
	Fox St			*River Rd*			*Fox St*			*River Rd*			
Time Per	**R**	**T**	**L**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
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	1	0	**1**
Period End	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**

BICYCLES

	NORTH			WEST			SOUTH			EAST			
	Fox St			*River Rd*			*Fox St*			*River Rd*			
Time Per	**R**	**T**	**L**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	**0**
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	0	0	0	0	0	0	0	0	**0**
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	1	1	0	0	0	0	**2**
1700 - 1715	0	0	0	0	0	0	1	0	0	0	0	0	**1**
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	1	0	**1**
Period End	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**4**

BICYCLES

	NORTH			WEST			SOUTH			EAST			
	Fox St			*River Rd*			*Fox St*			*River Rd*			
Peak Time	**R**	**T**	**L**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
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	1	0	**1**
PEAK HOUR	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**

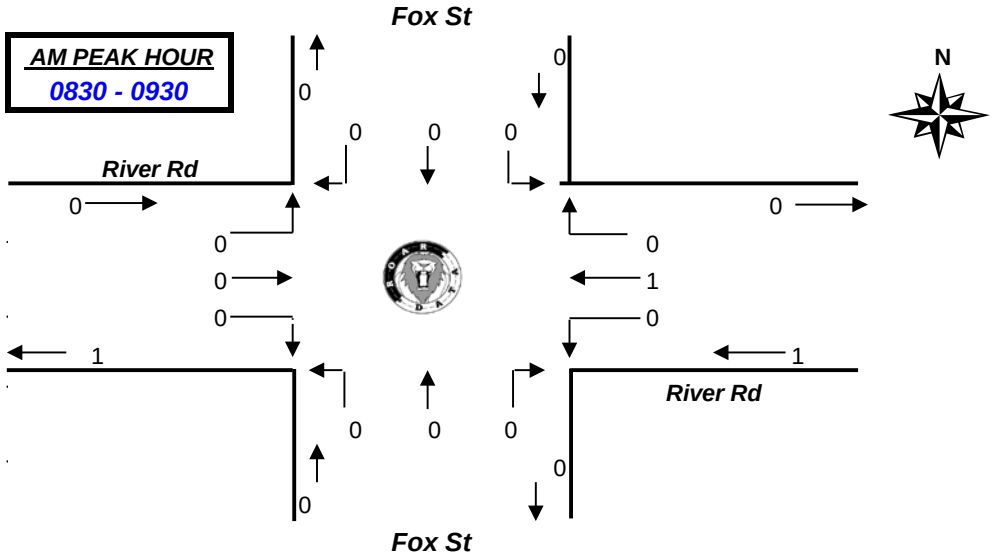
BICYCLES

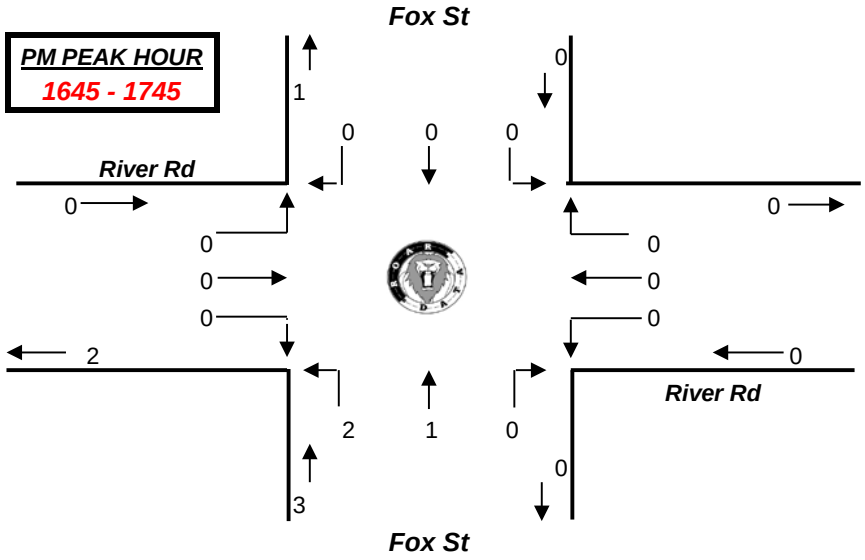
	NORTH			WEST			SOUTH			EAST			
	Fox St			*River Rd*			*Fox St*			*River Rd*			
Peak Time	**R**	**T**	**L**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1415 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1430 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1445 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1515 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1530 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1545 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1600 - 1700	0	0	0	0	0	0	1	1	0	0	0	0	**2**
1615 - 1715	0	0	0	0	0	0	2	1	0	0	0	0	**3**
1630 - 1730	0	0	0	0	0	0	2	1	0	0	0	0	**3**
1645 - 1745	0	0	0	0	0	0	2	1	0	0	0	0	**3**
1700 - 1800	0	0	0	0	0	0	1	0	0	0	1	0	**2**
PEAK HOUR	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**3**

R.O.A.R. DATA
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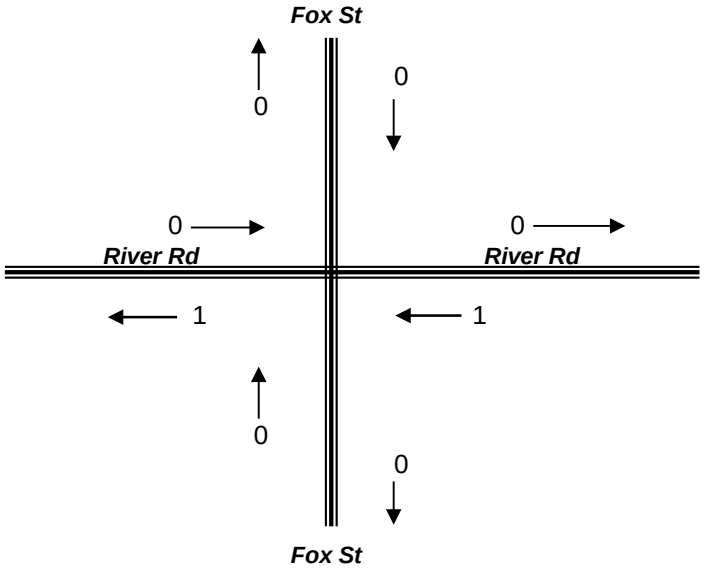
Client : Positive Traffic Pty.Ltd
Job No/Name : 5733 RIVERVIEW St. Ignatius
Day/Date : Wednesday / 2nd September 2015

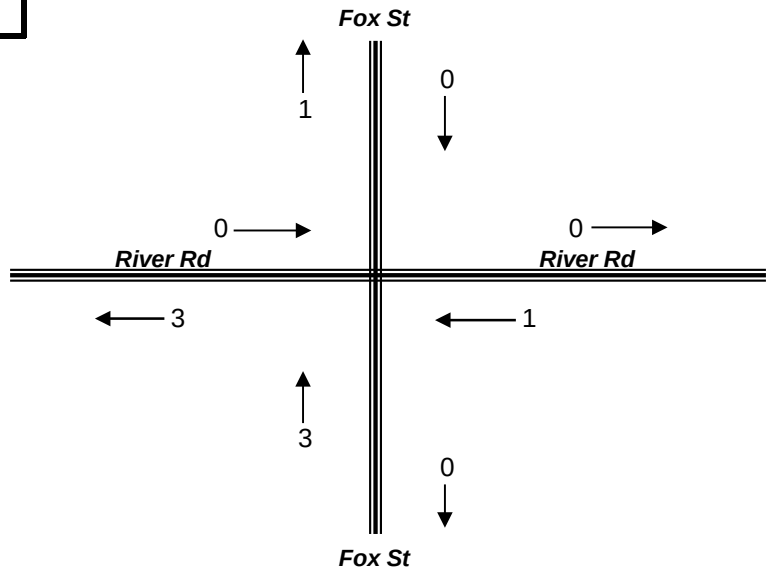
Bicycles Figure Only





TOTAL VOLUMES FOR COUNT PERIODS





R.O.A.R. DATA

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Job No/Name : 5733 RIVERVIEW St. Ignatius
Day/Date : Wednesday / 2nd September 2015

Peds	NORTH	WEST	SOUTH	EAST	
	Fox St	*River Rd*	*Fox St*	*River Rd*	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOTAL
0700 - 0715	1	0	2	0	**3**
0715 - 0730	2	1	4	0	**7**
0730 - 0745	2	0	1	1	**4**
0745 - 0800	1	0	0	0	**1**
0800 - 0815	0	0	1	0	**1**
0815 - 0830	1	0	1	1	**3**
0830 - 0845	0	0	1	0	**1**
0845 - 0900	0	0	0	0	**0**
0900 - 0915	2	0	2	0	**4**
0915 - 0930	0	0	1	1	**2**
Period End	**9**	**1**	**13**	**3**	**26**

Peds	NORTH	WEST	SOUTH	EAST	
	Fox St	*River Rd*	*Fox St*	*River Rd*	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOTAL
1400 - 1415	0	0	1	2	**3**
1415 - 1430	1	0	2	1	**4**
1430 - 1445	0	0	2	0	**2**
1445 - 1500	0	0	0	0	**0**
1500 - 1515	0	0	0	0	**0**
1515 - 1530	0	0	0	0	**0**
1530 - 1545	0	0	0	0	**0**
1545 - 1600	2	0	1	2	**5**
1600 - 1615	2	0	1	0	**3**
1615 - 1630	3	0	0	0	**3**
1630 - 1645	0	0	0	0	**0**
1645 - 1700	0	0	1	1	**2**
1700 - 1715	4	0	2	0	**6**
1715 - 1730	1	0	3	2	**6**
1730 - 1745	2	0	2	0	**4**
1745 - 1800	1	0	1	1	**3**
Period End	**16**	**0**	**16**	**9**	**41**

AM PEAK HOUR
0700 - 0800

Peds	NORTH	WEST	SOUTH	EAST	
	Fox St	*River Rd*	*Fox St*	*River Rd*	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0700 - 0800	6	1	7	1	**15**
0715 - 0815	5	1	6	1	**13**
0730 - 0830	4	0	3	2	**9**
0745 - 0845	2	0	3	1	**6**
0800 - 0900	1	0	3	1	**5**
0815 - 0915	3	0	4	1	**8**
0830 - 0930	2	0	4	1	**7**
PEAK HR	**6**	**1**	**7**	**1**	**15**

PM PEAK HOUR
1700 - 1800

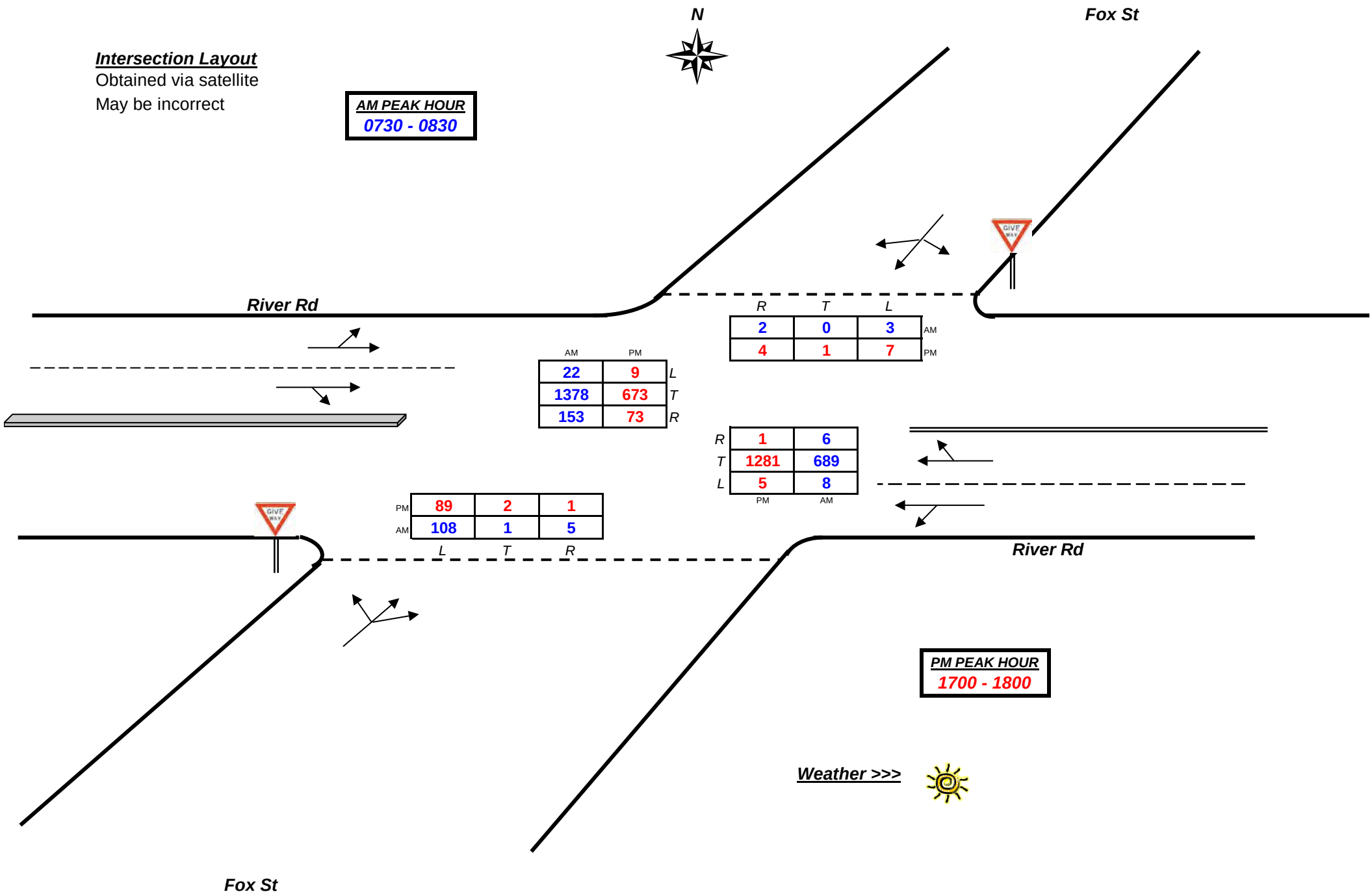
Peds	NORTH	WEST	SOUTH	EAST	
	Fox St	*River Rd*	*Fox St*	*River Rd*	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1400 - 1500	1	0	5	3	**9**
1415 - 1515	1	0	4	1	**6**
1430 - 1530	0	0	2	0	**2**
1445 - 1545	0	0	0	0	**0**
1500 - 1600	2	0	1	2	**5**
1515 - 1615	4	0	2	2	**8**
1530 - 1630	7	0	2	2	**11**
1545 - 1645	7	0	2	2	**11**
1600 - 1700	5	0	2	1	**8**
1615 - 1715	7	0	3	1	**11**
1630 - 1730	5	0	6	3	**14**
1645 - 1745	7	0	8	3	**18**
1700 - 1800	8	0	8	3	**19**
PEAK HR	**8**	**0**	**8**	**3**	**19**

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Job No/Name : 5733 RIVERVIEW St. Ignatius
Day/Date : Wednesday / 2nd September 2015

Intersection Layout
Obtained via satellite
May be incorrect

AM PEAK HOUR
0730 - 0830



	AM	PM	
	22	9	L
	1378	673	T
	153	73	R

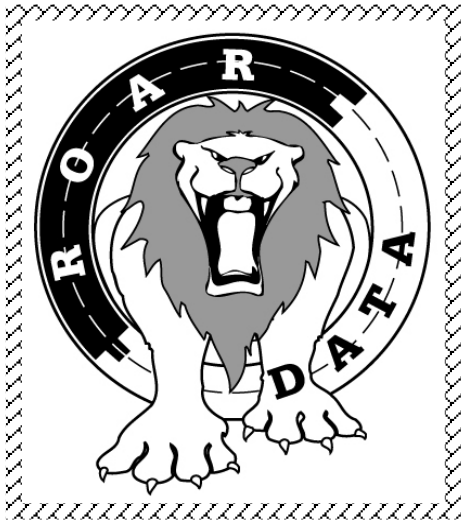
	R	T	L	
	2	0	3	AM
	4	1	7	PM

R	1	6	
T	1281	689	
L	5	8	
	PM	AM	

PM	89	2	1	
AM	108	1	5	
	L	T	R	

PM PEAK HOUR
1700 - 1800

Weather >>>



River Rd & Fox St

Saturday

To

Dean Brodie

at ***Positive Traffic Pty. Ltd***

your results for

RIVERVIEW St.Ignatius

supplied by

R.O.A.R. DATA Pty. Ltd.

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R.O.A.R. DATA

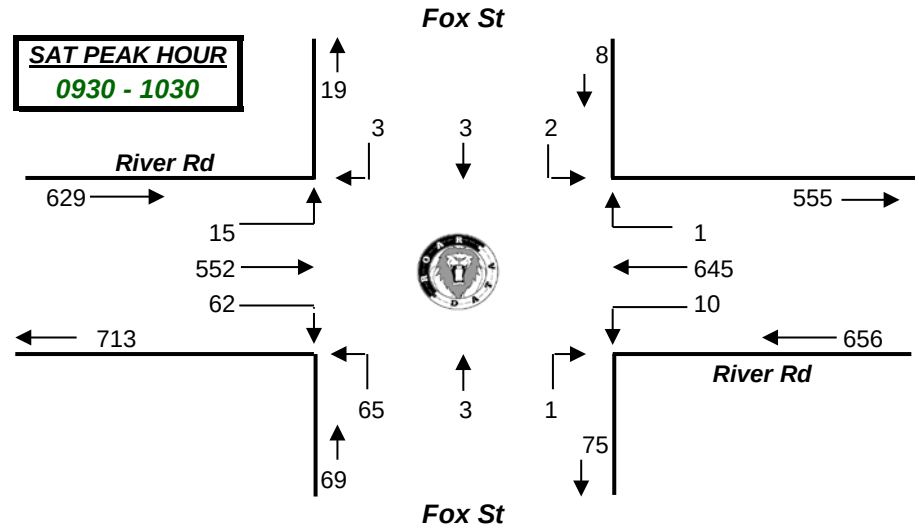
Reliable, Original & Authentic Results

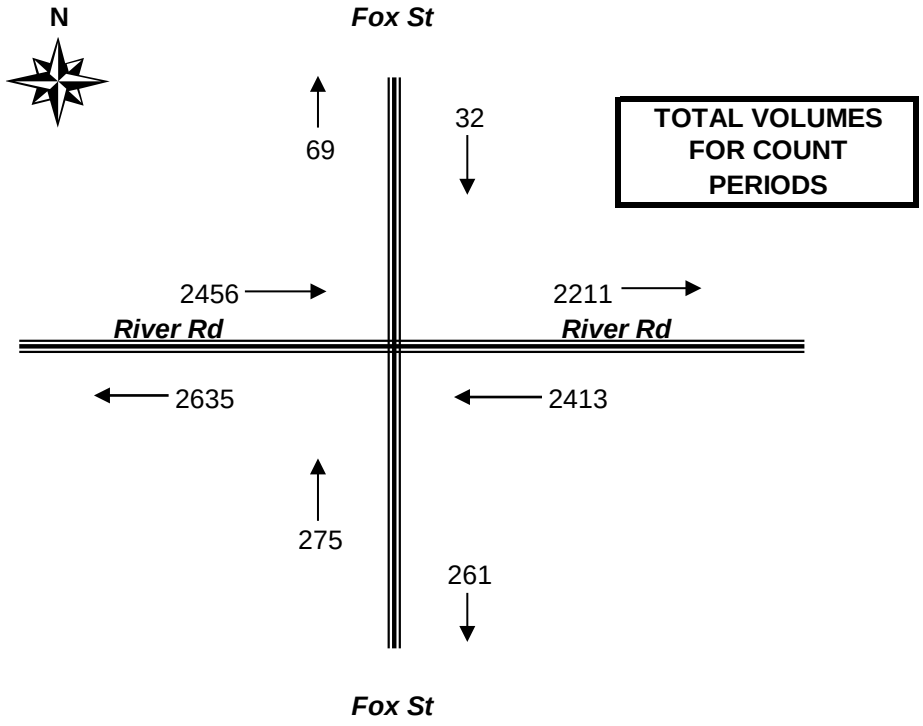
Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Positive Traffic Pty.Ltd
Job No/Name : 5733 RIVERVIEW St. Ignatius
Day/Date : Saturday / 5th September 2015

All Vehicles	NORTH Fox St			WEST River Rd			SOUTH Fox St			EAST River Rd			
Time Per	R	T	L	L	T	R	L	T	R	L	T	R	TOT
0900 - 0915	1	0	0	5	118	10	20	1	0	1	125	0	**281**
0915 - 0930	0	0	2	4	135	12	17	3	2	3	133	1	**312**
0930 - 0945	0	0	0	5	144	14	14	0	1	3	157	0	**338**
0945 - 1000	1	1	0	1	130	12	18	0	0	2	151	1	**317**
1000 - 1015	2	2	2	8	125	17	15	2	0	2	176	0	**351**
1015 - 1030	0	0	0	1	153	19	18	1	0	3	161	0	**356**
1030 - 1045	0	0	0	1	147	18	13	0	0	1	137	0	**317**
1045 - 1100	1	0	0	3	129	18	13	0	0	3	159	0	**326**
1100 - 1115	1	0	1	6	143	8	22	3	0	3	162	0	**349**
1115 - 1130	0	0	2	1	132	14	15	1	0	3	170	1	**339**
1130 - 1145	1	1	0	0	167	13	15	3	0	0	130	0	**330**
1145 - 1200	0	1	1	0	137	8	11	1	3	1	153	0	**316**
1200 - 1215	2	1	2	4	152	11	13	3	3	1	133	0	**325**
1215 - 1230	4	0	1	4	118	18	13	0	1	2	138	0	**299**
1230 - 1245	0	1	0	3	143	12	18	0	0	3	150	1	**331**
1245 - 1300	0	1	0	1	117	15	12	0	0	3	140	0	**289**
Period End	**13**	**8**	**11**	**47**	**2190**	**219**	**247**	**18**	**10**	**34**	**2375**	**4**	**5176**

All Vehicles	NORTH Fox St			WEST River Rd			SOUTH Fox St			EAST River Rd			
Peak Time	R	T	L	L	T	R	L	T	R	L	T	R	TOT
0900 - 1000	2	1	2	15	527	48	69	4	3	9	566	2	**1248**
0915 - 1015	3	3	4	18	534	55	64	5	3	10	617	2	**1318**
0930 - 1030	3	3	2	15	552	62	65	3	1	10	645	1	**1362**
0945 - 1045	3	3	2	11	555	66	64	3	0	8	625	1	**1341**
1000 - 1100	3	2	2	13	554	72	59	3	0	9	633	0	**1350**
1015 - 1115	2	0	1	11	572	63	66	4	0	10	619	0	**1348**
1030 - 1130	2	0	3	11	551	58	63	4	0	10	628	1	**1331**
1045 - 1145	3	1	3	10	571	53	65	7	0	9	621	1	**1344**
1100 - 1200	2	2	4	7	579	43	63	8	3	7	615	1	**1334**
1115 - 1215	3	3	5	5	588	46	54	8	6	5	586	1	**1310**
1130 - 1230	7	3	4	8	574	50	52	7	7	4	554	0	**1270**
1145 - 1245	6	3	4	11	550	49	55	4	7	7	574	1	**1271**
1200 - 1300	6	3	3	12	530	56	56	3	4	9	561	1	**1244**
PEAK HOUR	**3**	**3**	**2**	**15**	**552**	**62**	**65**	**3**	**1**	**10**	**645**	**1**	**1362**



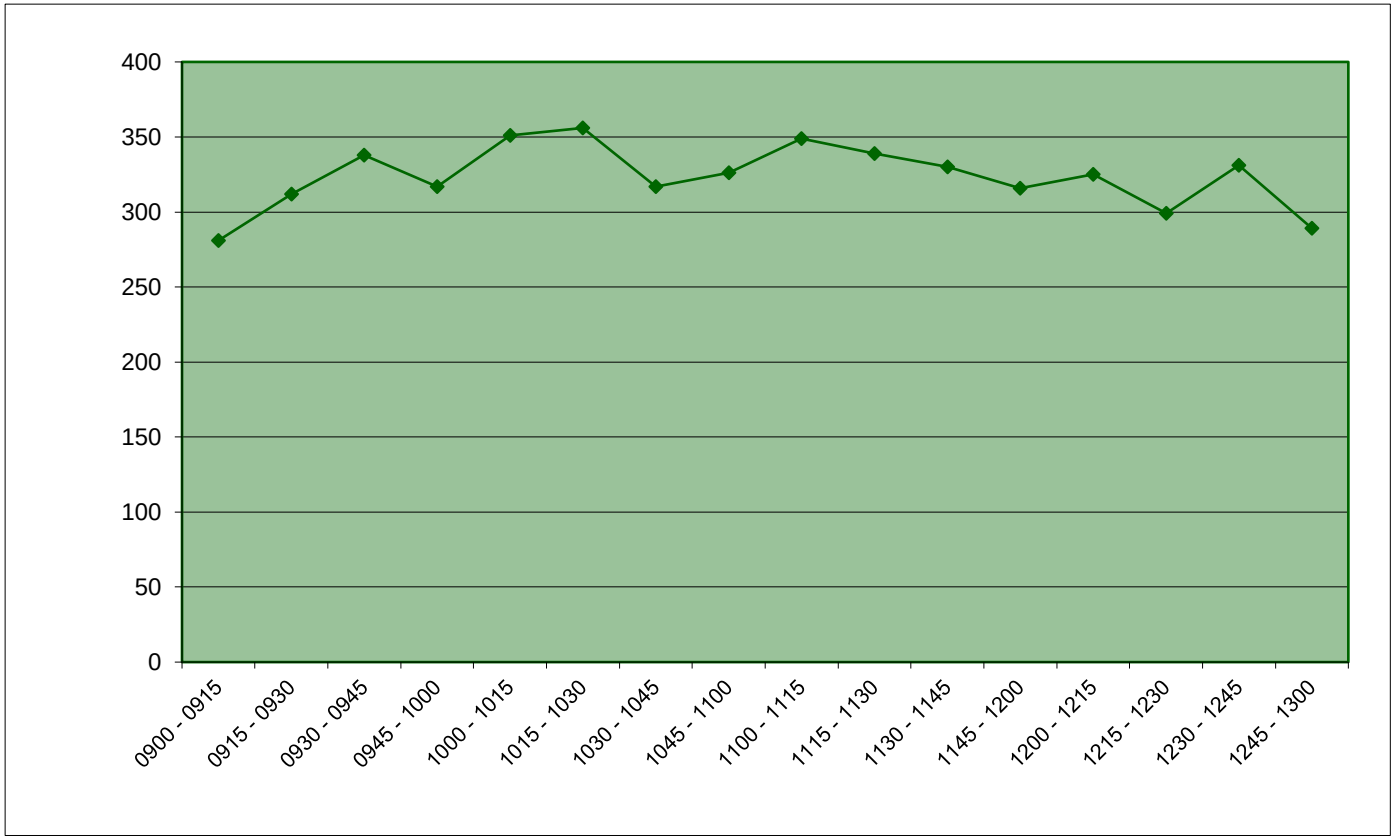


R.O.A.R. DATA
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Day/Date : Saturday / 5th September 2015

SAT

River Rd / Fox St



R.O.A.R. DATA

Reliable, Original & Authentic Results

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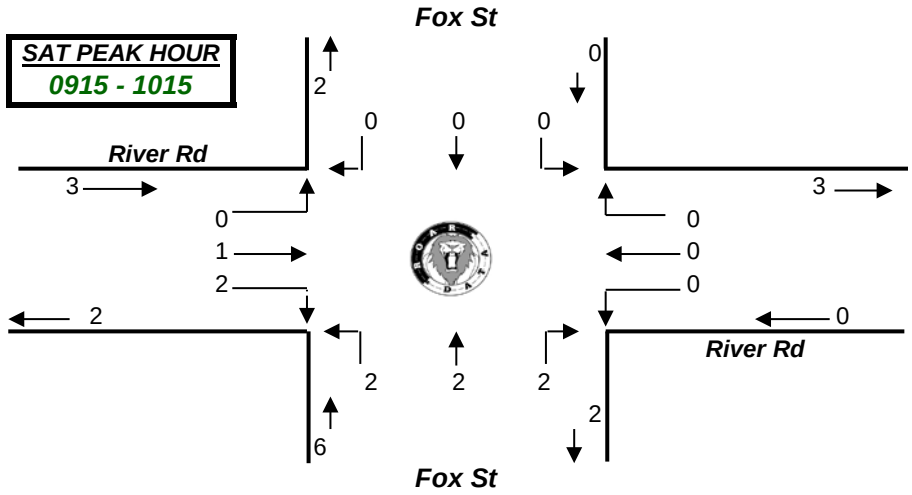
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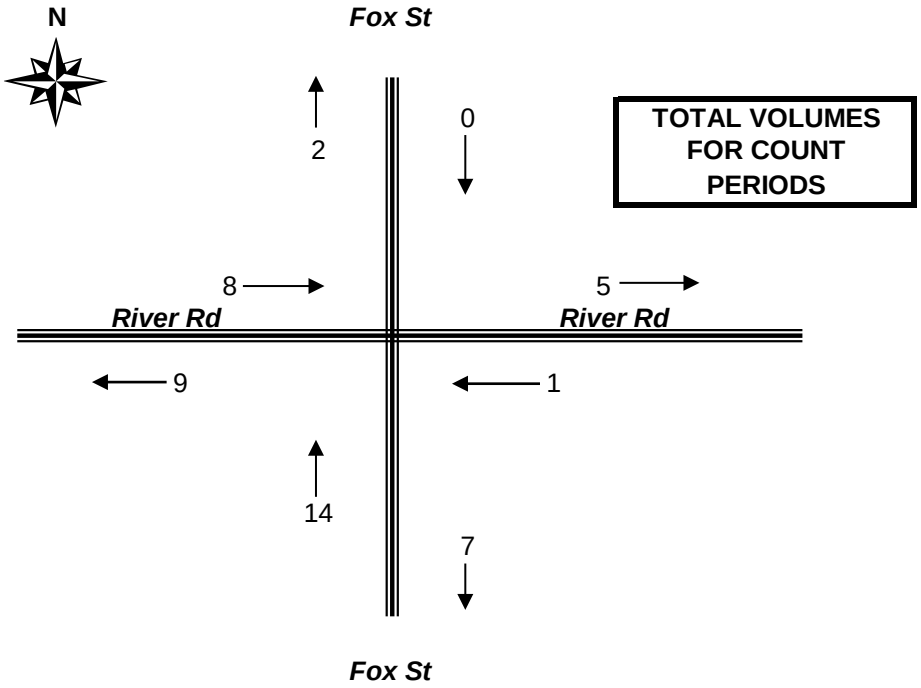
Bicycles Figure Only

BICYCLES	NORTH			WEST			SOUTH			EAST			
	Fox St			*River Rd*			*Fox St*			*River Rd*			
Time Per	**R**	**T**	**L**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0915 - 0930	0	0	0	0	1	0	0	2	0	0	0	0	**3**
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0945 - 1000	0	0	0	0	0	2	2	0	0	0	0	0	**4**
1000 - 1015	0	0	0	0	0	0	0	0	2	0	0	0	**2**
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1045 - 1100	0	0	0	0	0	0	0	0	1	0	0	0	**1**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1115 - 1130	0	0	0	0	0	2	0	0	0	0	0	0	**2**
1130 - 1145	0	0	0	0	0	0	2	0	0	0	0	0	**2**
1145 - 1200	0	0	0	0	0	0	1	0	0	0	0	0	**1**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	1	0	**1**
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1230 - 1245	0	0	0	0	0	3	3	0	0	0	0	0	**6**
1245 - 1300	0	0	0	0	0	0	0	0	1	0	0	0	**1**
Period End	**0**	**0**	**0**	**0**	**1**	**7**	**8**	**2**	**4**	**0**	**1**	**0**	**23**

BICYCLES	NORTH			WEST			SOUTH			EAST			
	Fox St			*River Rd*			*Fox St*			*River Rd*			
Peak Time	**R**	**T**	**L**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
0900 - 1000	0	0	0	0	1	2	2	2	0	0	0	0	**7**
0915 - 1015	0	0	0	0	1	2	2	2	2	0	0	0	**9**
0930 - 1030	0	0	0	0	0	2	2	0	2	0	0	0	**6**
0945 - 1045	0	0	0	0	0	2	2	0	2	0	0	0	**6**
1000 - 1100	0	0	0	0	0	0	0	0	3	0	0	0	**3**
1015 - 1115	0	0	0	0	0	0	0	0	1	0	0	0	**1**
1030 - 1130	0	0	0	0	0	2	0	0	1	0	0	0	**3**
1045 - 1145	0	0	0	0	0	2	2	0	1	0	0	0	**5**
1100 - 1200	0	0	0	0	0	2	3	0	0	0	0	0	**5**
1115 - 1215	0	0	0	0	0	2	3	0	0	0	1	0	**6**
1130 - 1230	0	0	0	0	0	0	3	0	0	0	1	0	**4**
1145 - 1245	0	0	0	0	0	3	4	0	0	0	1	0	**8**
1200 - 1300	0	0	0	0	0	3	3	0	1	0	1	0	**8**

PEAK HOUR	**0**	**0**	**0**	**0**	**1**	**2**	**2**	**2**	**2**	**0**	**0**	**0**	**9**





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Day/Date : Saturday / 5th September 2015

Peds

	NORTH	WEST	SOUTH	EAST	
	Fox St	*River Rd*	*Fox St*	*River Rd*	
Time Per	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**TOTAL**
0900 - 0915	4	0	1	1	**6**
0915 - 0930	1	0	3	1	**5**
0930 - 0945	0	0	1	2	**3**
0945 - 1000	2	0	1	0	**3**
1000 - 1015	0	0	0	0	**0**
1015 - 1030	0	0	2	0	**2**
1030 - 1045	5	0	2	0	**7**
1045 - 1100	2	0	2	0	**4**
1100 - 1115	1	0	3	3	**7**
1115 - 1130	2	0	1	0	**3**
1130 - 1145	0	0	2	3	**5**
1145 - 1200	2	0	1	0	**3**
1200 - 1215	4	0	2	3	**9**
1215 - 1230	0	0	1	5	**6**
1230 - 1245	3	0	3	4	**10**
1245 - 1300	2	0	0	0	**2**
Period End	**28**	**0**	**25**	**22**	**75**

SAT PEAK HOUR
1145 - 1245

Peds

	NORTH	WEST	SOUTH	EAST	
	Fox St	*River Rd*	*Fox St*	*River Rd*	
Peak Per	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**TOT**
0900 - 1000	7	0	6	4	**17**
0915 - 1015	3	0	5	3	**11**
0930 - 1030	2	0	4	2	**8**
0945 - 1045	7	0	5	0	**12**
1000 - 1100	7	0	6	0	**13**
1015 - 1115	8	0	9	3	**20**
1030 - 1130	10	0	8	3	**21**
1045 - 1145	5	0	8	6	**19**
1100 - 1200	5	0	7	6	**18**
1115 - 1215	8	0	6	6	**20**
1130 - 1230	6	0	6	11	**23**
1145 - 1245	9	0	7	12	**28**
1200 - 1300	9	0	6	12	**27**

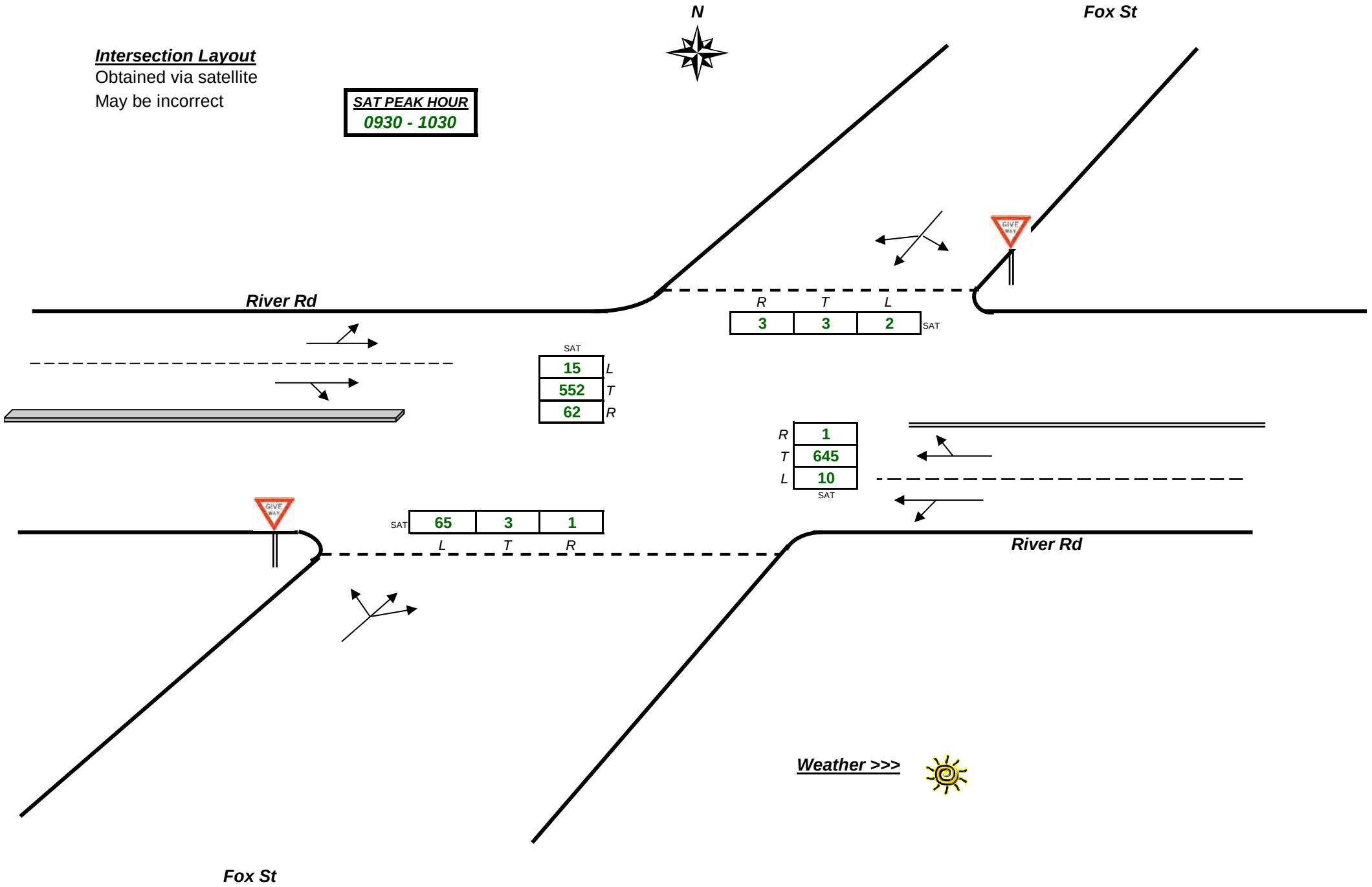
PEAK HR	**9**	**0**	**7**	**12**	**28**

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Day/Date : Saturday / 5th September 2015

Intersection Layout
Obtained via satellite
May be incorrect

SAT PEAK HOUR
0930 - 1030



Client	Positive Traffic Pty Ltd
Date	Sat, 9th Nov 2019
Description	Riverview Parking Survey



[Location]

Survey Area

Client Positive Traffic Pty Ltd

Date Sat, 9th Nov 2019

Description Riverview Parking Survey

MATRIX Traffic and Transport Data

Street Name	Between	Side of Street	Restriction	Applicable Hours	Supply	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30
On Street													
Riverview st	House No.73 & College Rd S	North	No Restriction	Gravel Parking		8	6	6	7	5	6	6	7
			Reserved Parking	Student Parking (Mon-Fri)	**15**	11	14	9	9	11	6	6	9
	College Rd S & Warilla Pl		No Restriction		**14**	1	2	1	1	1	1	0	4
	Warilla Pl & House No.3		No Restriction		**6**	0	0	0	0	0	0	0	0
	Tambourine Bay Rd & Loyola Dr (West)	South	No Restriction		**11**	0	0	0	0	0	0	0	0
			Bus Zone	Bus Stop	-								
			No Restriction		**13**	0	0	0	0	0	0	0	0
			Bus Zone		-								
	Loyola Dr (West) & Warruga Pl		No Stoppiong										
			Bus Zone		-								
Total					**44**	**20**	**22**	**16**	**17**	**17**	**13**	**12**	**20**
% Capacity						**45%**	**50%**	**36%**	**39%**	**39%**	**30%**	**27%**	**45%**
Warilla Pl	Riverview St & House No.3	West	No Restriction		**7**	2	3	3	1	1	3	3	2
	House No.6 & Riverview St	East	No Restriction		**6**	2	2	2	1	1	2	0	0
Total					**13**	**4**	**5**	**5**	**2**	**2**	**5**	**3**	**2**
% Capacity						**31%**	**38%**	**38%**	**15%**	**15%**	**38%**	**23%**	**15%**
Pengilly St	Tambourine Bay Rd & Mooramba Ave	West	No Restriction		**20**	5	5	5	7	10	11	8	7
	House No. 21 & Tambourine Bay Rd	East	No Restriction		**26**	8	7	7	9	14	16	9	10
Total					**46**	**13**	**12**	**12**	**16**	**24**	**27**	**17**	**17**
% Capacity						**28%**	**26%**	**26%**	**35%**	**52%**	**59%**	**37%**	**37%**

Tambourine Bay Rd	Tambourine Bay Park & Pengilly St	North/West	No Restriction	90' angle parking	**10**	2	2	2	2	3	4	4	6
			No Stopping										
			No Parking										
			No Restriction		**3**	1	2	2	2	2	1	1	1
			No Stopping										
			No Restriction		**6**	0	0	0	0	0	0	0	0
			No Stopping										
			No Restriction		**7**	0	0	0	1	1	1	0	0
	Pengilly St & House No.103		No Restriction		**18**	1	2	2	3	3	2	1	2
	Carranya Rd & Miramont Ave	South/East	No Restriction		**14**	1	1	1	1	2	2	2	1
			No Stopping										
			No Restriction		**5**	0	0	0	0	0	0	0	0
			No Stopping										
			No Restriction		**3**	2	2	2	2	2	2	2	2
			No Stopping										
			No Restriction		**2**	1	1	1	1	1	0	0	1
			No Stopping										
	Miramont Ave & Tambourine Bay Park		No Parking										
			No Stopping										
			No Restriction	90' angle parking	**5**	0	1	1	1	0	2	3	5
Total					**73**	**8**	**11**	**11**	**13**	**14**	**14**	**13**	**18**
% Capacity						**11%**	**15%**	**15%**	**18%**	**19%**	**19%**	**18%**	**25%**
Miramont Ave	Tambourine Bay Rd & House No.9	North	No Restriction		**22**	5	6	6	8	10	10	7	6
	Surada Ave & Tambourine Bay Rd	South	No Restriction		**6**	1	1	1	0	0	0	0	0
			Bus Zone										
			No Restriction		**7**	0	0	0	0	0	0	0	0
			No Parking	7am-7pm (Mon-Sat)	**21**	0	0	0	0	0	0	0	0
			Bus Zone										
Total					**56**	**6**	**7**	**7**	**8**	**10**	**10**	**7**	**6**
% Capacity						**11%**	**13%**	**13%**	**14%**	**18%**	**18%**	**13%**	**11%**

Warruga Pl	No Through Rd & Riverview St	West	No Restriction		**4**	4	4	3	4	4	2	4	3
	Riverview St & No Through Rd	East	No Restriction		**6**	4	3	3	5	4	4	3	4
Total					**10**	**8**	**7**	**6**	**9**	**8**	**6**	**7**	**7**
% Capacity						**80%**	**70%**	**60%**	**90%**	**80%**	**60%**	**70%**	**70%**
College Rd S	Riverview St & Riverview St	West	No Restriction		**24**	16	14	14	18	16	14	12	16
	Riverview St & Riverview St	East	No Restriction		**29**	0	0	0	0	0	0	2	2
				Gravel Parking	**-**	8	7	7	8	9	8	7	8
Total					**53**	**24**	**21**	**21**	**26**	**25**	**22**	**21**	**26**
% Capacity						**45%**	**40%**	**40%**	**49%**	**47%**	**42%**	**40%**	**49%**
Regis Dr	Rivervie St & Staff car park	West	No Stopping										
	Staff car park & Charles Fraser Cct	East	Bus Zone	Bus stop (7days)	**-**								
			No Restriction		**3**	2	2	1	2	2	1	3	2
	Charles Fraser Cct & Riverview Rd		-		**-**								
Total					**3**	**2**	**2**	**1**	**2**	**2**	**1**	**3**	**2**
% Capacity						**67%**	**67%**	**33%**	**67%**	**67%**	**33%**	**100%**	**67%**
Charles Fraser Cct			No Restriction		**16**	10	11	8	12	9	10	12	8
			Disabled Parking		**2**	0	0	0	0	0	0	0	0
			Reserved Parking	Head of Regis Courts	**1**	0	0	1	0	1	1	0	1
				Gravel Parking	**-**	33	42	38	29	33	36	29	28
			No Restriction		**3**	1	2	2	2	3	1	2	1
			Reserved Parking	Visitors	**1**	0	0	0	0	1	0	1	1
			Reserved Parking	Flat 502	**1**	1	1	1	1	1	1	1	1
			Reserved Parking	Mini Bus	**1**	1	1	0	0	0	1	0	1
			Reserved Parking	Econation only	**1**	0	0	0	1	1	0	0	1
			Reserved Parking	Flat 501 (Residents)	**1**	1	1	1	1	0	0	1	0
Total					**27**	**47**	**58**	**51**	**46**	**49**	**50**	**46**	**42**
% Capacity						**174%**	**215%**	**189%**	**170%**	**181%**	**185%**	**170%**	**156%**

	Opposite to San Isidro Way & Riverview St	North	No Stopping										
			Reserved Parking	Advancement office	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Deputy principal students	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Deputy principal healing & learning	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Deputy principal staff	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Project manager	**2**	0	1	0	1	0	0	1	0
			Reserved Parking	Principal's visitor	**1**	1	1	0	1	0	1	0	0
			Reserved Parking	Rector's visitor	**1**	1	1	1	1	1	1	1	1
			Reserved Parking	Visitor	**1**	0	1	1	0	1	0	0	0
			Reserved Parking	Rector	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Principal	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Head of co-curriculum	**1**	0	1	1	0	0	0	0	0
			Reserved Parking	Director of operation	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 301 resident parking only	**1**	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 302 resident parking only	**1**	1	0	0	1	0	0	0	0
			Reserved Parking	Flat 401 resident parking only	**1**	1	1	1	1	1	1	1	1
			Reserved Parking	Trunk Sleep manager	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Licona manager	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Delivery zone (10min)	**2**	0	0	0	0	0	0	0	0
			No Stopping										
			Reserved Parking	Music staff parking only	**7**	5	5	5	3	3	3	1	1
			No Stopping										
			Bus Zone	Bus Stop	-								
			No Parking										
			No Stopping										
			No Restriction		**7**	5	7	5	4	5	3	2	1
			Reserved Parking	Facilities, ground & gardens manager	**1**	1	1	1	1	1	0	0	0
			Reserved Parking	Facilities vehicle REGO BD76TD	**1**	1	1	1	1	1	0	0	0
			Disabled Parking		**2**	2	2	2	2	2	0	0	0
			No Stopping										
			Bus Zone	Bus stop (7days)	-								
			No Restriction	Gravel Parking		29	33	15	13	17	9	7	5

Loyola Dr	Tambourine Bay Rd & Gartlan center	South	No Restriction		**13**	13	13	8	10	8	6	4	5
			Reserved Parking	Visiting 2nd X1 coach	**2**	0	0	0	0	0	1	1	0
			Reserved Parking	Visiting 1st X1 coach	**2**	1	1	1	1	1	1	1	2
			Reserved Parking	Visiting headmaster principal	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Principal	**1**	0	1	1	1	1	1	1	1
			Reserved Parking	Cricket Unique	**2**	1	2	2	2	2	2	2	2
			Reserved Parking	Visiting sports master	**1**	0	1	0	0	0	0	0	0
			Reserved Parking	Sport master	**1**	1	0	1	1	1	0	0	0
			Reserved Parking	Head of co-cricket	**1**	1	1	1	1	1	0	1	1
			Reserved Parking	Mic cricket	**1**	1	1	0	0	0	0	0	0
			No Stopping										
			Disabled Parking		**2**	2	2	2	2	2	1	1	0
			No Restriction		**14**	14	14	14	13	11	4	3	3
			No Stopping										
	Gartlan Center & Boatshed Row		No Stopping										
			Drop Zone		**6**	4	3	3	5	4	2	1	1
			No Restriction		**11**	10	10	10	10	8	6	7	6
			No Parking	Drop off & Pick up Zone	**2**	0	0	0	0	0	0	0	0
			No Parking										
			No Restriction		**5**	5	5	4	3	3	2	2	2
			Reserved Parking	Security car only	**1**	0	0	0	0	0	0	0	0
	Boatshed Row & San Isidro Way		No Stopping										
			No Parking										
			No Restriction		**8**	6	6	5	2	3	4	4	4
	San Isidro Way & Riverview St	West	No Stopping										
			Reserved Parking	Chartwells (90')	**3**	0	0	0	0	0	0	0	0
			Reserved Parking	College Archivist	**1**	0	0	0	0	0	0	0	0
			No Stopping										
			Reserved Parking	Tennis staff parking	**2**	1	1	1	0	0	0	0	0
			No Restriction	90' angle parking	**39**	33	34	34	30	30	27	24	22
			No Stopping										

	Riverview St & St Johns Cl	East	No Restriction		**2**	1	1	1	1	1	1	1	1
			Bus Zone										
			No Restriction		**1**	1	1	1	1	1	1	1	1
			No Restriction	90' angle parking	**8**	7	6	6	6	5	6	4	2
	St Johns Cl & Chapel Ave		No Restriction	90' anlge parking (Gravel)	**11**	6	7	7	7	6	6	5	5
			Reserved Parking	Regis/Senior head of technology & innovation (90')	**1**	0	1	1	1	0	0	0	0
			Reserved Parking	Regis/Senior Language (90')	**1**	0	0	1	0	0	1	1	0
			Reserved Parking	Regis visual arts (90')	**1**	1	1	1	1	0	0	0	0
			Reserved Parking	Sports master (90')	**1**	0	0	0	0	1	0	0	0
			Reserved Parking	Science (Regis/Senior) (90')	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Mathematics (Regis/Senior) (90')	**2**	0	0	0	0	0	0	0	0
			Reserved Parking	Learning enrichment (Regis/Senior) (90')	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Regis drama (90')	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Head of Regis (90')	**1**	0	1	1	1	1	1	1	1
			No Stopping										
	Chapel Ave & Opposite to San Isidro Way		No Parking	S&C Permit vehicle only	**1**	0	0	0	0	0	0	0	0
			No Parking	Drop off zone (5mins) (90')	**6**	2	2	2	2	3	2	2	2
			No Stopping										
Total					**196**	**159**	**171**	**142**	**131**	**126**	**94**	**81**	**71**
% Capacity						**81%**	**87%**	**72%**	**67%**	**64%**	**48%**	**41%**	**36%**

St Johns Cl (entry for only residents)	Loyola Dr & No Through Rd	East	Reserved Parking	Residents Flat 102	**1**	0	0	0	0	0	1	1	1
			Reserved Parking	Residents visitors	**1**	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 105	**1**	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 106	**2**	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 107	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 104	**1**	0	0	1	1	1	0	0	0
			Reserved Parking	Flat 102	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 101	**1**	1	1	1	1	1	0	0	0
			Reserved Parking	Service vehicle only	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 103	**2**	0	0	0	0	0	0	0	0
Total					**12**	**4**	**4**	**5**	**5**	**5**	**4**	**4**	**4**
% Capacity						**33%**	**33%**	**42%**	**42%**	**42%**	**33%**	**33%**	**33%**
Off-Street													
Carpark (Gartlan Center)	-	-	No Restriction		**54**	52	53	54	54	54	21	8	9
		-	Reserved Parking	Motorcycle only	**3**	1	2	1	1	1	1	0	0
Total					**57**	**53**	**55**	**55**	**55**	**55**	**22**	**8**	**9**
% Capacity						**93%**	**96%**	**96%**	**96%**	**96%**	**39%**	**14%**	**16%**
Carpark (Basketball Court)	-	-		No specific car spaces		13	16	16	6	9	1	0	0
Total					**0**	**13**	**16**	**16**	**6**	**9**	**1**	**0**	**0**
% Capacity						**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**
Infirmary Close	-	-	Reserved Parking	Health centres staff & Patients pickup	**4**	3	2	2	3	3	3	3	3
			Reserved Parking	Jesuit parking only (24/7 day or night)	**4**	2	3	3	3	3	3	3	3
Total					**8**	**5**	**5**	**5**	**6**	**6**	**6**	**6**	**6**
% Capacity						**63%**	**63%**	**63%**	**75%**	**75%**	**75%**	**75%**	**75%**

Client	Positive Traffic Pty Ltd
Date	Sat, 9th Nov 2019
Description	Riverview Parking Survey

MATRIX Traffic and Transport Data



9:00

Legend

- Up to 20%
- 21% to 40%
- 41% to 60%
- 61% to 80%
- 81% to 100%

Client	Positive Traffic Pty Ltd
Date	Sat, 9th Nov 2019
Description	Riverview Parking Survey



[Location]

Survey Area

Client Positive Traffic Pty Ltd
Date Sat, 9th Nov 2019
Description Riverview Parking Survey

MATRIX Traffic and Transport Data

Street Name	Between	Side of Street	Restriction	Applicable Hours	Supply	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30
On Street													
Riverview st	House No.73 & College Rd S	North	No Restriction	Gravel Parking		8	6	6	7	5	6	6	7
			Reserved Parking	Student Parking (Mon-Fri)	**15**	11	14	9	9	11	6	6	9
	College Rd S & Warilla Pl		No Restriction		**14**	1	2	1	1	1	1	0	4
	Warilla Pl & House No.3		No Restriction		**6**	0	0	0	0	0	0	0	0
	Tambourine Bay Rd & Loyola Dr (West)	South	No Restriction		**11**	0	0	0	0	0	0	0	0
			Bus Zone	Bus Stop	-								
			No Restriction		**13**	0	0	0	0	0	0	0	0
			Bus Zone		-								
	Loyola Dr (West) & Warruga Pl		No Stoppiong										
			Bus Zone		-								
Total					**44**	**20**	**22**	**16**	**17**	**17**	**13**	**12**	**20**
% Capacity						**45%**	**50%**	**36%**	**39%**	**39%**	**30%**	**27%**	**45%**
Warilla Pl	Riverview St & House No.3	West	No Restriction		**7**	2	3	3	1	1	3	3	2
	House No.6 & Riverview St	East	No Restriction		**6**	2	2	2	1	1	2	0	0
Total					**13**	**4**	**5**	**5**	**2**	**2**	**5**	**3**	**2**
% Capacity						**31%**	**38%**	**38%**	**15%**	**15%**	**38%**	**23%**	**15%**
Pengilly St	Tambourine Bay Rd & Mooramba Ave	West	No Restriction		**20**	5	5	5	7	10	11	8	7
	House No. 21 & Tambourine Bay Rd	East	No Restriction		**26**	8	7	7	9	14	16	9	10

Total					**46**	**13**	**12**	**12**	**16**	**24**	**27**	**17**	**17**
% Capacity						**28%**	**26%**	**26%**	**35%**	**52%**	**59%**	**37%**	**37%**
Tambourine Bay Rd	Tambourine Bay Park & Pengilly St	North/West	No Restriction	90' angle parking	**10**	2	2	2	2	3	4	4	6
			No Stopping										
			No Parking										
			No Restriction		**3**	1	2	2	2	2	1	1	1
			No Stopping										
			No Restriction		**6**	0	0	0	0	0	0	0	0
			No Stopping										
			No Restriction		**7**	0	0	0	1	1	1	0	0
	Pengilly St & House No.103		No Restriction		**18**	1	2	2	3	3	2	1	2
	Carranya Rd & Miramont Ave	South/East	No Restriction		**14**	1	1	1	1	2	2	2	1
			No Stopping										
			No Restriction		**5**	0	0	0	0	0	0	0	0
			No Stopping										
			No Restriction		**3**	2	2	2	2	2	2	2	2
			No Stopping										
			No Restriction		**2**	1	1	1	1	1	0	0	1
			No Stopping										
			No Parking										
	Miramont Ave & Tambourine Bay Park		No Parking										
			No Stopping										
			No Restriction	90' angle parking	**5**	0	1	1	1	0	2	3	5
Total					**73**	**8**	**11**	**11**	**13**	**14**	**14**	**13**	**18**
% Capacity						**11%**	**15%**	**15%**	**18%**	**19%**	**19%**	**18%**	**25%**

Miramont Ave	Tambourine Bay Rd & House No.9	North	No Restriction		**22**	5	6	6	8	10	10	7	6
	Surada Ave & Tambourine Bay Rd	South	No Restriction		**6**	1	1	1	0	0	0	0	0
			Bus Zone										
			No Restriction		**7**	0	0	0	0	0	0	0	0
			No Parking	7am-7pm (Mon-Sat)	**21**	0	0	0	0	0	0	0	0
			Bus Zone										
Total					**56**	**6**	**7**	**7**	**8**	**10**	**10**	**7**	**6**
% Capacity						**11%**	**13%**	**13%**	**14%**	**18%**	**18%**	**13%**	**11%**
Warruga Pl	No Through Rd & Riverview St	West	No Restriction		**4**	4	4	3	4	4	2	4	3
	Riverview St & No Through Rd	East	No Restriction		**6**	4	3	3	5	4	4	3	4
Total					**10**	**8**	**7**	**6**	**9**	**8**	**6**	**7**	**7**
% Capacity						**80%**	**70%**	**60%**	**90%**	**80%**	**60%**	**70%**	**70%**
College Rd S	Riverview St & Riverview St	West	No Restriction		**24**	16	14	14	18	16	14	12	16
	Riverview St & Riverview St	East	No Restriction		**29**	0	0	0	0	0	0	2	2
				Gravel Parking	**-**	8	7	7	8	9	8	7	8
Total					**53**	**24**	**21**	**21**	**26**	**25**	**22**	**21**	**26**
% Capacity						**45%**	**40%**	**40%**	**49%**	**47%**	**42%**	**40%**	**49%**
Regis Dr	Rivervie St & Staff car park	West	No Stopping										
	Staff car park & Charles Fraser Cct	East	Bus Zone	Bus stop (7days)	**-**								
			No Restriction		**3**	2	2	1	2	2	1	3	2
	Charles Fraser Cct & Riverview Rd		-		**-**								
Total					**3**	**2**	**2**	**1**	**2**	**2**	**1**	**3**	**2**
% Capacity						**67%**	**67%**	**33%**	**67%**	**67%**	**33%**	**100%**	**67%**

Charles Fraser Cct			No Restriction		**16**	10	11	8	12	9	10	12	8
			Disabled Parking		**2**	0	0	0	0	0	0	0	0
			Reserved Parking	Head of Regis Courts	**1**	0	0	1	0	1	1	0	1
				Gravel Parking	-	33	42	38	29	33	36	29	28
			No Restriction		**3**	1	2	2	2	3	1	2	1
			Reserved Parking	Visitors	**1**	0	0	0	0	1	0	1	1
			Reserved Parking	Flat 502	**1**	1	1	1	1	1	1	1	1
			Reserved Parking	Mini Bus	**1**	1	1	0	0	0	1	0	1
			Reserved Parking	Econation only	**1**	0	0	0	1	1	0	0	1
			Reserved Parking	Flat 501 (Residents)	**1**	1	1	1	1	0	0	1	0
Total					**27**	**47**	**58**	**51**	**46**	**49**	**50**	**46**	**42**
% Capacity						**174%**	**215%**	**189%**	**170%**	**181%**	**185%**	**170%**	**156%**
			No Stopping										
			Reserved Parking	Advancement office	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Deputy principal students	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Deputy principal healing & learning	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Deputy principal staff	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Project manager	**2**	0	1	0	1	0	0	1	0
			Reserved Parking	Principal's visitor	**1**	1	1	0	1	0	1	0	0
			Reserved Parking	Rector's visitor	**1**	1	1	1	1	1	1	1	1
			Reserved Parking	Visitor	**1**	0	1	1	0	1	0	0	0
			Reserved Parking	Rector	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Principal	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Head of co-curriculum	**1**	0	1	1	0	0	0	0	0
			Reserved Parking	Director of operation	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 301 resident parking only	**1**	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 302 resident parking only	**1**	1	0	0	1	0	0	0	0
			Reserved Parking	Flat 401 resident parking only	**1**	1	1	1	1	1	1	1	1
	Opposite to San Isidro Way & Riverview St	North	Reserved Parking	Trunk Sleep manager	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Licona manager	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Delivery zone (10min)	**2**	0	0	0	0	0	0	0	0
			No Stopping										
			Reserved Parking	Music staff parking only	**7**	5	5	5	3	3	3	1	1
			No Stopping										

Bus Zone	Bus Stop	-								
No Parking										
No Stopping										
No Restriction		**7**	5	7	5	4	5	3	2	1
Reserved Parking	Facilities, ground & gardens manager	**1**	1	1	1	1	1	0	0	0
Reserved Parking	Facilities vehicle REGO BD76TD	**1**	1	1	1	1	1	0	0	0
Disabled Parking		**2**	2	2	2	2	2	0	0	0
No Stopping										
Bus Zone	Bus stop (7days)	-								
No Restriction	Gravel Parking		29	33	15	13	17	9	7	5

Loyola Dr	Tambourine Bay Rd & Gartlan center	South	No Restriction		**13**	13	13	8	10	8	6	4	5
			Reserved Parking	Visiting 2nd X1 coach	**2**	0	0	0	0	0	1	1	0
			Reserved Parking	Visiting 1st X1 coach	**2**	1	1	1	1	1	1	1	2
			Reserved Parking	Visiting headmaster principal	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Principal	**1**	0	1	1	1	1	1	1	1
			Reserved Parking	Cricket Unique	**2**	1	2	2	2	2	2	2	2
			Reserved Parking	Visiting sports master	**1**	0	1	0	0	0	0	0	0
			Reserved Parking	Sport master	**1**	1	0	1	1	1	0	0	0
			Reserved Parking	Head of co-cricket	**1**	1	1	1	1	1	0	1	1
			Reserved Parking	Mic cricket	**1**	1	1	0	0	0	0	0	0
			No Stopping										
			Disabled Parking		**2**	2	2	2	2	2	1	1	0
			No Restriction		**14**	14	14	14	13	11	4	3	3
			No Stopping										
	Gartlan Center & Boatshed Row		No Stopping										
			Drop Zone		**6**	4	3	3	5	4	2	1	1
			No Restriction		**11**	10	10	10	10	8	6	7	6
			No Parking	Drop off & Pick up Zone	**2**	0	0	0	0	0	0	0	0
			No Parking										
			No Restriction		**5**	5	5	4	3	3	2	2	2
			Reserved Parking	Security car only	**1**	0	0	0	0	0	0	0	0
	Boatshed Row & San Isidro Way		No Stopping										
			No Parking										
			No Restriction		**8**	6	6	5	2	3	4	4	4

San Isidro Way & Riverview St	West	No Stopping										
		Reserved Parking	Chartwells (90')	**3**	0	0	0	0	0	0	0	0
		Reserved Parking	College Archivist	**1**	0	0	0	0	0	0	0	0
		No Stopping										
		Reserved Parking	Tennis staff parking	**2**	1	1	1	0	0	0	0	0
		No Restriction	90' angle parking	**39**	33	34	34	30	30	27	24	22
		No Stopping										
Riverview St & St Johns Cl	East	No Restriction		**2**	1	1	1	1	1	1	1	1
		Bus Zone										
		No Restriction		**1**	1	1	1	1	1	1	1	1
		No Restriction	90' angle parking	**8**	7	6	6	6	5	6	4	2
St Johns Cl & Chapel Ave		No Restriction	90' anlge parking (Gravel)	**11**	6	7	7	7	6	6	5	5
		Reserved Parking	Regis/Senior head of technology & innovation (90')	**1**	0	1	1	1	0	0	0	0
		Reserved Parking	Regis/Senior Language (90')	**1**	0	0	1	0	0	1	1	0
		Reserved Parking	Regis visual arts (90')	**1**	1	1	1	1	0	0	0	0
		Reserved Parking	Sports master (90')	**1**	0	0	0	0	1	0	0	0
		Reserved Parking	Science (Regis/Senior) (90')	**1**	0	0	0	0	0	0	0	0
		Reserved Parking	Mathematics (Regis/Senior) (90')	**2**	0	0	0	0	0	0	0	0
		Reserved Parking	Learning enrichment (Regis/Senior) (90')	**1**	0	0	0	0	0	0	0	0
		Reserved Parking	Regis drama (90')	**1**	0	0	0	0	0	0	0	0
		Reserved Parking	Head of Regis (90')	**1**	0	1	1	1	1	1	1	1
		No Stopping										
Chapel Ave & Opposite to San Isidro Way		No Parking	S&C Permit vehicle only	**1**	0	0	0	0	0	0	0	0
		No Parking	Drop off zone (5mins) (90')	**6**	2	2	2	2	3	2	2	2
		No Stopping										
Total				**196**	**159**	**171**	**142**	**131**	**126**	**94**	**81**	**71**
% Capacity					**81%**	**87%**	**72%**	**67%**	**64%**	**48%**	**41%**	**36%**

St Johns Cl (entry for only residents)	Loyola Dr & No Through Rd	East	Reserved Parking	Residents Flat 102	**1**	0	0	0	0	0	1	1	1
			Reserved Parking	Residents visitors	**1**	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 105	**1**	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 106	**2**	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 107	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 104	**1**	0	0	1	1	1	0	0	0
			Reserved Parking	Flat 102	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 101	**1**	1	1	1	1	1	0	0	0
			Reserved Parking	Service vehicle only	**1**	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 103	**2**	0	0	0	0	0	0	0	0
Total					**12**	**4**	**4**	**5**	**5**	**5**	**4**	**4**	**4**
% Capacity						**33%**	**33%**	**42%**	**42%**	**42%**	**33%**	**33%**	**33%**
Off-Street													
Carpark (Gartlan Center)	-	-	No Restriction		**54**	52	53	54	54	54	21	8	9
		-	Reserved Parking	Motorcycle only	**3**	1	2	1	1	1	1	0	0
Total					**57**	**53**	**55**	**55**	**55**	**55**	**22**	**8**	**9**
% Capacity						**93%**	**96%**	**96%**	**96%**	**96%**	**39%**	**14%**	**16%**
Carpark (Basketball Court)	-	-		No specific car spaces		13	16	16	6	9	1	0	0
Total					**0**	**13**	**16**	**16**	**6**	**9**	**1**	**0**	**0**
% Capacity						**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**
Infirmary Close	-	-	Reserved Parking	Health centres staff & Patients pickup	**4**	3	2	2	3	3	3	3	3
			Reserved Parking	Jesuit parking only (24/7 day or night)	**4**	2	3	3	3	3	3	3	3
Total					**8**	**5**	**5**	**5**	**6**	**6**	**6**	**6**	**6**
% Capacity						**63%**	**63%**	**63%**	**75%**	**75%**	**75%**	**75%**	**75%**

Client	Positive Traffic Pty Ltd
Date	Sat, 9th Nov 2019
Description	Riverview Parking Survey

MATRIX Traffic and Transport Data



9:00

Legend

- Up to 20%
- 21% to 40%
- 41% to 60%
- 61% to 80%
- 81% to 100%

Client	Positive Traffic Pty Ltd
Date	Wed, 13th Nov 2019
Description	Riverview Parking Survey



[Location]

Survey Area

Client Positive Traffic Pty Ltd
Date Wed, 13th Nov 2019
Description Riverview Parking Survey

MATRIX Traffic and Transport Data

Street Name	Between	Side of Street	Restriction	Applicable Hours	Supply	7:00	7:30	8:00	8:30	9:00	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30
On Street																		
Riverview st	House No.73 & College Rd S	North	No Restriction	Gravel Parking		4	4	3	7	6	2	4	6	4	5	6	2	2
			Reserved Parking	Student Parking (Mon-Fri)	**15**	2	3	12	8	14	13	16	14	12	10	14	4	2
	College Rd S & Warilla Pl		No Restriction		**14**	3	5	5	7	6	6	6	5	4	4	3	2	2
	Warilla Pl & House No.3		No Restriction		**6**	0	0	0	0	0	1	1	1	1	1	1	1	1
	Tambourine Bay Rd & Loyola Dr (West)	South	No Restriction		**11**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Bus Zone	Bus Stop	**-**													
			No Restriction		**13**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Bus Zone		**-**													
	Loyola Dr (West) & Warruga Pl		No Stoppiong															
			Bus Zone		**-**													
Total					**44**	**9**	**12**	**20**	**22**	**26**	**22**	**27**	**26**	**21**	**20**	**24**	**9**	**7**
% Capacity						**20%**	**27%**	**45%**	**50%**	**59%**	**50%**	**61%**	**59%**	**48%**	**45%**	**55%**	**20%**	**16%**
Warilla Pl	Riverview St & House No.3	West	No Restriction		**7**	3	3	3	3	1	1	3	1	1	1	1	1	3
	House No.6 & Riverview St	East	No Restriction		**6**	2	3	3	3	3	2	2	1	1	1	2	2	1
Total					**13**	**5**	**6**	**6**	**6**	**4**	**3**	**5**	**2**	**2**	**2**	**3**	**3**	**4**
% Capacity						**38%**	**46%**	**46%**	**46%**	**31%**	**23%**	**38%**	**15%**	**15%**	**15%**	**23%**	**23%**	**31%**
Pengilly St	Tambourine Bay Rd & Mooramba Ave	West	No Restriction		**20**	3	3	3	2	2	1	1	1	1	3	4	4	8
	House No. 21 & Tambourine Bay Rd	East	No Restriction		**26**	7	3	2	2	1	4	2	1	2	2	2	3	5
Total					**46**	**10**	**6**	**5**	**4**	**3**	**5**	**3**	**2**	**3**	**5**	**6**	**7**	**13**
% Capacity						**22%**	**13%**	**11%**	**9%**	**7%**	**11%**	**7%**	**4%**	**7%**	**11%**	**13%**	**15%**	**28%**

Tambourine Bay Rd	Tambourine Bay Park & Pengilly St	North/West	No Restriction	90' angle parking	**10**	6	6	6	6	5	6	8	7	7	7	5	4	3
			No Stopping															
			No Parking															
			No Restriction		**3**	0	0	0	0	1	1	1	1	1	2	2	2	2
			No Stopping															
			No Restriction		**6**	0	0	0	0	0	0	1	1	2	1	1	1	0
			No Stopping															
			No Restriction		**7**	2	2	2	2	2	2	2	2	2	2	2	1	0
	Pengilly St & House No.103		No Restriction		**18**	2	1	0	0	0	0	1	1	2	2	1	3	3
	Carranya Rd & Miramont Ave	South/East	No Restriction		**14**	1	2	1	1	1	0	1	1	3	1	1	1	1
			No Stopping															
			No Restriction		**5**	0	0	0	0	0	0	0	0	0	0	0	0	0
			No Stopping															
			No Restriction		**3**	2	2	2	2	2	2	2	2	2	3	3	3	3
			No Stopping															
			No Restriction		**2**	2	2	2	2	1	2	2	2	2	2	2	2	2
			No Stopping															
	Miramont Ave & Tambourine Bay Park		No Parking															
			No Stopping															
			No Restriction	90' angle parking	**5**	3	2	0	1	2	1	4	3	1	3	3	2	3
Total					**73**	**18**	**17**	**13**	**14**	**14**	**14**	**22**	**20**	**22**	**23**	**20**	**19**	**17**
% Capacity						**25%**	**23%**	**18%**	**19%**	**19%**	**19%**	**30%**	**27%**	**30%**	**32%**	**27%**	**26%**	**23%**
Miramont Ave	Tambourine Bay Rd & House No.9	North	No Restriction		**22**	14	14	12	10	11	18	20	15	13	12	9	11	9
	Surada Ave & Tambourine Bay Rd	South	No Restriction		**6**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Bus Zone															
			No Restriction		**7**	3	3	3	4	4	3	3	3	1	1	1	1	1
			No Parking	7am-7pm (Mon-Sat)	**21**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Bus Zone															
Total					**56**	**17**	**17**	**15**	**14**	**15**	**21**	**23**	**18**	**14**	**13**	**10**	**12**	**10**
% Capacity						**30%**	**30%**	**27%**	**25%**	**27%**	**38%**	**41%**	**32%**	**25%**	**23%**	**18%**	**21%**	**18%**

Warruga Pl	No Through Rd & Riverview St	West	No Restriction		**4**	3	3	2	3	3	3	2	3	2	3	4	2	2
	Riverview St & No Through Rd	East	No Restriction		**6**	2	2	4	3	2	3	4	3	4	3	2	2	3
Total					**10**	**5**	**5**	**6**	**6**	**5**	**6**	**6**	**6**	**6**	**6**	**6**	**4**	**5**
% Capacity						**50%**	**50%**	**60%**	**60%**	**50%**	**60%**	**60%**	**60%**	**60%**	**60%**	**60%**	**40%**	**50%**
College Rd S	Riverview St & Riverview St	West	No Restriction		**24**	8	11	13	11	14	12	9	9	11	8	10	11	8
	Riverview St & Riverview St	East	No Restriction		**29**	-	-	-	-	-	-	-	-	-	-	-	-	-
				Gravel Parking	**-**	9	8	6	8	12	11	10	11	8	7	6	8	5
Total					**53**	**17**	**19**	**19**	**19**	**26**	**23**	**19**	**20**	**19**	**15**	**16**	**19**	**13**
% Capacity						**32%**	**36%**	**36%**	**36%**	**49%**	**43%**	**36%**	**38%**	**36%**	**28%**	**30%**	**36%**	**25%**
Regis Dr	Rivervie St & Staff car park	West	No Stopping															
	Staff car park & Charles Fraser Cct	East	Bus Zone	Bus stop (7days)	**-**													
			No Restriction		**3**	0	1	0	0	0	0	0	1	1	2	3	3	3
	Charles Fraser Cct & Riverview Rd		-		**-**													
Total					**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**3**	**3**	**3**
% Capacity						**0%**	**33%**	**0%**	**0%**	**0%**	**0%**	**0%**	**33%**	**33%**	**67%**	**100%**	**100%**	**100%**
Charles Fraser Cct			No Restriction		**16**	9	12	11	14	13	16	14	16	12	14	11	5	2
			Disabled Parking		**2**	0	0	0	1	0	0	0	0	0	0	0	0	1
			Reserved Parking	Head of Regis Courts	**1**	1	1	1	1	1	1	1	1	1	1	1	0	0
				Gravel Parking	**-**	1	8	4	6	12	6	7	6	8	7	9	12	8
			No Restriction		**3**	0	2	0	1	0	0	0	1	0	1	2	2	1
			Reserved Parking	Visitors	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 502	**1**	0	0	0	0	0	1	1	1	0	1	1	1	1
			Reserved Parking	Mini Bus	**1**	1	1	1	1	1	1	1	1	1	1	0	1	1
			Reserved Parking	Econation only	**1**	1	1	1	1	1	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 501 (Residents)	**1**	0	1	0	0	0	0	0	0	0	0	1	0	0
Total					**27**	**13**	**26**	**18**	**25**	**28**	**26**	**25**	**27**	**23**	**26**	**26**	**22**	**15**
% Capacity						**48%**	**96%**	**67%**	**93%**	**104%**	**96%**	**93%**	**100%**	**85%**	**96%**	**96%**	**81%**	**56%**

	Opposite to San Isidro Way & Riverview St	North	No Stopping															
			Reserved Parking	Advancement office	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Reserved Parking	Deputy principal students	**1**	0	1	1	1	1	1	1	1	1	1	1	0	0
			Reserved Parking	Deputy principal healing & learning	**1**	0	0	0	0	0	1	1	1	1	1	1	1	1
			Reserved Parking	Deputy principal staff	**1**	0	1	1	1	1	1	1	1	1	1	0	1	0
			Reserved Parking	Project manager	**2**	0	0	1	2	2	2	1	1	1	1	2	2	2
			Reserved Parking	Principal's visitor	**1**	0	1	1	1	1	1	1	0	1	1	1	0	0
			Reserved Parking	Rector's visitor	**1**	0	0	0	0	1	0	1	1	1	1	0	0	0
			Reserved Parking	Visitor	**1**	0	0	1	0	1	1	1	1	1	1	1	0	0
			Reserved Parking	Rector	**1**	0	0	0	0	0	0	0	0	1	0	1	0	0
			Reserved Parking	Principal	**1**	0	0	1	1	1	1	1	1	1	1	1	1	1
			Reserved Parking	Head of co-curriculum	**1**	0	0	1	1	1	1	1	0	0	0	0	0	0
			Reserved Parking	Director of operation	**1**	1	1	0	0	0	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 301 resident parking only	**1**	1	1	0	0	0	1	1	1	0	0	0	0	1
			Reserved Parking	Flat 302 resident parking only	**1**	1	1	1	1	1	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 401 resident parking only	**1**	1	1	1	1	1	1	1	1	1	1	1	1	1
			Reserved Parking	Trunk Sleep manager	**1**	0	0	0	0	0	1	1	0	1	1	1	0	0
			Reserved Parking	Licona manager	**1**	1	1	1	1	1	1	1	1	1	1	0	0	0
			Reserved Parking	Delivery zone (10min)	**2**	0	0	0	1	0	1	0	0	0	0	0	0	0
			No Stopping															
			Reserved Parking	Music staff parking only	**7**	3	4	4	6	5	7	7	7	6	4	5	5	3
			No Stopping															
			Bus Zone	Bus Stop	**-**	1	1	1	1	0	1	1	1	0	0	0	1	1
			No Parking															
			No Stopping															
			No Restriction		**7**	4	6	6	7	7	7	7	7	7	7	7	6	6
			Reserved Parking	Facilities, ground & gardens manager	**1**	1	1	1	0	0	1	1	1	1	0	1	1	0
			Reserved Parking	Facilities vehicle REGO BD76TD	**1**	1	1	1	1	1	0	0	0	1	1	1	1	1
			Disabled Parking		**2**	0	0	0	0	0	0	0	0	0	1	1	0	1
			No Stopping															
			Bus Zone	Bus stop (7days)	**-**													
			No Restriction	Gravel Parking		0	0	1	2	3	5	6	6	5	2	1	1	3

Loyola Dr	Tambourine Bay Rd & Gartlan center	South	No Restriction		**13**	0	0	1	12	13	12	11	10	10	8	3	1	0
			Reserved Parking	Visiting 2nd X1 coach	**2**	0	0	0	2	2	2	2	1	1	1	0	0	0
			Reserved Parking	Visiting 1st X1 coach	**2**	0	0	2	2	2	2	2	2	2	0	0	0	0
			Reserved Parking	Visiting headmaster principal	**1**	0	1	1	1	1	1	1	1	1	0	0	0	0
			Reserved Parking	Principal	**1**	0	0	1	1	1	1	1	1	1	1	1	1	1
			Reserved Parking	Cricket Unique	**2**	0	0	2	2	2	2	2	1	0	1	1	0	0
			Reserved Parking	Visiting sports master	**1**	0	0	1	1	1	1	1	1	1	1	0	0	0
			Reserved Parking	Sport master	**1**	0	0	1	1	1	1	1	1	1	1	0	0	0
			Reserved Parking	Head of co-cricket	**1**	0	1	1	1	1	1	1	1	1	0	0	0	0
			Reserved Parking	Mic cricket	**1**	0	0	1	1	1	1	1	1	0	0	0	0	0
			No Stopping															
			Disabled Parking		**2**	0	1	0	0	0	0	0	0	0	0	0	0	0
			No Restriction		**14**	2	8	13	14	14	12	11	10	12	13	11	8	7
			No Stopping															
	Gartlan Center & Boatshed Row		No Stopping															
			Drop Zone		**6**	0	1	1	0	0	0	0	0	1	0	1	1	2
			No Restriction		**11**	7	9	10	11	11	11	11	11	11	11	11	11	11
			No Parking	Drop off & Pick up Zone	**2**	0	1	0	0	0	0	0	0	2	1	0	0	1
			No Parking															
			No Restriction		**5**	2	2	5	5	4	5	5	5	5	5	4	4	2
			Reserved Parking	Security car only	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
	Boatshed Row & San Isidro Way		No Stopping															
			No Parking															
			No Restriction		**8**	7	8	8	8	8	8	7	6	7	5	5	6	6
	San Isidro Way & Riverview St	West	No Stopping															
			Reserved Parking	Chartwells (90')	**3**	2	2	2	3	2	3	3	3	2	2	2	1	0
			Reserved Parking	College Archivist	**1**	0	1	1	1	1	1	1	1	1	1	1	1	0
			No Stopping															
			Reserved Parking	Tennis staff parking	**2**	1	1	1	0	0	0	1	1	1	1	1	1	1
			No Restriction	90' angle parking	**39**	7	19	27	30	34	35	34	29	27	12	11	9	9
			No Stopping															

	Riverview St & St Johns Cl	East	No Restriction		**2**	1	1	1	1	1	0	0	0	1	1	1	1	0
			Bus Zone															
			No Restriction		**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
			No Restriction	90' angle parking	**8**	1	0	2	6	8	6	6	6	4	2	1	1	1
	St Johns Cl & Chapel Ave		No Restriction	90' anlge parking (Gravel)	**11**	7	9	8	10	11	10	11	10	10	4	4	2	4
			Reserved Parking	Regis/Senior head of technology & innovation (90')	**1**	0	0	0	1	1	1	1	1	1	0	0	0	0
			Reserved Parking	Regis/Senior Language (90')	**1**	0	0	0	1	1	0	0	0	0	0	0	0	0
			Reserved Parking	Regis visual arts (90')	**1**	0	1	1	1	1	1	1	1	1	1	0	0	0
			Reserved Parking	Sports master (90')	**1**	0	0	1	1	1	1	1	1	1	0	0	0	0
			Reserved Parking	Science (Regis/Senior) (90')	**1**	1	1	1	1	1	1	1	1	1	0	0	0	0
			Reserved Parking	Mathematics (Regis/Senior) (90')	**2**	1	1	1	2	1	2	1	1	1	1	1	1	1
			Reserved Parking	Learning enrichment (Regis/Senior) (90')	**1**	0	0	0	1	1	1	1	1	1	1	1	0	0
			Reserved Parking	Regis drama (90')	**1**	0	0	0	1	1	1	1	1	1	1	1	0	0
			Reserved Parking	Head of Regis (90')	**1**	0	0	0	1	1	1	0	0	0	0	0	0	0
			No Stopping															
	Chapel Ave & Opposite to San Isidro Way		No Parking	S&C Permit vehicle only	**1**	0	0	0	1	1	1	0	0	0	0	0	1	1
			No Parking	Drop off zone (5mins) (90')	**6**	1	2	3	3	3	4	3	4	4	4	4	3	2
			No Stopping															
Total					**196**	**55**	**91**	**121**	**155**	**160**	**166**	**160**	**147**	**147**	**107**	**93**	**76**	**72**
% Capacity						**28%**	**46%**	**62%**	**79%**	**82%**	**85%**	**82%**	**75%**	**75%**	**55%**	**47%**	**39%**	**37%**
St Johns Cl (entry for only residents)	Loyola Dr & No Through Rd	East	Reserved Parking	Residents Flat 102	**1**	0	1	1	1	1	1	1	1	1	1	1	1	1
			Reserved Parking	Residents visitors	**1**	1	1	1	1	0	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 105	**1**	1	1	0	1	1	1	1	0	1	0	0	0	1
			Reserved Parking	Flat 106	**2**	1	1	1	1	1	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 107	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 104	**1**	1	1	1	0	0	1	0	0	0	0	0	0	0
			Reserved Parking	Flat 102	**1**	1	1	1	1	1	0	1	1	1	1	1	1	1
			Reserved Parking	Flat 101	**1**	1	1	1	1	1	0	1	1	1	1	1	1	1
			Reserved Parking	Service vehicle only	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 103	**2**	0	1	1	2	2	1	1	2	2	2	2	2	2
Total					**12**	**6**	**8**	**7**	**8**	**7**	**5**	**6**	**6**	**7**	**6**	**6**	**6**	**7**
% Capacity						**50%**	**67%**	**58%**	**67%**	**58%**	**42%**	**50%**	**50%**	**58%**	**50%**	**50%**	**50%**	**58%**

Off-Street																			
Carpark (Gartlan Center)	-	-	No Restriction		**54**	27	36	52	54	54	53	53	52	54	51	44	51	51
		-	Reserved Parking	Motorcycle only	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0
Total					**57**	**27**	**36**	**52**	**54**	**54**	**53**	**53**	**52**	**54**	**51**	**44**	**51**	**51**
% Capacity						**47%**	**63%**	**91%**	**95%**	**95%**	**93%**	**93%**	**91%**	**95%**	**89%**	**77%**	**89%**	**89%**
Carpark (Basketball Court)	-	-		No specific car spaces		1	0	0	0	0	0	0	0	0	0	0	0	0
Total					**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
% Capacity						**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**
Infirmary Close	-	-	Reserved Parking	Health centres staff & Patients pickup	**4**	3	2	3	3	2	3	2	1	1	1	0	0	0
			Reserved Parking	Jesuit parking only (24/7 day or night)	**4**	3	3	3	3	3	3	3	3	3	2	3	3	3
Total					**8**	**6**	**5**	**6**	**6**	**5**	**6**	**5**	**4**	**4**	**3**	**3**	**3**	**3**
% Capacity						**75%**	**63%**	**75%**	**75%**	**63%**	**75%**	**63%**	**50%**	**50%**	**38%**	**38%**	**38%**	**38%**

Client	Positive Traffic Pty Ltd
Date	Wed, 13th Nov 2019
Description	Riverview Parking Survey

MATRIX Traffic and Transport Data



7:00

Legend

- Up to 20%
- 21% to 40%
- 41% to 60%
- 61% to 80%
- 81% to 100%

Client	Positive Traffic Pty Ltd
Date	Wed, 13th Nov 2019
Description	Riverview Parking Survey



[Location]

Survey Area

Client Positive Traffic Pty Ltd

Date Wed, 13th Nov 2019

Description Riverview Parking Survey

MATRIX Traffic and Transport Data

Street Name	Between	Side of Street	Restriction	Applicable Hours	Supply	7:00	7:30	8:00	8:30	9:00	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30
On Street																		
Riverview st	House No.73 & College Rd S	North	No Restriction	Gravel Parking		4	4	3	7	6	2	4	6	4	5	6	2	2
			Reserved Parking	Student Parking (Mon-Fri)	**15**	2	3	12	8	14	13	16	14	12	10	14	4	2
	College Rd S & Warilla Pl		No Restriction		**14**	3	5	5	7	6	6	6	5	4	4	3	2	2
	Warilla Pl & House No.3		No Restriction		**6**	0	0	0	0	0	1	1	1	1	1	1	1	1
	Tambourine Bay Rd & Loyola Dr (West)	South	No Restriction		**11**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Bus Zone	Bus Stop	-													
			No Restriction		**13**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Bus Zone		-													
	Loyola Dr (West) & Warruga Pl		No Stoppiong															
			Bus Zone		-													
Total					**44**	**9**	**12**	**20**	**22**	**26**	**22**	**27**	**26**	**21**	**20**	**24**	**9**	**7**
% Capacity						**20%**	**27%**	**45%**	**50%**	**59%**	**50%**	**61%**	**59%**	**48%**	**45%**	**55%**	**20%**	**16%**
Warilla Pl	Riverview St & House No.3	West	No Restriction		**7**	3	3	3	3	1	1	3	1	1	1	1	1	3
	House No.6 & Riverview St	East	No Restriction		**6**	2	3	3	3	3	2	2	1	1	1	2	2	1
Total					**13**	**5**	**6**	**6**	**6**	**4**	**3**	**5**	**2**	**2**	**2**	**3**	**3**	**4**
% Capacity						**38%**	**46%**	**46%**	**46%**	**31%**	**23%**	**38%**	**15%**	**15%**	**15%**	**23%**	**23%**	**31%**
Pengilly St	Tambourine Bay Rd & Mooramba Ave	West	No Restriction		**20**	3	3	3	2	2	1	1	1	1	3	4	4	8
	House No. 21 & Tambourine Bay Rd	East	No Restriction		**26**	7	3	2	2	1	4	2	1	2	2	2	3	5
Total					**46**	**10**	**6**	**5**	**4**	**3**	**5**	**3**	**2**	**3**	**5**	**6**	**7**	**13**
% Capacity						**22%**	**13%**	**11%**	**9%**	**7%**	**11%**	**7%**	**4%**	**7%**	**11%**	**13%**	**15%**	**28%**
Tambourine Bay Rd	Tambourine Bay Park & Pengilly St	North/West	No Restriction	90' angle parking	**10**	6	6	6	6	5	6	8	7	7	7	5	4	3
			No Stopping															
			No Parking															
			No Restriction		**3**	0	0	0	0	1	1	1	1	1	2	2	2	2
			No Stopping															
			No Restriction		**6**	0	0	0	0	0	0	1	1	2	1	1	1	0
			No Stopping															
			No Restriction		**7**	2	2	2	2	2	2	2	2	2	2	2	1	0
	Pengilly St & House No.103		No Restriction		**18**	2	1	0	0	0	0	1	1	2	2	1	3	3
	Carranya Rd & Miramont Ave		No Restriction		**14**	1	2	1	1	1	0	1	1	3	1	1	1	1
			No Stopping															
			No Restriction		**5**	0	0	0	0	0	0	0	0	0	0	0	0	0
			No Stopping															
			No Restriction		**3**	2	2	2	2	2	2	2	2	2	3	3	3	3

		South/East	No Stopping															
			No Restriction		**2**	2	2	2	2	1	2	2	2	2	2	2	2	2
			No Stopping															
	Miramont Ave & Tambourine Bay Park		No Parking															
			No Stopping															
			No Restriction	90' angle parking	**5**	3	2	0	1	2	1	4	3	1	3	3	2	3
Total					**73**	**18**	**17**	**13**	**14**	**14**	**14**	**22**	**20**	**22**	**23**	**20**	**19**	**17**
% Capacity						**25%**	**23%**	**18%**	**19%**	**19%**	**19%**	**30%**	**27%**	**30%**	**32%**	**27%**	**26%**	**23%**
Miramont Ave	Tambourine Bay Rd & House No.9	North	No Restriction		**22**	14	14	12	10	11	18	20	15	13	12	9	11	9
	Surada Ave & Tambourine Bay Rd	South	No Restriction		**6**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Bus Zone															
			No Restriction		**7**	3	3	3	4	4	3	3	3	1	1	1	1	1
			No Parking	7am-7pm (Mon-Sat)	**21**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Bus Zone															
Total					**56**	**17**	**17**	**15**	**14**	**15**	**21**	**23**	**18**	**14**	**13**	**10**	**12**	**10**
% Capacity						**30%**	**30%**	**27%**	**25%**	**27%**	**38%**	**41%**	**32%**	**25%**	**23%**	**18%**	**21%**	**18%**
Warruga Pl	No Through Rd & Riverview St	West	No Restriction		**4**	3	3	2	3	3	3	2	3	2	3	4	2	2
	Riverview St & No Through Rd	East	No Restriction		**6**	2	2	4	3	2	3	4	3	4	3	2	2	3
Total					**10**	**5**	**5**	**6**	**6**	**5**	**6**	**6**	**6**	**6**	**6**	**6**	**4**	**5**
% Capacity						**50%**	**50%**	**60%**	**60%**	**50%**	**60%**	**60%**	**60%**	**60%**	**60%**	**60%**	**40%**	**50%**
College Rd S	Riverview St & Riverview St	West	No Restriction		**24**	8	11	13	11	14	12	9	9	11	8	10	11	8
	Riverview St & Riverview St	East	No Restriction		**29**	-	-	-	-	-	-	-	-	-	-	-	-	-
				Gravel Parking	**-**	9	8	6	8	12	11	10	11	8	7	6	8	5
Total					**53**	**17**	**19**	**19**	**19**	**26**	**23**	**19**	**20**	**19**	**15**	**16**	**19**	**13**
% Capacity						**32%**	**36%**	**36%**	**36%**	**49%**	**43%**	**36%**	**38%**	**36%**	**28%**	**30%**	**36%**	**25%**
Regis Dr	Rivervie St & Staff car park	West	No Stopping															
	Staff car park & Charles Fraser Cct	East	Bus Zone	Bus stop (7days)	**-**													
			No Restriction		**3**	0	1	0	0	0	0	0	1	1	2	3	3	3
	Charles Fraser Cct & Riverview Rd		-		**-**													
Total					**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**3**	**3**	**3**
% Capacity						**0%**	**33%**	**0%**	**0%**	**0%**	**0%**	**0%**	**33%**	**33%**	**67%**	**100%**	**100%**	**100%**
Charles Fraser Cct			No Restriction		**16**	9	12	11	14	13	16	14	16	12	14	11	5	2
			Disabled Parking		**2**	0	0	0	1	0	0	0	0	0	0	0	0	1
			Reserved Parking	Head of Regis Courts	**1**	1	1	1	1	1	1	1	1	1	1	1	0	0
				Gravel Parking	**-**	1	8	4	6	12	6	7	6	8	7	9	12	8
			No Restriction		**3**	0	2	0	1	0	0	0	1	0	1	2	2	1
			Reserved Parking	Visitors	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 502	**1**	0	0	0	0	0	1	1	1	0	1	1	1	1
			Reserved Parking	Mini Bus	**1**	1	1	1	1	1	1	1	1	1	1	0	1	1
			Reserved Parking	Econation only	**1**	1	1	1	1	1	1	1	1	1	1	1	1	1

			Reserved Parking	Flat 501 (Residents)	**1**	0	1	0	0	0	0	0	0	0	0	1	0	0
Total					**27**	**13**	**26**	**18**	**25**	**28**	**26**	**25**	**27**	**23**	**26**	**26**	**22**	**15**
% Capacity						**48%**	**96%**	**67%**	**93%**	**104%**	**96%**	**93%**	**100%**	**85%**	**96%**	**96%**	**81%**	**56%**
			No Stopping															
			Reserved Parking	Advancement office	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Reserved Parking	Deputy principal students	**1**	0	1	1	1	1	1	1	1	1	1	1	0	0
			Reserved Parking	Deputy principal healing & learning	**1**	0	0	0	0	0	1	1	1	1	1	1	1	1
			Reserved Parking	Deputy principal staff	**1**	0	1	1	1	1	1	1	1	1	1	0	1	0
			Reserved Parking	Project manager	**2**	0	0	1	2	2	2	1	1	1	1	2	2	2
			Reserved Parking	Principal's visitor	**1**	0	1	1	1	1	1	1	0	1	1	1	0	0
			Reserved Parking	Rector's visitor	**1**	0	0	0	0	1	0	1	1	1	1	0	0	0
			Reserved Parking	Visitor	**1**	0	0	1	0	1	1	1	1	1	1	1	0	0
			Reserved Parking	Rector	**1**	0	0	0	0	0	0	0	0	1	0	1	0	0
			Reserved Parking	Principal	**1**	0	0	1	1	1	1	1	1	1	1	1	1	1
			Reserved Parking	Head of co-curriculum	**1**	0	0	1	1	1	1	1	0	0	0	0	0	0
			Reserved Parking	Director of operation	**1**	1	1	0	0	0	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 301 resident parking only	**1**	1	1	0	0	0	1	1	1	0	0	0	0	1
			Reserved Parking	Flat 302 resident parking only	**1**	1	1	1	1	1	1	1	1	1	1	1	1	1
	Opposite to San Isidro Way & Riverview St	North	Reserved Parking	Flat 401 resident parking only	**1**	1	1	1	1	1	1	1	1	1	1	1	1	1
			Reserved Parking	Trunk Sleep manager	**1**	0	0	0	0	0	1	1	0	1	1	1	0	0
			Reserved Parking	Licona manager	**1**	1	1	1	1	1	1	1	1	1	1	0	0	0
			Reserved Parking	Delivery zone (10min)	**2**	0	0	0	1	0	1	0	0	0	0	0	0	0
			No Stopping															
			Reserved Parking	Music staff parking only	**7**	3	4	4	6	5	7	7	7	6	4	5	5	3
			No Stopping															
			Bus Zone	Bus Stop	**-**	1	1	1	1	0	1	1	1	0	0	0	1	1
			No Parking															
			No Stopping															
			No Restriction		**7**	4	6	6	7	7	7	7	7	7	7	7	6	6
			Reserved Parking	Facilities, ground & gardens manager	**1**	1	1	1	0	0	1	1	1	1	0	1	1	0
			Reserved Parking	Facilities vehicle REGO BD76TD	**1**	1	1	1	1	1	0	0	0	1	1	1	1	1
			Disabled Parking		**2**	0	0	0	0	0	0	0	0	0	1	1	0	1
			No Stopping															
			Bus Zone	Bus stop (7days)	**-**													
			No Restriction	Gravel Parking		0	0	1	2	3	5	6	6	5	2	1	1	3
			No Restriction		**13**	0	0	1	12	13	12	11	10	10	8	3	1	0
			Reserved Parking	Visiting 2nd X1 coach	**2**	0	0	0	2	2	2	2	1	1	1	0	0	0
			Reserved Parking	Visiting 1st X1 coach	**2**	0	0	2	2	2	2	2	2	2	0	0	0	0
			Reserved Parking	Visiting headmaster principal	**1**	0	1	1	1	1	1	1	1	1	0	0	0	0
			Reserved Parking	Principal	**1**	0	0	1	1	1	1	1	1	1	1	1	1	1

Loyola Dr	Tambourine Bay Rd & Gartlan center	South	Reserved Parking	Cricket Unique	**2**	0	0	2	2	2	2	2	1	0	1	1	0	0
			Reserved Parking	Visiting sports master	**1**	0	0	1	1	1	1	1	1	1	1	0	0	0
			Reserved Parking	Sport master	**1**	0	0	1	1	1	1	1	1	1	1	0	0	0
			Reserved Parking	Head of co-cricket	**1**	0	1	1	1	1	1	1	1	1	0	0	0	0
			Reserved Parking	Mic cricket	**1**	0	0	1	1	1	1	1	1	0	0	0	0	0
			No Stopping															
			Disabled Parking		**2**	0	1	0	0	0	0	0	0	0	0	0	0	0
			No Restriction		**14**	2	8	13	14	14	12	11	10	12	13	11	8	7
			No Stopping															
	Gartlan Center & Boatshed Row		No Stopping															
			Drop Zone		**6**	0	1	1	0	0	0	0	0	1	0	1	1	2
			No Restriction		**11**	7	9	10	11	11	11	11	11	11	11	11	11	11
			No Parking	Drop off & Pick up Zone	**2**	0	1	0	0	0	0	0	0	2	1	0	0	1
			No Parking															
			No Restriction		**5**	2	2	5	5	4	5	5	5	5	5	4	4	2
			Reserved Parking	Security car only	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
	Boatshed Row & San Isidro Way		No Stopping															
			No Parking															
			No Restriction		**8**	7	8	8	8	8	8	7	6	7	5	5	6	6
	San Isidro Way & Riverview St	West	No Stopping															
			Reserved Parking	Chartwells (90')	**3**	2	2	2	3	2	3	3	3	2	2	2	1	0
			Reserved Parking	College Archivist	**1**	0	1	1	1	1	1	1	1	1	1	1	1	0
			No Stopping															
			Reserved Parking	Tennis staff parking	**2**	1	1	1	0	0	0	1	1	1	1	1	1	1
			No Restriction	90' angle parking	**39**	7	19	27	30	34	35	34	29	27	12	11	9	9
			No Stopping															
	Riverview St & St Johns Cl	East	No Restriction		**2**	1	1	1	1	1	0	0	0	1	1	1	1	0
			Bus Zone															
			No Restriction		**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
			No Restriction	90' angle parking	**8**	1	0	2	6	8	6	6	6	4	2	1	1	1
	St Johns Cl & Chapel Ave		No Restriction	90' anlge parking (Gravel)	**11**	7	9	8	10	11	10	11	10	10	4	4	2	4
			Reserved Parking	Regis/Senior head of technology & innovation (90')	**1**	0	0	0	1	1	1	1	1	1	0	0	0	0
			Reserved Parking	Regis/Senior Language (90')	**1**	0	0	0	1	1	0	0	0	0	0	0	0	0
			Reserved Parking	Regis visual arts (90')	**1**	0	1	1	1	1	1	1	1	1	1	0	0	0
			Reserved Parking	Sports master (90')	**1**	0	0	1	1	1	1	1	1	1	0	0	0	0
			Reserved Parking	Science (Regis/Senior) (90')	**1**	1	1	1	1	1	1	1	1	1	0	0	0	0
			Reserved Parking	Mathematics (Regis/Senior) (90')	**2**	1	1	1	2	1	2	1	1	1	1	1	1	1
			Reserved Parking	Learning enrichment (Regis/Senior) (90')	**1**	0	0	0	1	1	1	1	1	1	1	1	0	0
			Reserved Parking	Regis drama (90')	**1**	0	0	0	1	1	1	1	1	1	1	1	0	0
			Reserved Parking	Head of Regis (90')	**1**	0	0	0	1	1	1	0	0	0	0	0	0	0

			No Stopping															
	Chapel Ave & Opposite to San Isidro Way		No Parking	S&C Permit vehicle only	**1**	0	0	0	1	1	1	0	0	0	0	0	1	1
			No Parking	Drop off zone (5mins) (90')	**6**	1	2	3	3	3	4	3	4	4	4	4	3	2
			No Stopping															
Total					**196**	**55**	**91**	**121**	**155**	**160**	**166**	**160**	**147**	**147**	**107**	**93**	**76**	**72**
% Capacity						**28%**	**46%**	**62%**	**79%**	**82%**	**85%**	**82%**	**75%**	**75%**	**55%**	**47%**	**39%**	**37%**
St Johns Cl (entry for only residents)	Loyola Dr & No Through Rd	East	Reserved Parking	Residents Flat 102	**1**	0	1	1	1	1	1	1	1	1	1	1	1	1
			Reserved Parking	Residents visitors	**1**	1	1	1	1	0	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 105	**1**	1	1	0	1	1	1	1	0	1	0	0	0	1
			Reserved Parking	Flat 106	**2**	1	1	1	1	1	1	1	1	1	1	1	1	1
			Reserved Parking	Flat 107	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 104	**1**	1	1	1	0	0	1	0	0	0	0	0	0	0
			Reserved Parking	Flat 102	**1**	1	1	1	1	1	0	1	1	1	1	1	1	1
			Reserved Parking	Flat 101	**1**	1	1	1	1	1	0	1	1	1	1	1	1	1
			Reserved Parking	Service vehicle only	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
			Reserved Parking	Flat 103	**2**	0	1	1	2	2	1	1	2	2	2	2	2	2
Total					**12**	**6**	**8**	**7**	**8**	**7**	**5**	**6**	**6**	**7**	**6**	**6**	**6**	**7**
% Capacity						**50%**	**67%**	**58%**	**67%**	**58%**	**42%**	**50%**	**50%**	**58%**	**50%**	**50%**	**50%**	**58%**
Off-Street																		
Carpark (Gartlan Center)	-	-	No Restriction		**54**	27	36	52	54	54	53	53	52	54	51	44	51	51
		-	Reserved Parking	Motorcycle only	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0
Total					**57**	**27**	**36**	**52**	**54**	**54**	**53**	**53**	**52**	**54**	**51**	**44**	**51**	**51**
% Capacity						**47%**	**63%**	**91%**	**95%**	**95%**	**93%**	**93%**	**91%**	**95%**	**89%**	**77%**	**89%**	**89%**
Carpark (Basketball Court)	-	-		No specific car spaces		1	0	0	0	0	0	0	0	0	0	0	0	0
Total					**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
% Capacity						**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**
Infirmary Close	-	-	Reserved Parking	Health centres staff & Patients pickup	**4**	3	2	3	3	2	3	2	1	1	1	0	0	0
			Reserved Parking	Jesuit parking only (24/7 day or night)	**4**	3	3	3	3	3	3	3	3	3	2	3	3	3
Total					**8**	**6**	**5**	**6**	**6**	**5**	**6**	**5**	**4**	**4**	**3**	**3**	**3**	**3**
% Capacity						**75%**	**63%**	**75%**	**75%**	**63%**	**75%**	**63%**	**50%**	**50%**	**38%**	**38%**	**38%**	**38%**

Client	Positive Traffic Pty Ltd
Date	Wed, 13th Nov 2019
Description	Riverview Parking Survey

MATRIX Traffic and Transport Data



7:00

Legend

- Up to 20%
- 21% to 40%
- 41% to 60%
- 61% to 80%
- 81% to 100%

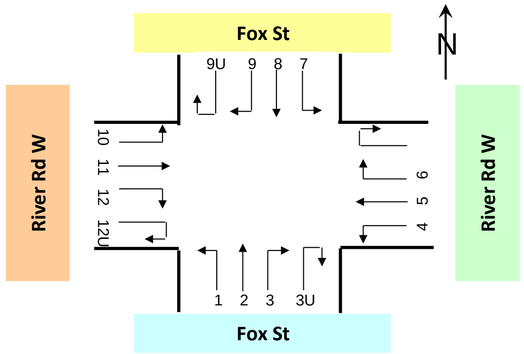
	Supply	7:00	7:30	8:00	8:30	9:00	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30
Riverview St	**44**	9	12	20	22	26	22	27	26	21	20	24	9	7
Warilla Pl	**13**	5	6	6	6	4	3	5	2	2	2	3	3	4
Pengilly St	**46**	10	6	5	4	3	5	3	2	3	5	6	7	13
Tambourine Bay Rd	**73**	18	17	13	14	14	14	22	20	22	23	20	19	17
Miramont Ave	**56**	17	17	15	14	15	21	23	18	14	13	10	12	10
Warruga Pl	**10**	5	5	6	6	5	6	6	6	6	6	6	4	5
College Rd S	**53**	17	19	19	19	26	23	19	20	19	15	16	19	13
Total	**295**	**81**	**82**	**84**	**85**	**93**	**94**	**105**	**94**	**87**	**84**	**85**	**73**	**69**
% Occupancy		**27%**	**28%**	**28%**	**29%**	**32%**	**32%**	**36%**	**32%**	**29%**	**28%**	**29%**	**25%**	**23%**

College	Supply	7:00	7:30	8:00	8:30	9:00	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30
Regis Dr	**3**	0	1	0	0	0	0	0	1	1	2	3	3	3
Charles Fraser Cct	**27**	13	26	18	25	28	26	25	27	23	26	26	22	15
Loyola Dr	**196**	55	91	121	155	160	166	160	147	147	107	93	76	72
St Johns Cl	**12**	6	8	7	8	7	5	6	6	7	6	6	6	7
Carpark - (Gartlan Center)	**57**	27	36	52	54	54	53	53	52	54	51	44	51	51
Carpark - (Basketball Court)	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
Infirmary Close	**8**	6	5	6	6	5	6	5	4	4	3	3	3	3
Total	**304**	**108**	**167**	**204**	**248**	**254**	**256**	**249**	**237**	**236**	**195**	**175**	**161**	**151**
% Occupancy		**36%**	**55%**	**67%**	**82%**	**84%**	**84%**	**82%**	**78%**	**78%**	**64%**	**58%**	**53%**	**50%**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 1. River Rd W & Fox St

Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

	Class 1	Class 2	Class 3
Classifications	Cars	Trucks	Buses



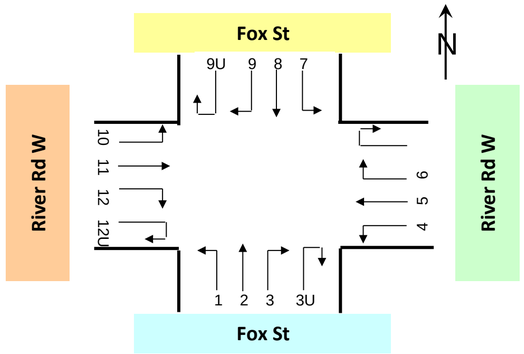
MATRIX Traffic and Transport Data

Approach	Fox St																River Rd W															
Direction	**Direction 1 (Left Turn)**				**Direction 2 (Through)**				**Direction 3 (Right Turn)**				**Direction 3U (U Turn)**				**Direction 4 (Left Turn)**				**Direction 5 (Through)**				**Direction 6 (Right Turn)**				**Direction 6U (U Turn)**			
Time Period	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**
9:00 to 9:15	20	0	0	**20**	3	0	0	**3**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	142	3	0	**145**	2	0	0	**2**	0	0	0	**0**
9:15 to 9:30	10	0	0	**10**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	4	0	0	**4**	127	0	0	**127**	1	0	0	**1**	0	0	0	**0**
9:30 to 9:45	19	0	0	**19**	4	1	0	**5**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	138	3	0	**141**	2	0	0	**2**	0	0	0	**0**
9:45 to 10:00	21	1	0	**22**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	155	2	0	**157**	0	0	0	**0**	0	0	0	**0**
10:00 to 10:15	21	0	0	**21**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	147	1	1	**149**	0	0	0	**0**	1	0	0	**1**
10:15 to 10:30	17	0	0	**17**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	164	3	0	**167**	1	0	0	**1**	0	0	0	**0**
10:30 to 10:45	21	0	0	**21**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	138	1	0	**139**	0	0	0	**0**	0	0	0	**0**
10:45 to 11:00	24	0	0	**24**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	145	1	0	**146**	1	0	0	**1**	0	0	0	**0**
11:00 to 11:15	20	1	0	**21**	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	186	3	0	**189**	1	0	0	**1**	0	0	0	**0**
11:15 to 11:30	14	0	0	**14**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	152	0	0	**152**	1	0	0	**1**	0	0	0	**0**
11:30 to 11:45	24	1	0	**25**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	146	2	0	**148**	2	0	0	**2**	0	0	0	**0**
11:45 to 12:00	14	0	0	**14**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	165	1	0	**166**	1	0	0	**1**	1	0	0	**1**
12:00 to 12:15	21	0	0	**21**	1	1	0	**2**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	197	1	0	**198**	0	0	0	**0**	0	0	0	**0**
12:15 to 12:30	10	0	0	**10**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	0	1	0	**1**	195	2	0	**197**	0	0	0	**0**	0	0	0	**0**
12:30 to 12:45	12	0	0	**12**	7	0	0	**7**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	189	1	0	**190**	1	0	0	**1**	0	0	0	**0**
12:45 to 13:00	16	0	0	**16**	4	0	0	**4**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	187	2	0	**189**	0	0	0	**0**	0	0	0	**0**
Total	**284**	**3**	**0**	**287**	**36**	**2**	**0**	**38**	**12**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**18**	**1**	**0**	**19**	**2,573**	**26**	**1**	**2,600**	**13**	**0**	**0**	**13**	**2**	**0**	**0**	**2**

Approach	Fox St																River Rd W															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 9:15	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	1	0	0	**1**	128	0	0	**128**	13	0	0	**13**	0	0	0	**0**
9:15 to 9:30	3	0	0	**3**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	132	1	0	**133**	14	0	0	**14**	0	0	0	**0**
9:30 to 9:45	3	0	0	**3**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	119	1	0	**120**	19	0	0	**19**	0	0	0	**0**
9:45 to 10:00	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	135	0	0	**135**	13	0	0	**13**	0	0	0	**0**
10:00 to 10:15	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	4	0	0	**4**	129	1	0	**130**	17	0	0	**17**	0	0	0	**0**
10:15 to 10:30	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	3	0	0	**3**	150	0	0	**150**	19	0	0	**19**	0	0	0	**0**
10:30 to 10:45	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	148	0	1	**149**	16	0	0	**16**	0	0	0	**0**
10:45 to 11:00	3	0	0	**3**	1	0	0	**1**	3	0	0	**3**	0	0	0	**0**	4	0	0	**4**	165	2	0	**167**	23	0	0	**23**	0	0	0	**0**
11:00 to 11:15	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	163	3	0	**166**	18	0	0	**18**	0	0	0	**0**
11:15 to 11:30	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	141	2	0	**143**	17	0	0	**17**	0	0	0	**0**
11:30 to 11:45	4	0	0	**4**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	6	0	0	**6**	144	1	0	**145**	7	1	0	**8**	0	0	0	**0**
11:45 to 12:00	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	135	2	0	**137**	16	0	0	**16**	0	0	0	**0**
12:00 to 12:15	2	0	0	**2**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	5	0	0	**5**	150	1	0	**151**	12	0	0	**12**	0	0	0	**0**
12:15 to 12:30	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	0	0	0	**0**	3	0	0	**3**	165	2	0	**167**	16	0	0	**16**	0	0	0	**0**
12:30 to 12:45	3	0	0	**3**	0	1	0	**1**	1	0	0	**1**	0	0	0	**0**	6	0	0	**6**	170	3	1	**174**	15	0	0	**15**	0	0	0	**0**
12:45 to 13:00	1	0	0	**1**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	181	0	0	**181**	26	0	0	**26**	0	0	0	**0**
Total	**28**	**0**	**0**	**28**	**7**	**1**	**0**	**8**	**25**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**47**	**0**	**0**	**47**	**2,355**	**19**	**2**	**2,376**	**261**	**1**	**0**	**262**	**0**	**0**	**0**	**0**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 1. River Rd W & Fox St

Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



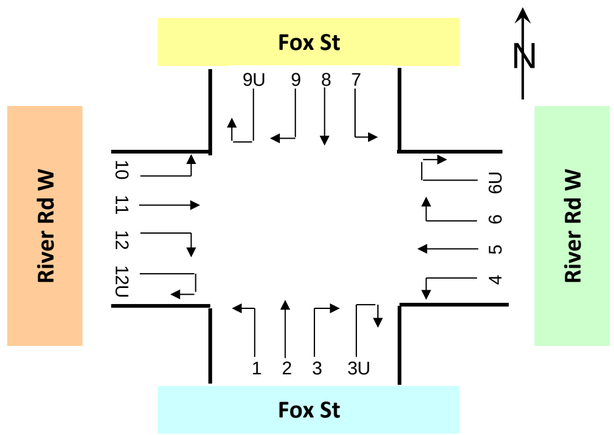
MATRIX Traffic and Transport Data

Approach	Fox St																River Rd W															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 10:00	70	1	0	**71**	10	1	0	**11**	4	0	0	**4**	0	0	0	**0**	6	0	0	**6**	562	8	0	**570**	5	0	0	**5**	0	0	0	**0**
9:15 to 10:15	71	1	0	**72**	9	1	0	**10**	4	0	0	**4**	0	0	0	**0**	9	0	0	**9**	567	6	1	**574**	3	0	0	**3**	1	0	0	**1**
9:30 to 10:30	78	1	0	**79**	9	1	0	**10**	2	0	0	**2**	0	0	0	**0**	7	0	0	**7**	604	9	1	**614**	3	0	0	**3**	1	0	0	**1**
9:45 to 10:45	80	1	0	**81**	6	0	0	**6**	2	0	0	**2**	0	0	0	**0**	6	0	0	**6**	604	7	1	**612**	1	0	0	**1**	1	0	0	**1**
10:00 to 11:00	83	0	0	**83**	6	0	0	**6**	1	0	0	**1**	0	0	0	**0**	6	0	0	**6**	594	6	1	**601**	2	0	0	**2**	1	0	0	**1**
10:15 to 11:15	82	1	0	**83**	6	0	0	**6**	2	0	0	**2**	0	0	0	**0**	4	0	0	**4**	633	8	0	**641**	3	0	0	**3**	0	0	0	**0**
10:30 to 11:30	79	1	0	**80**	6	0	0	**6**	2	0	0	**2**	0	0	0	**0**	4	0	0	**4**	621	5	0	**626**	3	0	0	**3**	0	0	0	**0**
10:45 to 11:45	82	2	0	**84**	8	0	0	**8**	2	0	0	**2**	0	0	0	**0**	4	0	0	**4**	629	6	0	**635**	5	0	0	**5**	0	0	0	**0**
11:00 to 12:00	72	2	0	**74**	7	0	0	**7**	2	0	0	**2**	0	0	0	**0**	4	0	0	**4**	649	6	0	**655**	5	0	0	**5**	1	0	0	**1**
11:15 to 12:15	73	1	0	**74**	6	1	0	**7**	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	660	4	0	**664**	4	0	0	**4**	1	0	0	**1**
11:30 to 12:30	69	1	0	**70**	6	1	0	**7**	3	0	0	**3**	0	0	0	**0**	2	1	0	**3**	703	6	0	**709**	3	0	0	**3**	1	0	0	**1**
11:45 to 12:45	57	0	0	**57**	10	1	0	**11**	5	0	0	**5**	0	0	0	**0**	2	1	0	**3**	746	5	0	**751**	2	0	0	**2**	1	0	0	**1**
12:00 to 13:00	59	0	0	**59**	13	1	0	**14**	5	0	0	**5**	0	0	0	**0**	2	1	0	**3**	768	6	0	**774**	1	0	0	**1**	0	0	0	**0**
Total	**284**	**3**	**0**	**287**	**36**	**2**	**0**	**38**	**12**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**18**	**1**	**0**	**19**	**2,573**	**26**	**1**	**2,600**	**13**	**0**	**0**	**13**	**2**	**0**	**0**	**2**

Approach	Fox St																River Rd W															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 10:00	8	0	0	**8**	3	0	0	**3**	5	0	0	**5**	0	0	0	**0**	10	0	0	**10**	514	2	0	**516**	59	0	0	**59**	0	0	0	**0**
9:15 to 10:15	7	0	0	**7**	4	0	0	**4**	2	0	0	**2**	0	0	0	**0**	13	0	0	**13**	515	3	0	**518**	63	0	0	**63**	0	0	0	**0**
9:30 to 10:30	5	0	0	**5**	2	0	0	**2**	4	0	0	**4**	0	0	0	**0**	12	0	0	**12**	533	2	0	**535**	68	0	0	**68**	0	0	0	**0**
9:45 to 10:45	3	0	0	**3**	1	0	0	**1**	5	0	0	**5**	0	0	0	**0**	10	0	0	**10**	562	1	1	**564**	65	0	0	**65**	0	0	0	**0**
10:00 to 11:00	5	0	0	**5**	2	0	0	**2**	8	0	0	**8**	0	0	0	**0**	13	0	0	**13**	592	3	1	**596**	75	0	0	**75**	0	0	0	**0**
10:15 to 11:15	6	0	0	**6**	1	0	0	**1**	9	0	0	**9**	0	0	0	**0**	9	0	0	**9**	626	5	1	**632**	76	0	0	**76**	0	0	0	**0**
10:30 to 11:30	7	0	0	**7**	1	0	0	**1**	7	0	0	**7**	0	0	0	**0**	6	0	0	**6**	617	7	1	**625**	74	0	0	**74**	0	0	0	**0**
10:45 to 11:45	10	0	0	**10**	1	0	0	**1**	5	0	0	**5**	0	0	0	**0**	10	0	0	**10**	613	8	0	**621**	65	1	0	**66**	0	0	0	**0**
11:00 to 12:00	8	0	0	**8**	0	0	0	**0**	4	0	0	**4**	0	0	0	**0**	8	0	0	**8**	583	8	0	**591**	58	1	0	**59**	0	0	0	**0**
11:15 to 12:15	9	0	0	**9**	1	0	0	**1**	4	0	0	**4**	0	0	0	**0**	13	0	0	**13**	570	6	0	**576**	52	1	0	**53**	0	0	0	**0**
11:30 to 12:30	8	0	0	**8**	1	0	0	**1**	7	0	0	**7**	0	0	0	**0**	16	0	0	**16**	594	6	0	**600**	51	1	0	**52**	0	0	0	**0**
11:45 to 12:45	7	0	0	**7**	1	1	0	**2**	8	0	0	**8**	0	0	0	**0**	16	0	0	**16**	620	8	1	**629**	59	0	0	**59**	0	0	0	**0**
12:00 to 13:00	7	0	0	**7**	2	1	0	**3**	8	0	0	**8**	0	0	0	**0**	16	0	0	**16**	666	6	1	**673**	69	0	0	**69**	0	0	0	**0**
Total	**28**	**0**	**0**	**28**	**7**	**1**	**0**	**8**	**25**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**47**	**0**	**0**	**47**	**2,355**	**19**	**2**	**2,376**	**261**	**1**	**0**	**262**	**0**	**0**	**0**	**0**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 1. River Rd W & Fox St

Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach	Fox St				River Rd W				Fox St				River Rd W				Grand Total
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
12:00 to 13:00	77	1	0	**78**	771	7	0	**778**	17	1	0	**18**	751	6	1	**758**	**1,632**

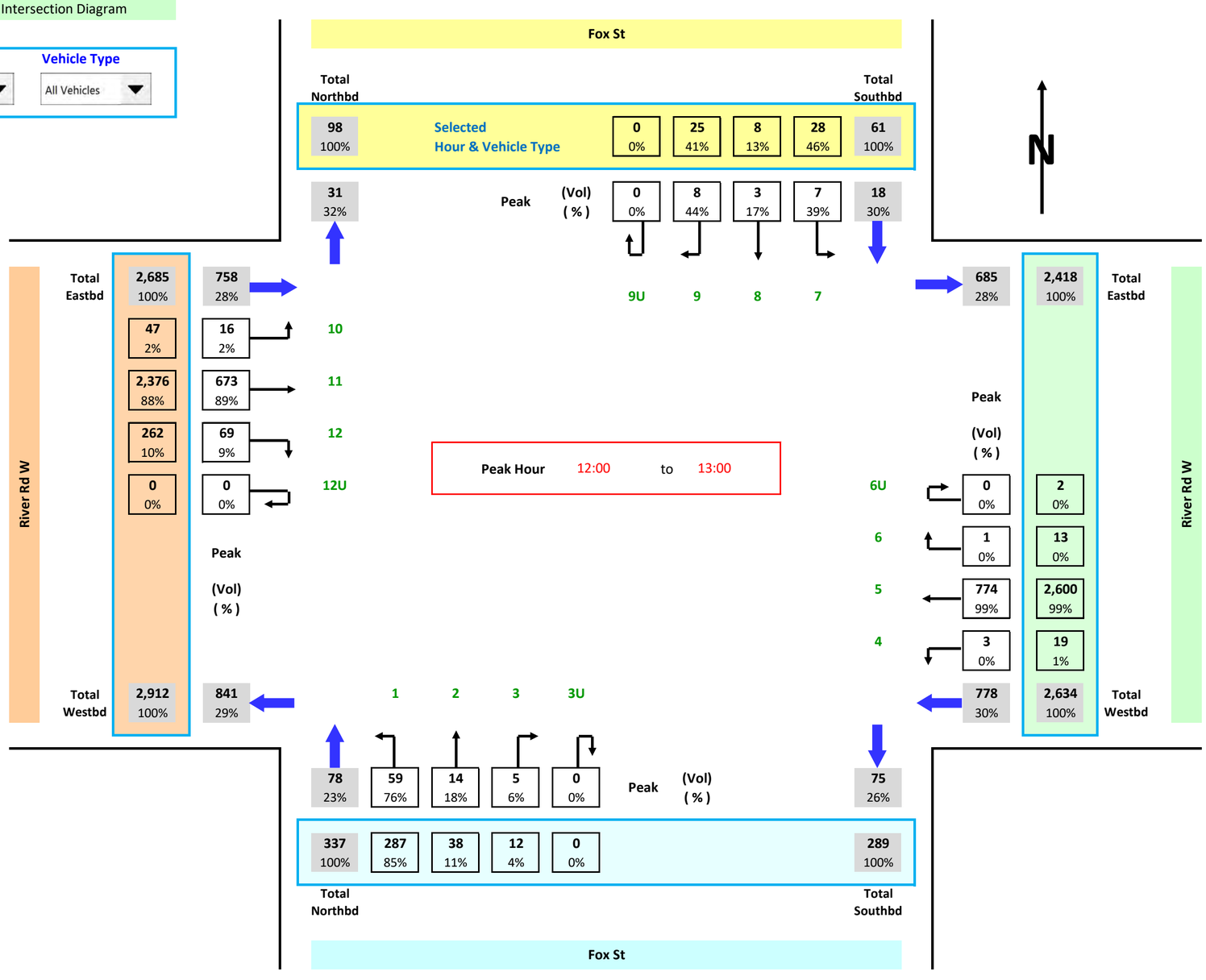
Approach	Fox St				River Rd W				Fox St				River Rd W				Grand Total
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
9:00 to 10:00	84	2	0	**86**	573	8	0	**581**	16	0	0	**16**	583	2	0	**585**	**1,268**
9:15 to 10:15	84	2	0	**86**	580	6	1	**587**	13	0	0	**13**	591	3	0	**594**	**1,280**
9:30 to 10:30	89	2	0	**91**	615	9	1	**625**	11	0	0	**11**	613	2	0	**615**	**1,342**
9:45 to 10:45	88	1	0	**89**	612	7	1	**620**	9	0	0	**9**	637	1	1	**639**	**1,357**
10:00 to 11:00	90	0	0	**90**	603	6	1	**610**	15	0	0	**15**	680	3	1	**684**	**1,399**
10:15 to 11:15	90	1	0	**91**	640	8	0	**648**	16	0	0	**16**	711	5	1	**717**	**1,472**
10:30 to 11:30	87	1	0	**88**	628	5	0	**633**	15	0	0	**15**	697	7	1	**705**	**1,441**
10:45 to 11:45	92	2	0	**94**	638	6	0	**644**	16	0	0	**16**	688	9	0	**697**	**1,451**
11:00 to 12:00	81	2	0	**83**	659	6	0	**665**	12	0	0	**12**	649	9	0	**658**	**1,418**
11:15 to 12:15	80	2	0	**82**	669	4	0	**673**	14	0	0	**14**	635	7	0	**642**	**1,411**
11:30 to 12:30	78	2	0	**80**	709	7	0	**716**	16	0	0	**16**	661	7	0	**668**	**1,480**
11:45 to 12:45	72	1	0	**73**	751	6	0	**757**	16	1	0	**17**	695	8	1	**704**	**1,551**
12:00 to 13:00	77	1	0	**78**	771	7	0	**778**	17	1	0	**18**	751	6	1	**758**	**1,632**
Total	**332**	**5**	**0**	**337**	**2,606**	**27**	**1**	**2,634**	**60**	**1**	**0**	**61**	**2,663**	**20**	**2**	**2,685**	**5,717**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 1. River Rd W & Fox St

Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data

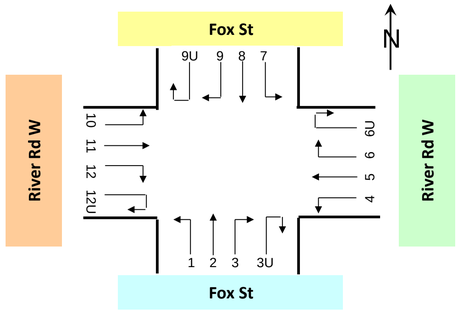
Hour Starting Total
Vehicle Type All Vehicles



Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 1. River Rd W & Fox St

Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

	Class 1	Class 2	Class 3
Classifications	Cars	Trucks	Buses



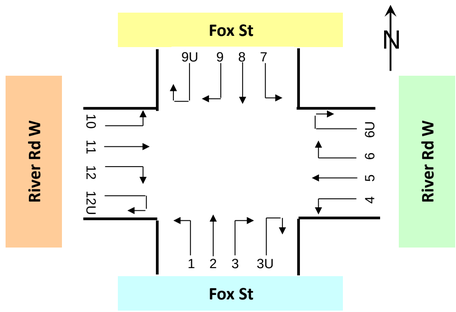
MATRIX Traffic and Transport Data

Approach	Fox St																River Rd W															
Direction	**Direction 1 (Left Turn)**				**Direction 2 (Through)**				**Direction 3 (Right Turn)**				**Direction 3U (U Turn)**				**Direction 4 (Left Turn)**				**Direction 5 (Through)**				**Direction 6 (Right Turn)**				**Direction 6U (U Turn)**			
Time Period	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**
7:00 to 7:15	14	0	0	**14**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	4	0	0	**4**	125	5	5	**135**	2	0	0	**2**	0	0	0	**0**
7:15 to 7:30	11	0	0	**11**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	111	3	2	**116**	1	0	0	**1**	0	0	0	**0**
7:30 to 7:45	22	0	0	**22**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	132	2	1	**135**	3	0	0	**3**	0	0	0	**0**
7:45 to 8:00	18	1	0	**19**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	118	3	1	**122**	0	0	0	**0**	0	0	0	**0**
8:00 to 8:15	28	0	0	**28**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	145	7	2	**154**	0	0	0	**0**	0	0	0	**0**
8:15 to 8:30	30	1	0	**31**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	155	5	1	**161**	0	0	0	**0**	0	0	0	**0**
8:30 to 8:45	16	0	0	**16**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	155	4	4	**163**	1	1	0	**2**	0	0	0	**0**
8:45 to 9:00	11	0	0	**11**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	123	3	1	**127**	2	0	0	**2**	0	0	0	**0**
9:00 to 9:15	13	0	0	**13**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	143	4	0	**147**	2	0	0	**2**	0	0	0	**0**
9:15 to 9:30	12	0	0	**12**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	128	5	2	**135**	2	0	0	**2**	0	0	0	**0**
AM Totals	**175**	**2**	**0**	**177**	**11**	**0**	**0**	**11**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**16**	**1,335**	**41**	**19**	**1,395**	**13**	**1**	**0**	**14**	**0**	**0**	**0**	**0**
14:00 to 14:15	14	0	0	**14**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	165	3	0	**168**	1	0	0	**1**	0	0	0	**0**
14:15 to 14:30	13	0	0	**13**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	182	5	0	**187**	0	0	0	**0**	0	0	0	**0**
14:30 to 14:45	7	0	0	**7**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	179	3	0	**182**	0	0	0	**0**	0	0	0	**0**
14:45 to 15:00	12	1	0	**13**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	184	3	1	**188**	0	0	0	**0**	0	0	0	**0**
15:00 to 15:15	12	0	0	**12**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	237	4	3	**244**	3	0	0	**3**	0	0	0	**0**
15:15 to 15:30	15	0	0	**15**	4	0	0	**4**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	238	4	2	**244**	1	0	0	**1**	0	0	0	**0**
15:30 to 15:45	27	0	0	**27**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	259	6	0	**265**	0	0	0	**0**	0	0	0	**0**
15:45 to 16:00	24	1	0	**25**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	263	3	6	**272**	0	0	0	**0**	0	0	0	**0**
16:00 to 16:15	23	1	0	**24**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	271	4	4	**279**	0	0	0	**0**	0	0	0	**0**
16:15 to 16:30	17	0	0	**17**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	311	4	0	**315**	0	0	0	**0**	0	0	0	**0**
16:30 to 16:45	15	0	0	**15**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	256	5	1	**262**	0	0	0	**0**	0	0	0	**0**
16:45 to 17:00	22	0	0	**22**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	266	5	0	**271**	1	0	0	**1**	0	0	0	**0**
17:00 to 17:15	21	0	0	**21**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	258	1	0	**259**	0	0	0	**0**	0	0	0	**0**
17:15 to 17:30	19	0	0	**19**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	323	5	0	**328**	0	0	0	**0**	0	0	0	**0**
17:30 to 17:45	22	0	0	**22**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	268	2	0	**270**	2	0	0	**2**	0	0	0	**0**
17:45 to 18:00	19	0	0	**19**	3	0	0	**3**	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	245	2	2	**249**	2	0	0	**2**	0	0	0	**0**
PM Totals	**282**	**3**	**0**	**285**	**20**	**0**	**0**	**20**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**24**	**3,905**	**59**	**19**	**3,983**	**10**	**0**	**0**	**10**	**0**	**0**	**0**	**0**

Approach		Fox St																River Rd W													
Direction		Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period		Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00	to 7:15	0	0	0	**0**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	267	14	0	**281**	17	0	1	**18**	0	0	0	**0**
7:15	to 7:30	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	7	0	0	**7**	290	10	5	**305**	22	1	0	**23**	0	0	0	**0**
7:30	to 7:45	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	7	0	0	**7**	352	7	3	**362**	20	0	0	**20**	0	0	0	**0**
7:45	to 8:00	1	0	0	**1**	0	1	0	**1**	1	0	0	**1**	0	0	0	**0**	7	0	0	**7**	351	7	2	**360**	25	0	0	**25**	0	0	0	**0**
8:00	to 8:15	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	9	0	0	**9**	330	5	1	**336**	37	0	0	**37**	0	0	0	**0**
8:15	to 8:30	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	8	0	0	**8**	323	0	2	**325**	24	0	0	**24**	0	0	0	**0**
8:30	to 8:45	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	12	0	0	**12**	307	8	1	**316**	16	0	0	**16**	0	0	0	**0**
8:45	to 9:00	3	0	0	**3**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	11	0	0	**11**	303	7	0	**310**	13	0	0	**13**	0	0	0	**0**
9:00	to 9:15	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	5	1	0	**6**	212	8	1	**221**	20	1	0	**21**	0	0	0	**0**
9:15	to 9:30	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	6	1	0	**7**	208	11	0	**219**	5	1	0	**6**	0	0	0	**0**
AM Totals		**12**	**0**	**0**	**12**	**1**	**1**	**0**	**2**	**7**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**76**	**2**	**0**	**78**	**2,943**	**77**	**15**	**3,035**	**199**	**3**	**1**	**203**	**0**	**0**	**0**	**0**
14:00	to 14:15	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	89	1	0	**90**	5	0	0	**5**	0	0	0	**0**
14:15	to 14:30	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	113	1	0	**114**	6	0	0	**6**	0	0	0	**0**
14:30	to 14:45	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**	100	0	0	**100**	10	0	0	**10**	0	0	0	**0**
14:45	to 15:00	2	0	0	**2**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	131	2	1	**134**	10	0	0	**10**	0	0	0	**0**
15:00	to 15:15	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	6	0	0	**6**	109	1	4	**114**	14	0	0	**14**	0	0	0	**0**
15:15	to 15:30	2	0	0	**2**	3	0	0	**3**	2	0	0	**2**	0	0	0	**0**	5	0	0	**5**	134	5	2	**141**	27	0	0	**27**	0	0	0	**0**
15:30	to 15:45	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	0	0	0	**0**	5	0	0	**5**	144	2	2	**148**	22	0	0	**22**	0	0	0	**0**
15:45	to 16:00	1	1	0	**2**	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	98	1	1	**100**	18	0	0	**18**	0	0	0	**0**
16:00	to 16:15	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	119	2	4	**125**	12	0	0	**12**	0	0	0	**0**
16:15	to 16:30	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	6	0	0	**6**	109	0	5	**114**	18	0	0	**18**	0	0	0	**0**
16:30	to 16:45	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	145	1	1	**147**	22	0	0	**22**	1	0	0	**1**
16:45	to 17:00	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	7	0	0	**7**	173	0	1	**174**	23	0	0	**23**	0	0	0	**0**
17:00	to 17:15	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	165	1	2	**168**	18	0	0	**18**	0	0	0	**0**
17:15	to 17:30	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	1	0	0	**1**	177	2	0	**179**	20	0	0	**20**	0	0	0	**0**
17:30	to 17:45	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	6	0	0	**6**	178	2	2	**182**	22	0	0	**22**	0	0	0	**0**
17:45	to 18:00	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	6	0	0	**6**	137	3	0	**140**	13	0	0	**13**	0	0	0	**0**
PM Totals		**13**	**1**	**0**	**14**	**9**	**0**	**0**	**9**	**20**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**63**	**0**	**0**	**63**	**2,121**	**24**	**25**	**2,170**	**260**	**0**	**0**	**260**	**1**	**0**	**0**	**1**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 1. River Rd W & Fox St

Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



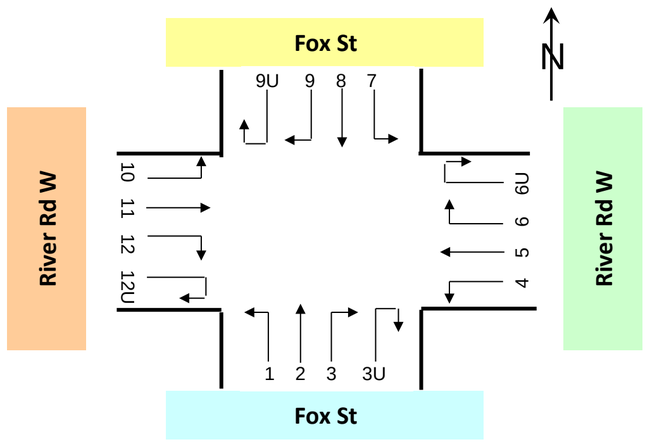
MATRIX Traffic and Transport Data

Approach	Fox St																River Rd W															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00 to 8:00	65	1	0	**66**	4	0	0	**4**	2	0	0	**2**	0	0	0	**0**	6	0	0	**6**	486	13	9	**508**	6	0	0	**6**	0	0	0	**0**
7:15 to 8:15	79	1	0	**80**	4	0	0	**4**	3	0	0	**3**	0	0	0	**0**	5	0	0	**5**	506	15	6	**527**	4	0	0	**4**	0	0	0	**0**
7:30 to 8:30	98	2	0	**100**	3	0	0	**3**	2	0	0	**2**	0	0	0	**0**	4	0	0	**4**	550	17	5	**572**	3	0	0	**3**	0	0	0	**0**
7:45 to 8:45	92	2	0	**94**	3	0	0	**3**	3	0	0	**3**	0	0	0	**0**	4	0	0	**4**	573	19	8	**600**	1	1	0	**2**	0	0	0	**0**
8:00 to 9:00	85	1	0	**86**	2	0	0	**2**	3	0	0	**3**	0	0	0	**0**	4	0	0	**4**	578	19	8	**605**	3	1	0	**4**	0	0	0	**0**
8:15 to 9:15	70	1	0	**71**	5	0	0	**5**	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**	576	16	6	**598**	5	1	0	**6**	0	0	0	**0**
8:30 to 9:30	52	0	0	**52**	6	0	0	**6**	3	0	0	**3**	0	0	0	**0**	7	0	0	**7**	549	16	7	**572**	7	1	0	**8**	0	0	0	**0**
AM Totals	**175**	**2**	**0**	**177**	**11**	**0**	**0**	**11**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**16**	**1,335**	**41**	**19**	**1,395**	**13**	**1**	**0**	**14**	**0**	**0**	**0**	**0**
14:00 to 15:00	46	1	0	**47**	3	0	0	**3**	2	0	0	**2**	0	0	0	**0**	6	0	0	**6**	710	14	1	**725**	1	0	0	**1**	0	0	0	**0**
14:15 to 15:15	44	1	0	**45**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	4	0	0	**4**	782	15	4	**801**	3	0	0	**3**	0	0	0	**0**
14:30 to 15:30	46	1	0	**47**	4	0	0	**4**	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	838	14	6	**858**	4	0	0	**4**	0	0	0	**0**
14:45 to 15:45	66	1	0	**67**	6	0	0	**6**	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	918	17	6	**941**	4	0	0	**4**	0	0	0	**0**
15:00 to 16:00	78	1	0	**79**	7	0	0	**7**	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	997	17	11	**1,025**	4	0	0	**4**	0	0	0	**0**
15:15 to 16:15	89	2	0	**91**	8	0	0	**8**	2	0	0	**2**	0	0	0	**0**	5	0	0	**5**	1,031	17	12	**1,060**	1	0	0	**1**	0	0	0	**0**
15:30 to 16:30	91	2	0	**93**	5	0	0	**5**	1	0	0	**1**	0	0	0	**0**	6	0	0	**6**	1,104	17	10	**1,131**	0	0	0	**0**	0	0	0	**0**
15:45 to 16:45	79	2	0	**81**	5	0	0	**5**	1	0	0	**1**	0	0	0	**0**	5	0	0	**5**	1,101	16	11	**1,128**	0	0	0	**0**	0	0	0	**0**
16:00 to 17:00	77	1	0	**78**	5	0	0	**5**	1	0	0	**1**	0	0	0	**0**	7	0	0	**7**	1,104	18	5	**1,127**	1	0	0	**1**	0	0	0	**0**
16:15 to 17:15	75	0	0	**75**	5	0	0	**5**	0	0	0	**0**	0	0	0	**0**	9	0	0	**9**	1,091	15	1	**1,107**	1	0	0	**1**	0	0	0	**0**
16:30 to 17:30	77	0	0	**77**	4	0	0	**4**	1	0	0	**1**	0	0	0	**0**	9	0	0	**9**	1,103	16	1	**1,120**	1	0	0	**1**	0	0	0	**0**
16:45 to 17:45	84	0	0	**84**	3	0	0	**3**	1	0	0	**1**	0	0	0	**0**	8	0	0	**8**	1,115	13	0	**1,128**	3	0	0	**3**	0	0	0	**0**
17:00 to 18:00	81	0	0	**81**	5	0	0	**5**	2	0	0	**2**	0	0	0	**0**	7	0	0	**7**	1,094	10	2	**1,106**	4	0	0	**4**	0	0	0	**0**
PM Totals	**282**	**3**	**0**	**285**	**20**	**0**	**0**	**20**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**24**	**3,905**	**59**	**19**	**3,983**	**10**	**0**	**0**	**10**	**0**	**0**	**0**	**0**

Approach	Fox St																River Rd W															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00 to 8:00	2	0	0	**2**	1	1	0	**2**	3	0	0	**3**	0	0	0	**0**	25	0	0	**25**	1,260	38	10	**1,308**	84	1	1	**86**	0	0	0	**0**
7:15 to 8:15	4	0	0	**4**	0	1	0	**1**	2	0	0	**2**	0	0	0	**0**	30	0	0	**30**	1,323	29	11	**1,363**	104	1	0	**105**	0	0	0	**0**
7:30 to 8:30	6	0	0	**6**	0	1	0	**1**	2	0	0	**2**	0	0	0	**0**	31	0	0	**31**	1,356	19	8	**1,383**	106	0	0	**106**	0	0	0	**0**
7:45 to 8:45	6	0	0	**6**	0	1	0	**1**	1	0	0	**1**	0	0	0	**0**	36	0	0	**36**	1,311	20	6	**1,337**	102	0	0	**102**	0	0	0	**0**
8:00 to 9:00	8	0	0	**8**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	40	0	0	**40**	1,263	20	4	**1,287**	90	0	0	**90**	0	0	0	**0**
8:15 to 9:15	8	0	0	**8**	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	36	1	0	**37**	1,145	23	4	**1,172**	73	1	0	**74**	0	0	0	**0**
8:30 to 9:30	6	0	0	**6**	0	0	0	**0**	4	0	0	**4**	0	0	0	**0**	34	2	0	**36**	1,030	34	2	**1,066**	54	2	0	**56**	0	0	0	**0**
AM Totals	**12**	**0**	**0**	**12**	**1**	**1**	**0**	**2**	**7**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**76**	**2**	**0**	**78**	**2,943**	**77**	**15**	**3,035**	**199**	**3**	**1**	**203**	**0**	**0**	**0**	**0**
14:00 to 15:00	4	0	0	**4**	2	0	0	**2**	5	0	0	**5**	0	0	0	**0**	10	0	0	**10**	433	4	1	**438**	31	0	0	**31**	0	0	0	**0**
14:15 to 15:15	3	0	0	**3**	2	0	0	**2**	5	0	0	**5**	0	0	0	**0**	13	0	0	**13**	453	4	5	**462**	40	0	0	**40**	0	0	0	**0**
14:30 to 15:30	5	0	0	**5**	4	0	0	**4**	5	0	0	**5**	0	0	0	**0**	16	0	0	**16**	474	8	7	**489**	61	0	0	**61**	0	0	0	**0**
14:45 to 15:45	5	0	0	**5**	4	0	0	**4**	7	0	0	**7**	0	0	0	**0**	18	0	0	**18**	518	10	9	**537**	73	0	0	**73**	0	0	0	**0**
15:00 to 16:00	4	1	0	**5**	5	0	0	**5**	8	0	0	**8**	0	0	0	**0**	18	0	0	**18**	485	9	9	**503**	81	0	0	**81**	0	0	0	**0**
15:15 to 16:15	4	1	0	**5**	5	0	0	**5**	9	0	0	**9**	0	0	0	**0**	16	0	0	**16**	495	10	9	**514**	79	0	0	**79**	0	0	0	**0**
15:30 to 16:30	3	1	0	**4**	2	0	0	**2**	8	0	0	**8**	0	0	0	**0**	17	0	0	**17**	470	5	12	**487**	70	0	0	**70**	0	0	0	**0**
15:45 to 16:45	4	1	0	**5**	2	0	0	**2**	5	0	0	**5**	0	0	0	**0**	14	0	0	**14**	471	4	11	**486**	70	0	0	**70**	1	0	0	**1**
16:00 to 17:00	3	0	0	**3**	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	19	0	0	**19**	546	3	11	**560**	75	0	0	**75**	1	0	0	**1**
16:15 to 17:15	4	0	0	**4**	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	18	0	0	**18**	592	2	9	**603**	81	0	0	**81**	1	0	0	**1**
16:30 to 17:30	4	0	0	**4**	0	0	0	**0**	5	0	0	**5**	0	0	0	**0**	13	0	0	**13**	660	4	4	**668**	83	0	0	**83**	1	0	0	**1**
16:45 to 17:45	2	0	0	**2**	2	0	0	**2**	4	0	0	**4**	0	0	0	**0**	17	0	0	**17**	693	5	5	**703**	83	0	0	**83**	0	0	0	**0**
17:00 to 18:00	2	0	0	**2**	2	0	0	**2**	4	0	0	**4**	0	0	0	**0**	16	0	0	**16**	657	8	4	**669**	73	0	0	**73**	0	0	0	**0**
PM Totals	**13**	**1**	**0**	**14**	**9**	**0**	**0**	**9**	**20**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**63**	**0**	**0**	**63**	**2,121**	**24**	**25**	**2,170**	**260**	**0**	**0**	**260**	**1**	**0**	**0**	**1**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 1. River Rd W & Fox St

Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

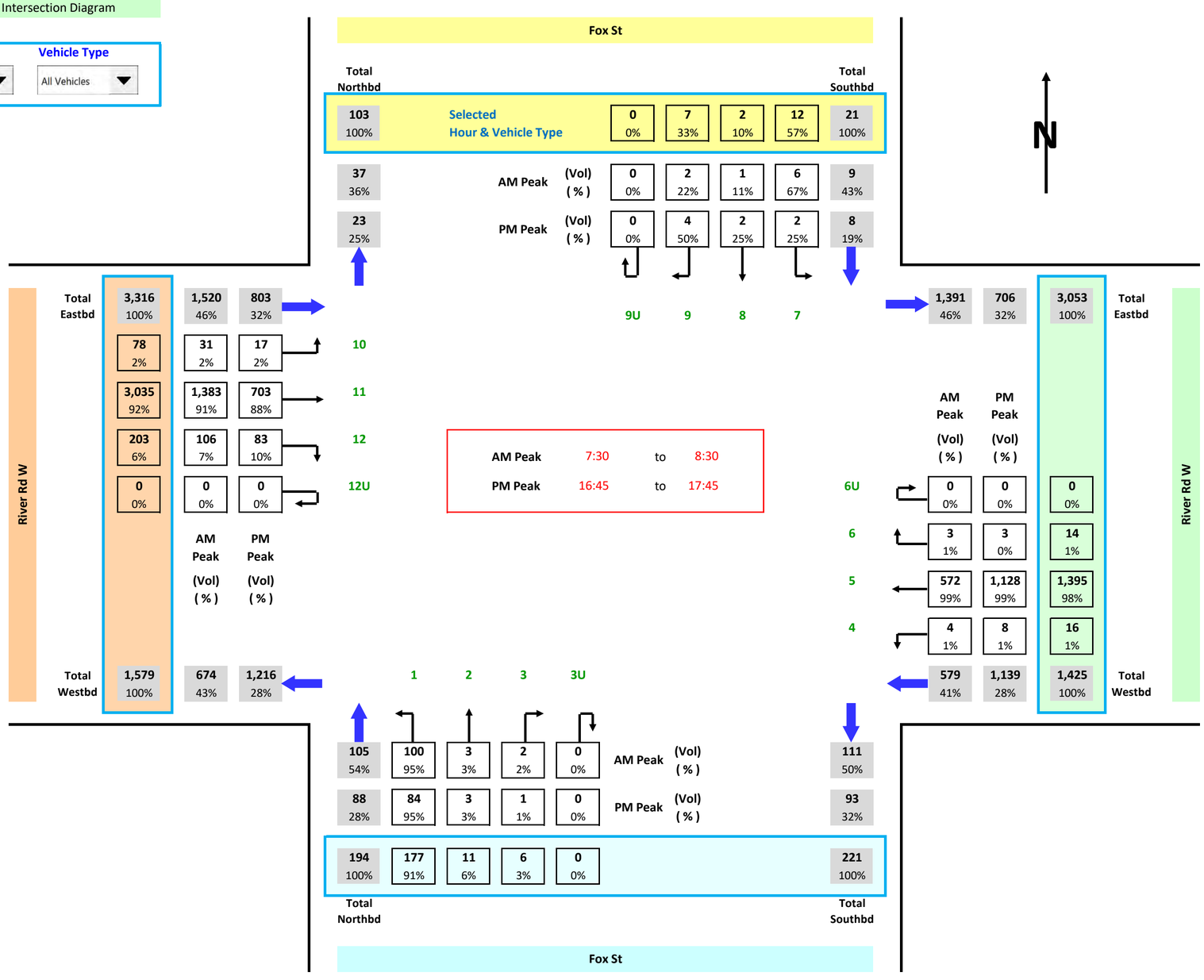
Approach		Fox St				River Rd W				Fox St				River Rd W				Grand Total
	Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM	7:30 to 8:30	103	2	0	**105**	557	17	5	**579**	8	1	0	**9**	1,493	19	8	**1,520**	**2,213**
PM	16:45 to 17:45	88	0	0	**88**	1,126	13	0	**1,139**	8	0	0	**8**	793	5	5	**803**	**2,038**

Approach		Fox St				River Rd W				Fox St				River Rd W				Grand Total
	Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
7:00	to 8:00	71	1	0	**72**	498	13	9	**520**	6	1	0	**7**	1,369	39	11	**1,419**	**2,018**
7:15	to 8:15	86	1	0	**87**	515	15	6	**536**	6	1	0	**7**	1,457	30	11	**1,498**	**2,128**
7:30	to 8:30	103	2	0	**105**	557	17	5	**579**	8	1	0	**9**	1,493	19	8	**1,520**	**2,213**
7:45	to 8:45	98	2	0	**100**	578	20	8	**606**	7	1	0	**8**	1,449	20	6	**1,475**	**2,189**
8:00	to 9:00	90	1	0	**91**	585	20	8	**613**	9	0	0	**9**	1,393	20	4	**1,417**	**2,130**
8:15	to 9:15	77	1	0	**78**	584	17	6	**607**	11	0	0	**11**	1,254	25	4	**1,283**	**1,979**
8:30	to 9:30	61	0	0	**61**	563	17	7	**587**	10	0	0	**10**	1,118	38	2	**1,158**	**1,816**
AM Totals		**192**	**2**	**0**	**194**	**1,364**	**42**	**19**	**1,425**	**20**	**1**	**0**	**21**	**3,218**	**82**	**16**	**3,316**	**4,956**
14:00	to 15:00	51	1	0	**52**	717	14	1	**732**	11	0	0	**11**	474	4	1	**479**	**1,274**
14:15	to 15:15	46	1	0	**47**	789	15	4	**808**	10	0	0	**10**	506	4	5	**515**	**1,380**
14:30	to 15:30	51	1	0	**52**	844	14	6	**864**	14	0	0	**14**	551	8	7	**566**	**1,496**
14:45	to 15:45	73	1	0	**74**	925	17	6	**948**	16	0	0	**16**	609	10	9	**628**	**1,666**
15:00	to 16:00	86	1	0	**87**	1,005	17	11	**1,033**	17	1	0	**18**	584	9	9	**602**	**1,740**
15:15	to 16:15	99	2	0	**101**	1,037	17	12	**1,066**	18	1	0	**19**	590	10	9	**609**	**1,795**
15:30	to 16:30	97	2	0	**99**	1,110	17	10	**1,137**	13	1	0	**14**	557	5	12	**574**	**1,824**
15:45	to 16:45	85	2	0	**87**	1,106	16	11	**1,133**	11	1	0	**12**	556	4	11	**571**	**1,803**
16:00	to 17:00	83	1	0	**84**	1,112	18	5	**1,135**	6	0	0	**6**	641	3	11	**655**	**1,880**
16:15	to 17:15	80	0	0	**80**	1,101	15	1	**1,117**	7	0	0	**7**	692	2	9	**703**	**1,907**
16:30	to 17:30	82	0	0	**82**	1,113	16	1	**1,130**	9	0	0	**9**	757	4	4	**765**	**1,986**
16:45	to 17:45	88	0	0	**88**	1,126	13	0	**1,139**	8	0	0	**8**	793	5	5	**803**	**2,038**
17:00	to 18:00	88	0	0	**88**	1,105	10	2	**1,117**	8	0	0	**8**	746	8	4	**758**	**1,971**
PM Totals		**308**	**3**	**0**	**311**	**3,939**	**59**	**19**	**4,017**	**42**	**1**	**0**	**43**	**2,445**	**24**	**25**	**2,494**	**6,865**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 1. River Rd W & Fox St

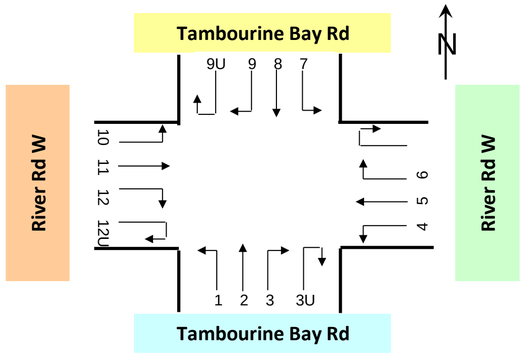
Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

Hour Starting AM Totals | **Vehicle Type** All Vehicles



Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 2. River Rd W & Tambourine Bay Rd

Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



MATRIX Traffic and Transport Data

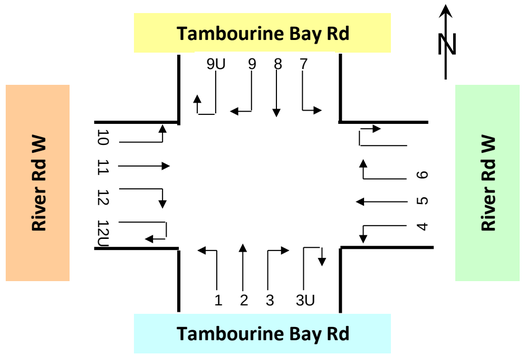
	Class 1	Class 2	Class 3
Classifications	Cars	Trucks	Buses

Approach	Tambourine Bay Rd																River Rd W															
Direction	**Direction 1 (Left Turn)**				**Direction 2 (Through)**				**Direction 3 (Right Turn)**				**Direction 3U (U Turn)**				**Direction 4 (Left Turn)**				**Direction 5 (Through)**				**Direction 6 (Right Turn)**				**Direction 6U (U Turn)**			
Time Period	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**
9:00 to 9:15	14	0	0	**14**	42	0	0	**42**	23	0	0	**23**	0	0	0	**0**	10	0	0	**10**	123	3	0	**126**	11	1	0	**12**	0	0	0	**0**
9:15 to 9:30	14	0	0	**14**	37	0	0	**37**	9	0	0	**9**	0	0	0	**0**	17	1	0	**18**	106	0	0	**106**	15	0	0	**15**	0	0	0	**0**
9:30 to 9:45	12	1	0	**13**	47	0	0	**47**	18	0	0	**18**	0	0	0	**0**	17	0	0	**17**	117	2	0	**119**	7	0	0	**7**	0	0	0	**0**
9:45 to 10:00	15	0	0	**15**	39	1	0	**40**	26	0	1	**27**	0	0	0	**0**	19	0	0	**19**	128	2	0	**130**	22	0	0	**22**	0	0	0	**0**
10:00 to 10:15	16	0	1	**17**	61	0	0	**61**	29	0	1	**30**	0	0	0	**0**	24	0	0	**24**	125	1	0	**126**	12	0	0	**12**	0	0	0	**0**
10:15 to 10:30	15	0	0	**15**	36	0	0	**36**	27	0	0	**27**	0	0	0	**0**	20	0	0	**20**	142	3	0	**145**	16	0	0	**16**	0	0	0	**0**
10:30 to 10:45	13	0	0	**13**	39	0	0	**39**	17	1	0	**18**	0	0	0	**0**	12	0	0	**12**	115	0	0	**115**	9	0	0	**9**	0	0	0	**0**
10:45 to 11:00	15	0	0	**15**	67	0	0	**67**	26	1	1	**28**	0	0	0	**0**	16	0	0	**16**	118	0	0	**118**	18	0	0	**18**	0	0	0	**0**
11:00 to 11:15	26	0	0	**26**	64	0	0	**64**	38	0	1	**39**	0	0	0	**0**	22	0	0	**22**	141	3	0	**144**	15	0	0	**15**	0	0	0	**0**
11:15 to 11:30	23	0	0	**23**	38	0	0	**38**	32	0	2	**34**	0	0	0	**0**	24	1	0	**25**	118	0	0	**118**	14	0	0	**14**	0	0	0	**0**
11:30 to 11:45	11	0	0	**11**	52	0	0	**52**	19	0	0	**19**	0	0	0	**0**	22	0	0	**22**	119	2	0	**121**	13	1	0	**14**	0	0	0	**0**
11:45 to 12:00	15	0	0	**15**	47	2	0	**49**	28	0	1	**29**	0	0	0	**0**	9	0	0	**9**	135	1	0	**136**	12	0	0	**12**	0	0	0	**0**
12:00 to 12:15	13	0	0	**13**	56	0	0	**56**	24	1	0	**25**	0	0	0	**0**	15	1	0	**16**	166	1	0	**167**	18	0	0	**18**	0	0	0	**0**
12:15 to 12:30	18	0	0	**18**	36	0	1	**37**	31	0	0	**31**	0	0	0	**0**	14	0	0	**14**	165	3	0	**168**	15	0	0	**15**	0	0	0	**0**
12:30 to 12:45	17	0	0	**17**	36	0	0	**36**	24	0	0	**24**	0	0	0	**0**	9	0	0	**9**	174	1	0	**175**	10	0	0	**10**	0	0	0	**0**
12:45 to 13:00	11	1	0	**12**	44	0	0	**44**	21	0	1	**22**	0	0	0	**0**	8	0	0	**8**	167	1	0	**168**	21	0	0	**21**	0	0	0	**0**
Total	**248**	**2**	**1**	**251**	**741**	**3**	**1**	**745**	**392**	**3**	**8**	**403**	**0**	**0**	**0**	**0**	**258**	**3**	**0**	**261**	**2,159**	**23**	**0**	**2,182**	**228**	**2**	**0**	**230**	**0**	**0**	**0**	**0**

Approach	Tambourine Bay Rd																River Rd W															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 9:15	18	0	0	**18**	43	0	0	**43**	10	0	0	**10**	0	0	0	**0**	9	0	0	**9**	108	0	0	**108**	16	0	0	**16**	0	0	0	**0**
9:15 to 9:30	12	0	0	**12**	50	0	0	**50**	11	0	0	**11**	0	0	0	**0**	7	0	0	**7**	113	1	0	**114**	22	0	0	**22**	0	0	0	**0**
9:30 to 9:45	15	0	0	**15**	47	1	0	**48**	12	0	0	**12**	0	0	0	**0**	4	0	0	**4**	98	1	0	**99**	15	1	0	**16**	0	0	0	**0**
9:45 to 10:00	23	0	0	**23**	30	0	0	**30**	13	0	0	**13**	0	0	0	**0**	7	0	0	**7**	106	0	0	**106**	20	0	0	**20**	0	0	0	**0**
10:00 to 10:15	16	0	0	**16**	44	1	0	**45**	11	0	0	**11**	0	0	0	**0**	1	0	0	**1**	120	1	0	**121**	13	0	0	**13**	0	0	0	**0**
10:15 to 10:30	18	0	0	**18**	34	1	0	**35**	10	0	0	**10**	0	0	0	**0**	7	0	0	**7**	121	0	0	**121**	18	0	0	**18**	0	0	0	**0**
10:30 to 10:45	20	0	0	**20**	33	0	1	**34**	10	0	0	**10**	0	0	0	**0**	2	0	0	**2**	126	0	1	**127**	14	0	0	**14**	0	0	0	**0**
10:45 to 11:00	17	0	0	**17**	49	0	1	**50**	12	1	0	**13**	0	0	0	**0**	3	0	0	**3**	158	1	0	**159**	18	1	0	**19**	0	0	0	**0**
11:00 to 11:15	19	0	0	**19**	37	2	0	**39**	17	0	0	**17**	0	0	0	**0**	2	0	0	**2**	137	1	0	**138**	27	0	0	**27**	0	0	0	**0**
11:15 to 11:30	39	0	0	**39**	31	0	0	**31**	16	0	0	**16**	0	0	0	**0**	1	0	0	**1**	124	1	0	**125**	18	0	0	**18**	0	0	0	**0**
11:30 to 11:45	30	0	0	**30**	36	0	0	**36**	11	0	0	**11**	0	0	0	**0**	7	0	0	**7**	119	0	0	**119**	8	0	0	**8**	0	0	0	**0**
11:45 to 12:00	26	0	0	**26**	43	0	0	**43**	16	0	0	**16**	0	0	0	**0**	4	0	0	**4**	132	0	0	**132**	14	0	0	**14**	0	0	0	**0**
12:00 to 12:15	18	0	0	**18**	45	0	0	**45**	14	0	0	**14**	0	0	0	**0**	4	0	0	**4**	134	0	0	**134**	20	0	0	**20**	0	0	0	**0**
12:15 to 12:30	30	0	0	**30**	49	0	0	**49**	11	0	0	**11**	0	0	0	**0**	8	0	0	**8**	132	1	0	**133**	29	0	0	**29**	0	0	0	**0**
12:30 to 12:45	18	0	0	**18**	45	1	0	**46**	8	0	0	**8**	0	0	0	**0**	7	0	0	**7**	139	1	1	**141**	26	0	0	**26**	0	0	0	**0**
12:45 to 13:00	15	0	0	**15**	51	0	0	**51**	9	0	0	**9**	0	0	0	**0**	8	0	0	**8**	145	0	0	**145**	28	0	0	**28**	0	0	0	**0**
Total	**334**	**0**	**0**	**334**	**667**	**6**	**2**	**675**	**191**	**1**	**0**	**192**	**0**	**0**	**0**	**0**	**81**	**0**	**0**	**81**	**2,012**	**8**	**2**	**2,022**	**306**	**2**	**0**	**308**	**0**	**0**	**0**	**0**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 2. River Rd W & Tambourine Bay Rd

Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



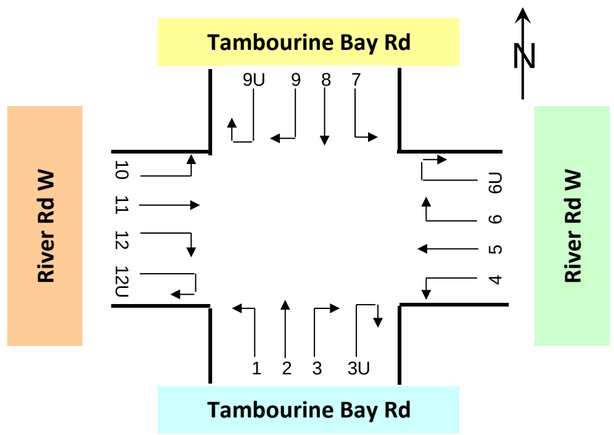
MATRIX Traffic and Transport Data

Approach	Tambourine Bay Rd																River Rd W															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 10:00	55	1	0	**56**	165	1	0	**166**	76	0	1	**77**	0	0	0	**0**	63	1	0	**64**	474	7	0	**481**	55	1	0	**56**	0	0	0	**0**
9:15 to 10:15	57	1	1	**59**	184	1	0	**185**	82	0	2	**84**	0	0	0	**0**	77	1	0	**78**	476	5	0	**481**	56	0	0	**56**	0	0	0	**0**
9:30 to 10:30	58	1	1	**60**	183	1	0	**184**	100	0	2	**102**	0	0	0	**0**	80	0	0	**80**	512	8	0	**520**	57	0	0	**57**	0	0	0	**0**
9:45 to 10:45	59	0	1	**60**	175	1	0	**176**	99	1	2	**102**	0	0	0	**0**	75	0	0	**75**	510	6	0	**516**	59	0	0	**59**	0	0	0	**0**
10:00 to 11:00	59	0	1	**60**	203	0	0	**203**	99	2	2	**103**	0	0	0	**0**	72	0	0	**72**	500	4	0	**504**	55	0	0	**55**	0	0	0	**0**
10:15 to 11:15	69	0	0	**69**	206	0	0	**206**	108	2	2	**112**	0	0	0	**0**	70	0	0	**70**	516	6	0	**522**	58	0	0	**58**	0	0	0	**0**
10:30 to 11:30	77	0	0	**77**	208	0	0	**208**	113	2	4	**119**	0	0	0	**0**	74	1	0	**75**	492	3	0	**495**	56	0	0	**56**	0	0	0	**0**
10:45 to 11:45	75	0	0	**75**	221	0	0	**221**	115	1	4	**120**	0	0	0	**0**	84	1	0	**85**	496	5	0	**501**	60	1	0	**61**	0	0	0	**0**
11:00 to 12:00	75	0	0	**75**	201	2	0	**203**	117	0	4	**121**	0	0	0	**0**	77	1	0	**78**	513	6	0	**519**	54	1	0	**55**	0	0	0	**0**
11:15 to 12:15	62	0	0	**62**	193	2	0	**195**	103	1	3	**107**	0	0	0	**0**	70	2	0	**72**	538	4	0	**542**	57	1	0	**58**	0	0	0	**0**
11:30 to 12:30	57	0	0	**57**	191	2	1	**194**	102	1	1	**104**	0	0	0	**0**	60	1	0	**61**	585	7	0	**592**	58	1	0	**59**	0	0	0	**0**
11:45 to 12:45	63	0	0	**63**	175	2	1	**178**	107	1	1	**109**	0	0	0	**0**	47	1	0	**48**	640	6	0	**646**	55	0	0	**55**	0	0	0	**0**
12:00 to 13:00	59	1	0	**60**	172	0	1	**173**	100	1	1	**102**	0	0	0	**0**	46	1	0	**47**	672	6	0	**678**	64	0	0	**64**	0	0	0	**0**
Total	**248**	**2**	**1**	**251**	**741**	**3**	**1**	**745**	**392**	**3**	**8**	**403**	**0**	**0**	**0**	**0**	**258**	**3**	**0**	**261**	**2,159**	**23**	**0**	**2,182**	**228**	**2**	**0**	**230**	**0**	**0**	**0**	**0**

Approach	Tambourine Bay Rd																River Rd W															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 10:00	68	0	0	**68**	170	1	0	**171**	46	0	0	**46**	0	0	0	**0**	27	0	0	**27**	425	2	0	**427**	73	1	0	**74**	0	0	0	**0**
9:15 to 10:15	66	0	0	**66**	171	2	0	**173**	47	0	0	**47**	0	0	0	**0**	19	0	0	**19**	437	3	0	**440**	70	1	0	**71**	0	0	0	**0**
9:30 to 10:30	72	0	0	**72**	155	3	0	**158**	46	0	0	**46**	0	0	0	**0**	19	0	0	**19**	445	2	0	**447**	66	1	0	**67**	0	0	0	**0**
9:45 to 10:45	77	0	0	**77**	141	2	1	**144**	44	0	0	**44**	0	0	0	**0**	17	0	0	**17**	473	1	1	**475**	65	0	0	**65**	0	0	0	**0**
10:00 to 11:00	71	0	0	**71**	160	2	2	**164**	43	1	0	**44**	0	0	0	**0**	13	0	0	**13**	525	2	1	**528**	63	1	0	**64**	0	0	0	**0**
10:15 to 11:15	74	0	0	**74**	153	3	2	**158**	49	1	0	**50**	0	0	0	**0**	14	0	0	**14**	542	2	1	**545**	77	1	0	**78**	0	0	0	**0**
10:30 to 11:30	95	0	0	**95**	150	2	2	**154**	55	1	0	**56**	0	0	0	**0**	8	0	0	**8**	545	3	1	**549**	77	1	0	**78**	0	0	0	**0**
10:45 to 11:45	105	0	0	**105**	153	2	1	**156**	56	1	0	**57**	0	0	0	**0**	13	0	0	**13**	538	3	0	**541**	71	1	0	**72**	0	0	0	**0**
11:00 to 12:00	114	0	0	**114**	147	2	0	**149**	60	0	0	**60**	0	0	0	**0**	14	0	0	**14**	512	2	0	**514**	67	0	0	**67**	0	0	0	**0**
11:15 to 12:15	113	0	0	**113**	155	0	0	**155**	57	0	0	**57**	0	0	0	**0**	16	0	0	**16**	509	1	0	**510**	60	0	0	**60**	0	0	0	**0**
11:30 to 12:30	104	0	0	**104**	173	0	0	**173**	52	0	0	**52**	0	0	0	**0**	23	0	0	**23**	517	1	0	**518**	71	0	0	**71**	0	0	0	**0**
11:45 to 12:45	92	0	0	**92**	182	1	0	**183**	49	0	0	**49**	0	0	0	**0**	23	0	0	**23**	537	2	1	**540**	89	0	0	**89**	0	0	0	**0**
12:00 to 13:00	81	0	0	**81**	190	1	0	**191**	42	0	0	**42**	0	0	0	**0**	27	0	0	**27**	550	2	1	**553**	103	0	0	**103**	0	0	0	**0**
Total	**334**	**0**	**0**	**334**	**667**	**6**	**2**	**675**	**191**	**1**	**0**	**192**	**0**	**0**	**0**	**0**	**81**	**0**	**0**	**81**	**2,012**	**8**	**2**	**2,022**	**306**	**2**	**0**	**308**	**0**	**0**	**0**	**0**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 2. River Rd W & Tambourine Bay Rd

Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

Approach	Tambourine Bay Rd				River Rd W				Tambourine Bay Rd				River Rd W				Grand Total
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
12:00 to 13:00	331	2	2	**335**	782	7	0	**789**	313	1	0	**314**	680	2	1	**683**	**2,121**

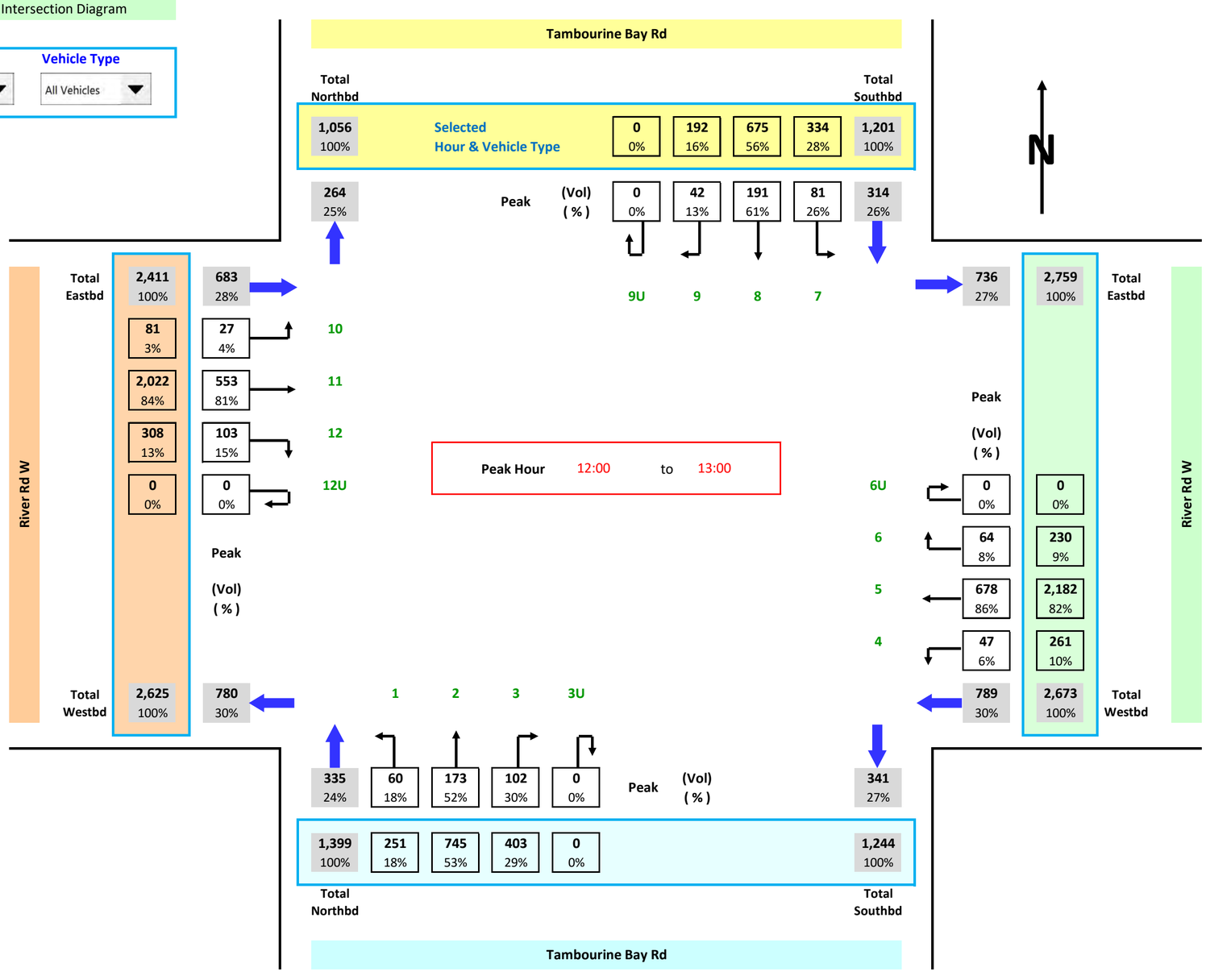
Approach	Tambourine Bay Rd				River Rd W				Tambourine Bay Rd				River Rd W				Grand Total
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
9:00 to 10:00	296	2	1	**299**	592	9	0	**601**	284	1	0	**285**	525	3	0	**528**	**1,713**
9:15 to 10:15	323	2	3	**328**	609	6	0	**615**	284	2	0	**286**	526	4	0	**530**	**1,759**
9:30 to 10:30	341	2	3	**346**	649	8	0	**657**	273	3	0	**276**	530	3	0	**533**	**1,812**
9:45 to 10:45	333	2	3	**338**	644	6	0	**650**	262	2	1	**265**	555	1	1	**557**	**1,810**
10:00 to 11:00	361	2	3	**366**	627	4	0	**631**	274	3	2	**279**	601	3	1	**605**	**1,881**
10:15 to 11:15	383	2	2	**387**	644	6	0	**650**	276	4	2	**282**	633	3	1	**637**	**1,956**
10:30 to 11:30	398	2	4	**404**	622	4	0	**626**	300	3	2	**305**	630	4	1	**635**	**1,970**
10:45 to 11:45	411	1	4	**416**	640	7	0	**647**	314	3	1	**318**	622	4	0	**626**	**2,007**
11:00 to 12:00	393	2	4	**399**	644	8	0	**652**	321	2	0	**323**	593	2	0	**595**	**1,969**
11:15 to 12:15	358	3	3	**364**	665	7	0	**672**	325	0	0	**325**	585	1	0	**586**	**1,947**
11:30 to 12:30	350	3	2	**355**	703	9	0	**712**	329	0	0	**329**	611	1	0	**612**	**2,008**
11:45 to 12:45	345	3	2	**350**	742	7	0	**749**	323	1	0	**324**	649	2	1	**652**	**2,075**
12:00 to 13:00	331	2	2	**335**	782	7	0	**789**	313	1	0	**314**	680	2	1	**683**	**2,121**
Total	**1,381**	**8**	**10**	**1,399**	**2,645**	**28**	**0**	**2,673**	**1,192**	**7**	**2**	**1,201**	**2,399**	**10**	**2**	**2,411**	**7,684**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 2. River Rd W & Tambourine Bay Rd

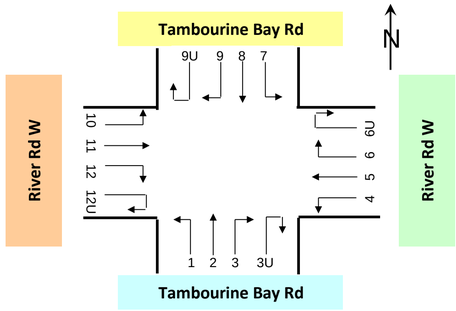
Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data

Hour Starting Total
Vehicle Type All Vehicles



Job No.	: N5422
Client	: Positive Traffic Pty Ltd
Suburb	: Riverview Surveys
Location	: 2. River Rd W & Tambourine Bay Rd
Day/Date	: Wed, 13th Nov 2019
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



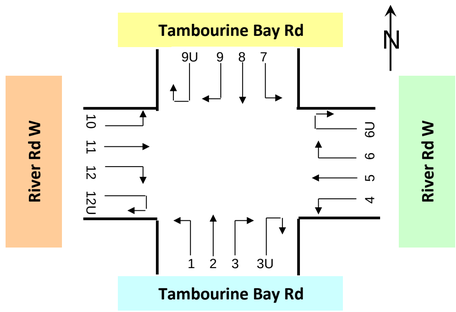
	Class 1	Class 2	Class 3
Classifications	Cars	Trucks	Buses

Approach	**Tambourine Bay Rd**																**River Rd W**															
Direction	**Direction 1 (Left Turn)**				**Direction 2 (Through)**				**Direction 3 (Right Turn)**				**Direction 3U (U Turn)**				**Direction 4 (Left Turn)**				**Direction 5 (Through)**				**Direction 6 (Right Turn)**				**Direction 6U (U Turn)**			
Time Period	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**
7:00 to 7:15	11	1	1	**13**	40	2	0	**42**	43	0	2	**45**	0	0	0	**0**	13	1	0	**14**	107	1	4	**112**	7	1	0	**8**	0	0	0	**0**
7:15 to 7:30	12	2	0	**14**	28	0	0	**28**	26	0	3	**29**	0	0	0	**0**	18	1	0	**19**	106	1	1	**108**	10	0	0	**10**	0	0	0	**0**
7:30 to 7:45	6	0	1	**7**	42	1	0	**43**	29	0	3	**32**	0	0	0	**0**	11	1	0	**12**	121	3	0	**124**	18	1	0	**19**	0	0	0	**0**
7:45 to 8:00	6	0	0	**6**	32	0	0	**32**	27	0	4	**31**	0	0	0	**0**	10	0	0	**10**	101	2	1	**104**	19	1	0	**20**	0	0	0	**0**
8:00 to 8:15	15	1	2	**18**	53	0	0	**53**	53	0	3	**56**	0	0	0	**0**	18	0	0	**18**	122	5	0	**127**	10	0	0	**10**	0	0	0	**0**
8:15 to 8:30	10	0	0	**10**	60	1	0	**61**	43	0	2	**45**	0	0	0	**0**	10	0	0	**10**	132	4	1	**137**	13	0	0	**13**	0	0	0	**0**
8:30 to 8:45	9	0	3	**12**	53	1	0	**54**	55	3	4	**62**	0	0	0	**0**	6	0	0	**6**	127	4	1	**132**	16	0	0	**16**	0	0	0	**0**
8:45 to 9:00	6	0	0	**6**	33	0	0	**33**	20	0	2	**22**	0	0	0	**0**	6	0	0	**6**	117	3	1	**121**	9	0	0	**9**	0	0	0	**0**
9:00 to 9:15	10	0	0	**10**	25	1	0	**26**	19	0	3	**22**	0	0	0	**0**	4	1	0	**5**	120	4	0	**124**	13	0	0	**13**	0	0	0	**0**
9:15 to 9:30	13	0	2	**15**	30	0	1	**31**	10	1	2	**13**	0	0	0	**0**	15	0	0	**15**	103	5	0	**108**	4	0	0	**4**	0	0	0	**0**
AM Totals	**98**	**4**	**9**	**111**	**396**	**6**	**1**	**403**	**325**	**4**	**28**	**357**	**0**	**0**	**0**	**0**	**111**	**4**	**0**	**115**	**1,156**	**32**	**9**	**1,197**	**119**	**3**	**0**	**122**	**0**	**0**	**0**	**0**
14:00 to 14:15	11	1	0	**12**	15	1	0	**16**	17	0	2	**19**	0	0	0	**0**	5	0	0	**5**	150	2	0	**152**	7	0	0	**7**	0	0	0	**0**
14:15 to 14:30	11	1	0	**12**	27	0	0	**27**	16	0	0	**16**	0	0	0	**0**	6	0	0	**6**	155	3	0	**158**	10	0	0	**10**	0	0	0	**0**
14:30 to 14:45	9	0	0	**9**	28	1	0	**29**	16	0	1	**17**	0	0	0	**0**	6	0	0	**6**	167	4	0	**171**	9	0	0	**9**	0	0	0	**0**
14:45 to 15:00	14	0	0	**14**	32	0	0	**32**	15	0	0	**15**	0	0	0	**0**	13	0	0	**13**	165	2	1	**168**	9	1	0	**10**	0	0	0	**0**
15:00 to 15:15	14	0	0	**14**	23	0	0	**23**	10	0	1	**11**	0	0	0	**0**	26	0	0	**26**	216	4	4	**224**	10	3	0	**13**	0	0	0	**0**
15:15 to 15:30	11	0	0	**11**	39	1	1	**41**	14	0	0	**14**	0	0	0	**0**	20	0	1	**21**	212	5	1	**218**	20	0	0	**20**	0	0	0	**0**
15:30 to 15:45	13	0	0	**13**	43	0	3	**46**	35	0	3	**38**	0	0	0	**0**	11	0	0	**11**	244	5	1	**250**	12	0	0	**12**	0	0	0	**0**
15:45 to 16:00	18	0	0	**18**	38	1	0	**39**	13	0	5	**18**	0	0	0	**0**	14	0	0	**14**	240	6	3	**249**	15	0	1	**16**	0	0	0	**0**
16:00 to 16:15	10	0	0	**10**	33	0	1	**34**	15	0	0	**15**	0	0	0	**0**	16	0	0	**16**	247	2	1	**250**	11	0	1	**12**	0	0	0	**0**
16:15 to 16:30	15	0	0	**15**	26	0	0	**26**	19	1	2	**22**	0	0	0	**0**	15	0	0	**15**	270	4	0	**274**	15	0	0	**15**	0	0	0	**0**
16:30 to 16:45	13	0	0	**13**	36	1	2	**39**	36	0	0	**36**	0	0	0	**0**	10	0	0	**10**	235	6	1	**242**	19	0	0	**19**	0	0	0	**0**
16:45 to 17:00	15	0	0	**15**	48	0	1	**49**	26	0	0	**26**	0	0	0	**0**	18	0	0	**18**	240	5	0	**245**	14	0	0	**14**	0	0	0	**0**
17:00 to 17:15	12	0	0	**12**	46	0	2	**48**	35	2	3	**40**	0	0	0	**0**	28	1	0	**29**	230	1	0	**231**	23	0	0	**23**	0	0	0	**0**
17:15 to 17:30	10	1	0	**11**	40	1	0	**41**	29	0	0	**29**	0	0	0	**0**	15	0	0	**15**	290	4	0	**294**	17	1	0	**18**	0	0	0	**0**
17:30 to 17:45	15	0	0	**15**	41	0	1	**42**	32	1	3	**36**	0	0	0	**0**	15	0	0	**15**	242	1	0	**243**	25	0	0	**25**	0	0	0	**0**
17:45 to 18:00	7	0	0	**7**	32	0	0	**32**	17	0	1	**18**	0	0	0	**0**	19	0	0	**19**	246	2	2	**250**	26	0	0	**26**	0	0	0	**0**
PM Totals	**198**	**3**	**0**	**201**	**547**	**6**	**11**	**564**	**345**	**4**	**21**	**370**	**0**	**0**	**0**	**0**	**237**	**1**	**1**	**239**	**3,549**	**56**	**14**	**3,619**	**242**	**5**	**2**	**249**	**0**	**0**	**0**	**0**

Approach	Tambourine Bay Rd																River Rd W															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00 to 7:15	10	0	2	**12**	32	0	0	**32**	10	1	0	**11**	0	0	0	**0**	0	0	0	**0**	252	12	0	**264**	10	1	0	**11**	0	0	0	**0**
7:15 to 7:30	12	1	0	**13**	32	0	1	**33**	6	0	0	**6**	0	0	0	**0**	0	0	0	**0**	283	8	4	**295**	18	0	0	**18**	0	0	0	**0**
7:30 to 7:45	21	0	0	**21**	29	1	1	**31**	8	0	0	**8**	0	0	0	**0**	2	0	0	**2**	332	7	2	**341**	17	1	0	**18**	0	0	0	**0**
7:45 to 8:00	22	0	0	**22**	44	0	1	**45**	10	0	0	**10**	0	0	0	**0**	3	0	0	**3**	323	4	2	**329**	23	2	0	**25**	0	0	0	**0**
8:00 to 8:15	20	1	0	**21**	54	1	1	**56**	8	0	0	**8**	0	0	0	**0**	3	0	0	**3**	316	5	0	**321**	13	1	1	**15**	0	0	0	**0**
8:15 to 8:30	13	0	0	**13**	54	0	4	**58**	17	0	0	**17**	0	0	0	**0**	7	0	0	**7**	309	2	2	**313**	14	0	0	**14**	0	0	0	**0**
8:30 to 8:45	25	1	0	**26**	35	1	0	**36**	23	0	0	**23**	0	0	0	**0**	4	0	0	**4**	290	8	1	**299**	5	0	0	**5**	0	0	0	**0**
8:45 to 9:00	17	0	0	**17**	27	0	0	**27**	11	1	0	**12**	0	0	0	**0**	8	0	0	**8**	310	7	0	**317**	9	0	0	**9**	0	0	0	**0**
9:00 to 9:15	6	1	0	**7**	29	0	0	**29**	15	0	0	**15**	0	0	0	**0**	2	0	0	**2**	199	4	1	**204**	11	0	0	**11**	0	0	0	**0**
9:15 to 9:30	9	1	0	**10**	38	0	0	**38**	12	0	0	**12**	0	0	0	**0**	2	0	0	**2**	207	6	0	**213**	7	0	0	**7**	0	0	0	**0**
AM Totals	**155**	**5**	**2**	**162**	**374**	**3**	**8**	**385**	**120**	**2**	**0**	**122**	**0**	**0**	**0**	**0**	**31**	**0**	**0**	**31**	**2,821**	**63**	**12**	**2,896**	**127**	**5**	**1**	**133**	**0**	**0**	**0**	**0**
14:00 to 14:15	8	0	0	**8**	17	0	0	**17**	12	0	0	**12**	0	0	0	**0**	2	0	0	**2**	78	2	0	**80**	9	0	0	**9**	0	0	0	**0**
14:15 to 14:30	10	0	0	**10**	21	0	0	**21**	15	0	0	**15**	0	0	0	**0**	5	0	0	**5**	97	3	0	**100**	8	0	0	**8**	0	0	0	**0**
14:30 to 14:45	12	0	0	**12**	24	1	0	**25**	5	0	0	**5**	0	0	0	**0**	1	0	0	**1**	84	1	0	**85**	15	0	0	**15**	0	0	0	**0**
14:45 to 15:00	8	0	0	**8**	36	0	0	**36**	12	0	0	**12**	0	0	0	**0**	2	0	0	**2**	123	2	1	**126**	8	1	0	**9**	0	0	0	**0**
15:00 to 15:15	9	0	0	**9**	38	0	1	**39**	12	0	0	**12**	0	0	0	**0**	1	0	0	**1**	100	1	4	**105**	13	0	0	**13**	0	0	0	**0**
15:15 to 15:30	13	0	0	**13**	57	0	0	**57**	18	0	0	**18**	0	0	0	**0**	1	0	0	**1**	110	6	0	**116**	22	0	2	**24**	0	0	0	**0**
15:30 to 15:45	18	0	0	**18**	46	1	1	**48**	6	0	0	**6**	0	0	0	**0**	1	0	0	**1**	124	1	2	**127**	17	0	1	**18**	0	0	0	**0**
15:45 to 16:00	13	0	0	**13**	47	0	0	**47**	15	0	0	**15**	0	0	0	**0**	3	1	0	**4**	84	0	1	**85**	7	1	0	**8**	0	0	0	**0**
16:00 to 16:15	15	0	1	**16**	40	0	0	**40**	16	0	0	**16**	0	0	0	**0**	3	0	0	**3**	101	2	5	**108**	15	0	0	**15**	0	0	0	**0**
16:15 to 16:30	9	1	0	**10**	55	0	0	**55**	14	0	0	**14**	0	0	0	**0**	6	0	0	**6**	95	0	5	**100**	15	0	0	**15**	0	0	0	**0**
16:30 to 16:45	19	1	0	**20**	51	1	0	**52**	9	0	0	**9**	0	0	0	**0**	2	0	0	**2**	130	1	1	**132**	9	0	0	**9**	0	0	0	**0**
16:45 to 17:00	19	0	0	**19**	58	0	0	**58**	12	0	0	**12**	0	0	0	**0**	2	0	0	**2**	142	0	1	**143**	25	0	0	**25**	0	0	0	**0**
17:00 to 17:15	25	0	0	**25**	56	0	0	**56**	11	0	0	**11**	0	0	0	**0**	4	0	0	**4**	145	0	1	**146**	17	0	0	**17**	0	0	0	**0**
17:15 to 17:30	23	0	0	**23**	56	0	0	**56**	14	0	0	**14**	0	0	0	**0**	3	0	0	**3**	153	1	0	**154**	20	0	0	**20**	0	0	0	**0**
17:30 to 17:45	11	0	0	**11**	52	0	1	**53**	15	0	0	**15**	0	0	0	**0**	4	0	0	**4**	164	1	2	**167**	13	0	0	**13**	0	0	0	**0**
17:45 to 18:00	18	0	0	**18**	41	0	0	**41**	13	0	0	**13**	0	0	0	**0**	4	0	0	**4**	122	1	0	**123**	15	0	0	**15**	0	0	0	**0**
PM Totals	**230**	**2**	**1**	**233**	**695**	**3**	**3**	**701**	**199**	**0**	**0**	**199**	**0**	**0**	**0**	**0**	**44**	**1**	**0**	**45**	**1,852**	**22**	**23**	**1,897**	**228**	**2**	**3**	**233**	**0**	**0**	**0**	**0**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 2. River Rd W & Tambourine Bay Rd

Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



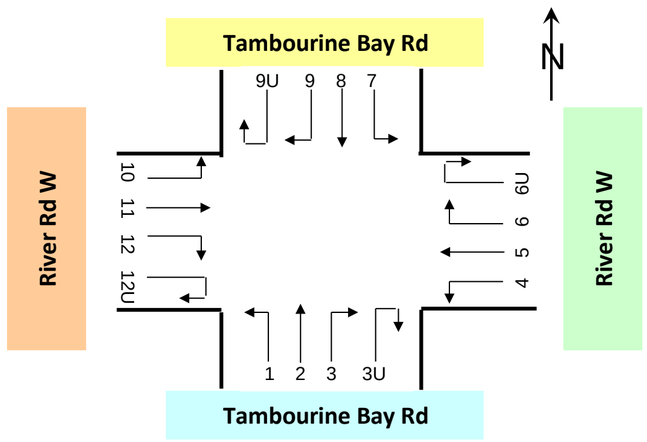
MATRIX Traffic and Transport Data

Approach	Tambourine Bay Rd																River Rd W															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00 to 8:00	35	3	2	**40**	142	3	0	**145**	125	0	12	**137**	0	0	0	**0**	52	3	0	**55**	435	7	6	**448**	54	3	0	**57**	0	0	0	**0**
7:15 to 8:15	39	3	3	**45**	155	1	0	**156**	135	0	13	**148**	0	0	0	**0**	57	2	0	**59**	450	11	2	**463**	57	2	0	**59**	0	0	0	**0**
7:30 to 8:30	37	1	3	**41**	187	2	0	**189**	152	0	12	**164**	0	0	0	**0**	49	1	0	**50**	476	14	2	**492**	60	2	0	**62**	0	0	0	**0**
7:45 to 8:45	40	1	5	**46**	198	2	0	**200**	178	3	13	**194**	0	0	0	**0**	44	0	0	**44**	482	15	3	**500**	58	1	0	**59**	0	0	0	**0**
8:00 to 9:00	40	1	5	**46**	199	2	0	**201**	171	3	11	**185**	0	0	0	**0**	40	0	0	**40**	498	16	3	**517**	48	0	0	**48**	0	0	0	**0**
8:15 to 9:15	35	0	3	**38**	171	3	0	**174**	137	3	11	**151**	0	0	0	**0**	26	1	0	**27**	496	15	3	**514**	51	0	0	**51**	0	0	0	**0**
8:30 to 9:30	38	0	5	**43**	141	2	1	**144**	104	4	11	**119**	0	0	0	**0**	31	1	0	**32**	467	16	2	**485**	42	0	0	**42**	0	0	0	**0**
AM Totals	**98**	**4**	**9**	**111**	**396**	**6**	**1**	**403**	**325**	**4**	**28**	**357**	**0**	**0**	**0**	**0**	**111**	**4**	**0**	**115**	**1,156**	**32**	**9**	**1,197**	**119**	**3**	**0**	**122**	**0**	**0**	**0**	**0**
14:00 to 15:00	45	2	0	**47**	102	2	0	**104**	64	0	3	**67**	0	0	0	**0**	30	0	0	**30**	637	11	1	**649**	35	1	0	**36**	0	0	0	**0**
14:15 to 15:15	48	1	0	**49**	110	1	0	**111**	57	0	2	**59**	0	0	0	**0**	51	0	0	**51**	703	13	5	**721**	38	4	0	**42**	0	0	0	**0**
14:30 to 15:30	48	0	0	**48**	122	2	1	**125**	55	0	2	**57**	0	0	0	**0**	65	0	1	**66**	760	15	6	**781**	48	4	0	**52**	0	0	0	**0**
14:45 to 15:45	52	0	0	**52**	137	1	4	**142**	74	0	4	**78**	0	0	0	**0**	70	0	1	**71**	837	16	7	**860**	51	4	0	**55**	0	0	0	**0**
15:00 to 16:00	56	0	0	**56**	143	2	4	**149**	72	0	9	**81**	0	0	0	**0**	71	0	1	**72**	912	20	9	**941**	57	3	1	**61**	0	0	0	**0**
15:15 to 16:15	52	0	0	**52**	153	2	5	**160**	77	0	8	**85**	0	0	0	**0**	61	0	1	**62**	943	18	6	**967**	58	0	2	**60**	0	0	0	**0**
15:30 to 16:30	56	0	0	**56**	140	1	4	**145**	82	1	10	**93**	0	0	0	**0**	56	0	0	**56**	1,001	17	5	**1,023**	53	0	2	**55**	0	0	0	**0**
15:45 to 16:45	56	0	0	**56**	133	2	3	**138**	83	1	7	**91**	0	0	0	**0**	55	0	0	**55**	992	18	5	**1,015**	60	0	2	**62**	0	0	0	**0**
16:00 to 17:00	53	0	0	**53**	143	1	4	**148**	96	1	2	**99**	0	0	0	**0**	59	0	0	**59**	992	17	2	**1,011**	59	0	1	**60**	0	0	0	**0**
16:15 to 17:15	55	0	0	**55**	156	1	5	**162**	116	3	5	**124**	0	0	0	**0**	71	1	0	**72**	975	16	1	**992**	71	0	0	**71**	0	0	0	**0**
16:30 to 17:30	50	1	0	**51**	170	2	5	**177**	126	2	3	**131**	0	0	0	**0**	71	1	0	**72**	995	16	1	**1,012**	73	1	0	**74**	0	0	0	**0**
16:45 to 17:45	52	1	0	**53**	175	1	4	**180**	122	3	6	**131**	0	0	0	**0**	76	1	0	**77**	1,002	11	0	**1,013**	79	1	0	**80**	0	0	0	**0**
17:00 to 18:00	44	1	0	**45**	159	1	3	**163**	113	3	7	**123**	0	0	0	**0**	77	1	0	**78**	1,008	8	2	**1,018**	91	1	0	**92**	0	0	0	**0**
PM Totals	**198**	**3**	**0**	**201**	**547**	**6**	**11**	**564**	**345**	**4**	**21**	**370**	**0**	**0**	**0**	**0**	**237**	**1**	**1**	**239**	**3,549**	**56**	**14**	**3,619**	**242**	**5**	**2**	**249**	**0**	**0**	**0**	**0**

Approach	Tambourine Bay Rd																River Rd W															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00 to 8:00	65	1	2	**68**	137	1	3	**141**	34	1	0	**35**	0	0	0	**0**	5	0	0	**5**	1,190	31	8	**1,229**	68	4	0	**72**	0	0	0	**0**
7:15 to 8:15	75	2	0	**77**	159	2	4	**165**	32	0	0	**32**	0	0	0	**0**	8	0	0	**8**	1,254	24	8	**1,286**	71	4	1	**76**	0	0	0	**0**
7:30 to 8:30	76	1	0	**77**	181	2	7	**190**	43	0	0	**43**	0	0	0	**0**	15	0	0	**15**	1,280	18	6	**1,304**	67	4	1	**72**	0	0	0	**0**
7:45 to 8:45	80	2	0	**82**	187	2	6	**195**	58	0	0	**58**	0	0	0	**0**	17	0	0	**17**	1,238	19	5	**1,262**	55	3	1	**59**	0	0	0	**0**
8:00 to 9:00	75	2	0	**77**	170	2	5	**177**	59	1	0	**60**	0	0	0	**0**	22	0	0	**22**	1,225	22	3	**1,250**	41	1	1	**43**	0	0	0	**0**
8:15 to 9:15	61	2	0	**63**	145	1	4	**150**	66	1	0	**67**	0	0	0	**0**	21	0	0	**21**	1,108	21	4	**1,133**	39	0	0	**39**	0	0	0	**0**
8:30 to 9:30	57	3	0	**60**	129	1	0	**130**	61	1	0	**62**	0	0	0	**0**	16	0	0	**16**	1,006	25	2	**1,033**	32	0	0	**32**	0	0	0	**0**
AM Totals	**155**	**5**	**2**	**162**	**374**	**3**	**8**	**385**	**120**	**2**	**0**	**122**	**0**	**0**	**0**	**0**	**31**	**0**	**0**	**31**	**2,821**	**63**	**12**	**2,896**	**127**	**5**	**1**	**133**	**0**	**0**	**0**	**0**
14:00 to 15:00	38	0	0	**38**	98	1	0	**99**	44	0	0	**44**	0	0	0	**0**	10	0	0	**10**	382	8	1	**391**	40	1	0	**41**	0	0	0	**0**
14:15 to 15:15	39	0	0	**39**	119	1	1	**121**	44	0	0	**44**	0	0	0	**0**	9	0	0	**9**	404	7	5	**416**	44	1	0	**45**	0	0	0	**0**
14:30 to 15:30	42	0	0	**42**	155	1	1	**157**	47	0	0	**47**	0	0	0	**0**	5	0	0	**5**	417	10	5	**432**	58	1	2	**61**	0	0	0	**0**
14:45 to 15:45	48	0	0	**48**	177	1	2	**180**	48	0	0	**48**	0	0	0	**0**	5	0	0	**5**	457	10	7	**474**	60	1	3	**64**	0	0	0	**0**
15:00 to 16:00	53	0	0	**53**	188	1	2	**191**	51	0	0	**51**	0	0	0	**0**	6	1	0	**7**	418	8	7	**433**	59	1	3	**63**	0	0	0	**0**
15:15 to 16:15	59	0	1	**60**	190	1	1	**192**	55	0	0	**55**	0	0	0	**0**	8	1	0	**9**	419	9	8	**436**	61	1	3	**65**	0	0	0	**0**
15:30 to 16:30	55	1	1	**57**	188	1	1	**190**	51	0	0	**51**	0	0	0	**0**	13	1	0	**14**	404	3	13	**420**	54	1	1	**56**	0	0	0	**0**
15:45 to 16:45	56	2	1	**59**	193	1	0	**194**	54	0	0	**54**	0	0	0	**0**	14	1	0	**15**	410	3	12	**425**	46	1	0	**47**	0	0	0	**0**
16:00 to 17:00	62	2	1	**65**	204	1	0	**205**	51	0	0	**51**	0	0	0	**0**	13	0	0	**13**	468	3	12	**483**	64	0	0	**64**	0	0	0	**0**
16:15 to 17:15	72	2	0	**74**	220	1	0	**221**	46	0	0	**46**	0	0	0	**0**	14	0	0	**14**	512	1	8	**521**	66	0	0	**66**	0	0	0	**0**
16:30 to 17:30	86	1	0	**87**	221	1	0	**222**	46	0	0	**46**	0	0	0	**0**	11	0	0	**11**	570	2	3	**575**	71	0	0	**71**	0	0	0	**0**
16:45 to 17:45	78	0	0	**78**	222	0	1	**223**	52	0	0	**52**	0	0	0	**0**	13	0	0	**13**	604	2	4	**610**	75	0	0	**75**	0	0	0	**0**
17:00 to 18:00	77	0	0	**77**	205	0	1	**206**	53	0	0	**53**	0	0	0	**0**	15	0	0	**15**	584	3	3	**590**	65	0	0	**65**	0	0	0	**0**
PM Totals	**230**	**2**	**1**	**233**	**695**	**3**	**3**	**701**	**199**	**0**	**0**	**199**	**0**	**0**	**0**	**0**	**44**	**1**	**0**	**45**	**1,852**	**22**	**23**	**1,897**	**228**	**2**	**3**	**233**	**0**	**0**	**0**	**0**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 2. River Rd W & Tambourine Bay Rd

Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

	Approach	Tambourine Bay Rd				River Rd W				Tambourine Bay Rd				River Rd W				Grand Total
	Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM	7:45 to 8:45	416	6	18	**440**	584	16	3	**603**	325	4	6	**335**	1,310	22	6	**1,338**	**2,716**
PM	16:45 to 17:45	349	5	10	**364**	1,157	13	0	**1,170**	352	0	1	**353**	692	2	4	**698**	**2,585**

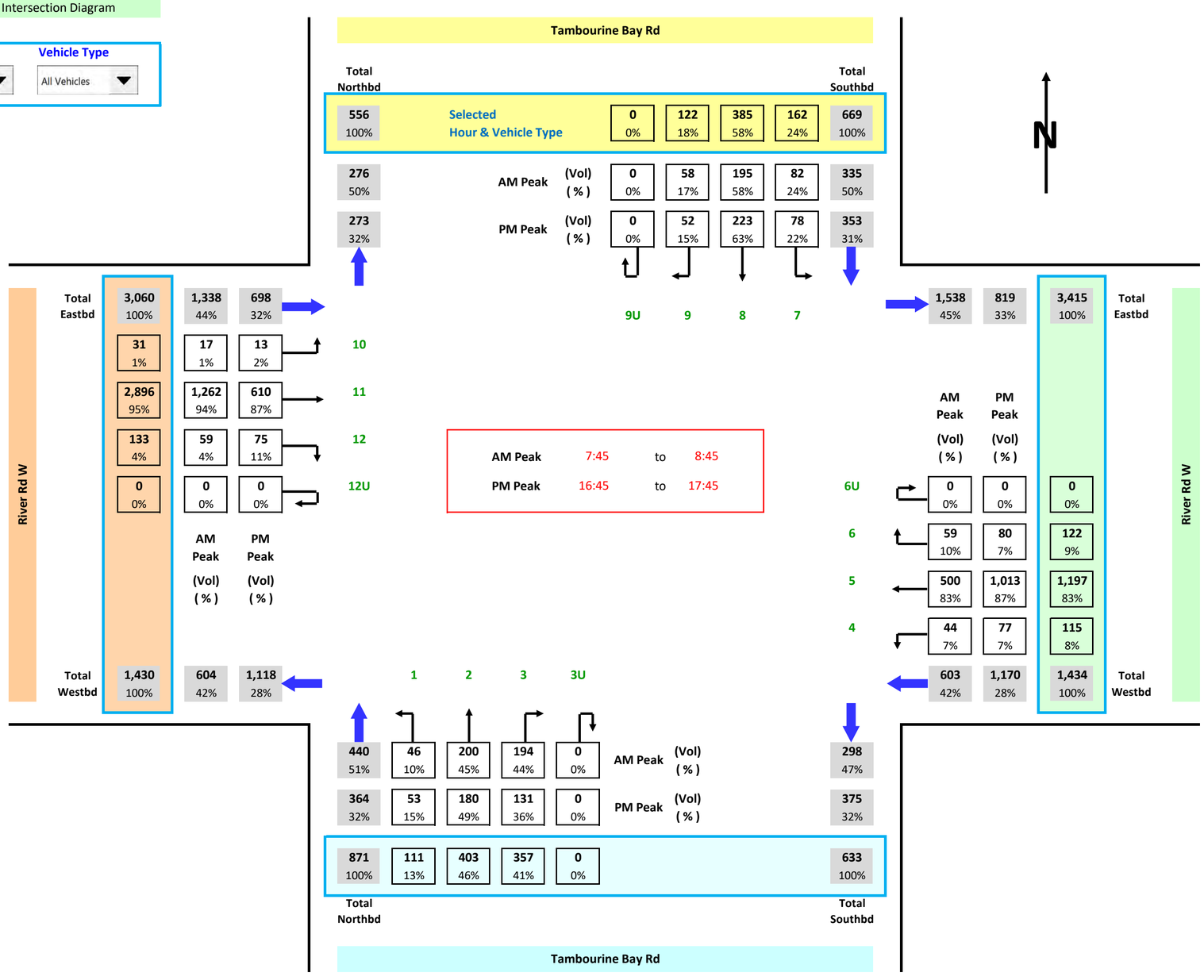
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Grand Total
7:00 to 8:00	302	6	14	**322**	541	13	6	**560**	236	3	5	**244**	1,263	35	8	**1,306**	**2,432**
7:15 to 8:15	329	4	16	**349**	564	15	2	**581**	266	4	4	**274**	1,333	28	9	**1,370**	**2,574**
7:30 to 8:30	376	3	15	**394**	585	17	2	**604**	300	3	7	**310**	1,362	22	7	**1,391**	**2,699**
7:45 to 8:45	416	6	18	**440**	584	16	3	**603**	325	4	6	**335**	1,310	22	6	**1,338**	**2,716**
8:00 to 9:00	410	6	16	**432**	586	16	3	**605**	304	5	5	**314**	1,288	23	4	**1,315**	**2,666**
8:15 to 9:15	343	6	14	**363**	573	16	3	**592**	272	4	4	**280**	1,168	21	4	**1,193**	**2,428**
8:30 to 9:30	283	6	17	**306**	540	17	2	**559**	247	5	0	**252**	1,054	25	2	**1,081**	**2,198**
AM Totals	**819**	**14**	**38**	**871**	**1,386**	**39**	**9**	**1,434**	**649**	**10**	**10**	**669**	**2,979**	**68**	**13**	**3,060**	**6,034**
14:00 to 15:00	211	4	3	**218**	702	12	1	**715**	180	1	0	**181**	432	9	1	**442**	**1,556**
14:15 to 15:15	215	2	2	**219**	792	17	5	**814**	202	1	1	**204**	457	8	5	**470**	**1,707**
14:30 to 15:30	225	2	3	**230**	873	19	7	**899**	244	1	1	**246**	480	11	7	**498**	**1,873**
14:45 to 15:45	263	1	8	**272**	958	20	8	**986**	273	1	2	**276**	522	11	10	**543**	**2,077**
15:00 to 16:00	271	2	13	**286**	1,040	23	11	**1,074**	292	1	2	**295**	483	10	10	**503**	**2,158**
15:15 to 16:15	282	2	13	**297**	1,062	18	9	**1,089**	304	1	2	**307**	488	11	11	**510**	**2,203**
15:30 to 16:30	278	2	14	**294**	1,110	17	7	**1,134**	294	2	2	**298**	471	5	14	**490**	**2,216**
15:45 to 16:45	272	3	10	**285**	1,107	18	7	**1,132**	303	3	1	**307**	470	5	12	**487**	**2,211**
16:00 to 17:00	292	2	6	**300**	1,110	17	3	**1,130**	317	3	1	**321**	545	3	12	**560**	**2,311**
16:15 to 17:15	327	4	10	**341**	1,117	17	1	**1,135**	338	3	0	**341**	592	1	8	**601**	**2,418**
16:30 to 17:30	346	5	8	**359**	1,139	18	1	**1,158**	353	2	0	**355**	652	2	3	**657**	**2,529**
16:45 to 17:45	349	5	10	**364**	1,157	13	0	**1,170**	352	0	1	**353**	692	2	4	**698**	**2,585**
17:00 to 18:00	316	5	10	**331**	1,176	10	2	**1,188**	335	0	1	**336**	664	3	3	**670**	**2,525**
PM Totals	**1,090**	**13**	**32**	**1,135**	**4,028**	**62**	**17**	**4,107**	**1,124**	**5**	**4**	**1,133**	**2,124**	**25**	**26**	**2,175**	**8,550**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 2. River Rd W & Tambourine Bay Rd

Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data

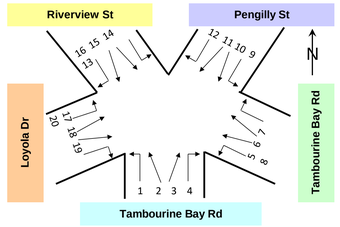
Hour Starting: AM Totals
Vehicle Type: All Vehicles



Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 3. Riverview St & Tambourine Bay Rd & Loyola Dr & Pengilly St

Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

	Class 1	Class 2	Class 3
Classifications	Cars	Trucks	Buses



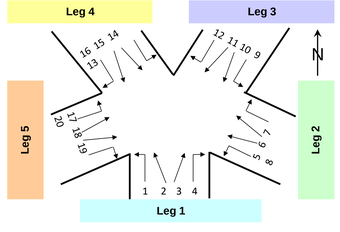
MATRIX Traffic and Transport Data

Approach	Tambourine Bay Rd																Tambourine Bay Rd															
Direction	Direction 1				Direction 2				Direction 3				Direction 4				Direction 4U				Direction 5				Direction 6				Direction 7				Direction 8				Direction 8U			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 9:15	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	29	0	0	**29**	14	0	0	**14**	0	0	0	**0**	0	0	0	**0**
9:15 to 9:30	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	4	0	0	**4**	31	0	0	**31**	23	1	0	**24**	2	0	0	**2**	0	0	0	**0**
9:30 to 9:45	0	0	1	**1**	1	0	0	**1**	0	0	0	**0**	5	0	0	**5**	0	0	0	**0**	3	0	0	**3**	28	0	0	**28**	23	0	0	**23**	1	0	0	**1**	1	0	0	**1**
9:45 to 10:00	1	0	0	**1**	0	0	0	**0**	5	0	0	**5**	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	17	0	0	**17**	15	1	0	**16**	0	0	0	**0**	1	0	0	**1**
10:00 to 10:15	1	0	1	**2**	1	0	0	**1**	4	0	0	**4**	9	0	0	**9**	0	0	0	**0**	5	0	0	**5**	20	0	0	**20**	19	1	0	**20**	2	0	0	**2**	1	0	0	**1**
10:15 to 10:30	2	0	1	**3**	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**	28	0	0	**28**	12	0	0	**12**	1	0	0	**1**	1	0	0	**1**
10:30 to 10:45	1	0	1	**2**	1	0	0	**1**	3	0	0	**3**	4	0	0	**4**	0	0	0	**0**	2	0	0	**2**	15	0	0	**15**	21	1	0	**22**	0	0	0	**0**	0	0	0	**0**
10:45 to 11:00	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	4	0	0	**4**	0	0	0	**0**	2	0	0	**2**	20	1	0	**21**	17	1	0	**18**	6	0	0	**6**	0	0	0	**0**
11:00 to 11:15	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	4	0	0	**4**	20	0	0	**20**	19	0	0	**19**	4	0	0	**4**	2	0	0	**2**
11:15 to 11:30	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	3	0	0	**3**	0	0	0	**0**	8	0	0	**8**	14	0	0	**14**	15	1	0	**16**	0	0	0	**0**	0	0	0	**0**
11:30 to 11:45	2	0	1	**3**	0	0	0	**0**	1	0	0	**1**	6	0	0	**6**	0	0	0	**0**	4	0	0	**4**	10	0	0	**10**	20	0	0	**20**	3	0	0	**3**	0	0	0	**0**
11:45 to 12:00	4	0	0	**4**	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	9	0	0	**9**	22	0	0	**22**	2	0	0	**2**	1	0	0	**1**
12:00 to 12:15	4	0	0	**4**	1	0	0	**1**	2	0	0	**2**	3	0	0	**3**	0	0	0	**0**	7	0	0	**7**	20	0	0	**20**	16	0	0	**16**	2	0	0	**2**	0	0	0	**0**
12:15 to 12:30	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	6	0	0	**6**	0	0	0	**0**	8	0	0	**8**	8	0	0	**8**	23	0	0	**23**	2	0	0	**2**	0	0	0	**0**
12:30 to 12:45	0	0	1	**1**	1	0	0	**1**	2	0	0	**2**	3	0	0	**3**	0	0	0	**0**	5	0	0	**5**	13	0	0	**13**	27	0	0	**27**	1	0	0	**1**	1	0	0	**1**
12:45 to 13:00	0	0	1	**1**	0	0	0	**0**	4	0	0	**4**	3	0	0	**3**	0	0	0	**0**	9	0	0	**9**	20	0	0	**20**	26	0	0	**26**	5	0	0	**5**	0	0	0	**0**
Total	**16**	**0**	**7**	**23**	**5**	**0**	**0**	**5**	**29**	**0**	**0**	**29**	**56**	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**69**	**0**	**0**	**69**	**302**	**1**	**0**	**303**	**312**	**6**	**0**	**318**	**31**	**0**	**0**	**31**	**8**	**0**	**0**	**8**

Approach	Pengilly St																				Riverview St																				Loyola Dr															
Direction	Direction 9				Direction 10				Direction 11				Direction 12				Direction 12U				Direction 13				Direction 14				Direction 15				Direction 16				Direction 16U				Direction 17				Direction 18				Direction 19				Direction 20				Direction 20U			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 9:15	2	0	0	**2**	0	0	0	**0**	11	0	0	**11**	2	0	0	**2**	0	0	0	**0**	6	0	0	**6**	15	0	0	**15**	0	0	0	**0**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	28	0	0	**28**	1	0	0	**1**	1	0	0	**1**
9:15 to 9:30	0	0	0	**0**	2	0	0	**2**	3	0	0	**3**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	18	0	0	**18**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	2	0	0	**2**	18	0	0	**18**	0	0	0	**0**	0	0	0	**0**
9:30 to 9:45	1	0	0	**1**	2	0	0	**2**	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	20	1	0	**21**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	2	0	0	**2**	20	0	0	**20**	0	0	0	**0**	0	0	0	**0**
9:45 to 10:00	1	0	0	**1**	2	0	0	**2**	5	0	0	**5**	4	0	0	**4**	0	0	0	**0**	2	0	0	**2**	27	1	0	**28**	0	1	0	**1**	2	0	0	**2**	1	0	0	**1**	1	0	0	**1**	3	0	0	**3**	27	0	0	**27**	0	0	0	**0**	0	0	0	**0**
10:00 to 10:15	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	26	0	0	**26**	3	0	0	**3**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	33	0	0	**33**	1	0	0	**1**	0	0	0	**0**
10:15 to 10:30	1	0	0	**1**	4	0	0	**4**	2	0	0	**2**	6	0	0	**6**	0	0	0	**0**	5	0	0	**5**	31	0	0	**31**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	2	0	0	**2**	11	0	0	**11**	0	0	0	**0**	0	0	0	**0**
10:30 to 10:45	0	0	0	**0**	2	0	0	**2**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	6	0	0	**6**	34	0	0	**34**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	12	0	0	**12**	0	0	0	**0**	0	0	0	**0**
10:45 to 11:00	4	0	0	**4**	1	0	0	**1**	2	0	0	**2**	5	0	0	**5**	0	0	0	**0**	4	0	0	**4**	43	0	0	**43**	3	0	0	**3**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	7	0	0	**7**	44	0	0	**44**	1	0	0	**1**	0	0	0	**0**
11:00 to 11:15	7	0	0	**7**	3	0	0	**3**	1	0	0	**1**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	32	0	0	**32**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	5	0	0	**5**	73	0	0	**73**	0	0	0	**0**	0	0	0	**0**
11:15 to 11:30	6	0	0	**6**	1	0	0	**1**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	21	0	0	**21**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**	17	1	0	**18**	0	0	0	**0**	0	0	0	**0**
11:30 to 11:45	3	1	0	**4**	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**	30	0	0	**30**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	3	0	0	**3**	22	0	0	**22**	0	0	0	**0**	0	0	0	**0**
11:45 to 12:00	3	0	0	**3**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	4	0	0	**4**	32	0	0	**32**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	14	0	0	**14**	0	0	0	**0**	0	0	0	**0**
12:00 to 12:15	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	39	0	0	**39**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	27	0	0	**27**	0	0	0	**0**	0	0	0	**0**
12:15 to 12:30	2	0	0	**2**	2	0	0	**2**	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	20	0	0	**20**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	11	0	0	**11**	0	0	0	**0**	0	0	0	**0**
12:30 to 12:45	3	0	0	**3**	2	0	0	**2**	3	0	0	**3**	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**	27	0	0	**27**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	7	0	0	**7**	0	0	0	**0**	0	0	0	**0**
12:45 to 13:00	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	29	0	0	**29**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	1	0	0	**1**	8	0	0	**8**	0	0	0	**0**	0	0	0	**0**
Total	**38**	**1**	**0**	**39**	**25**	**0**	**0**	**25**	**39**	**0**	**0**	**39**	**37**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**48**	**0**	**0**	**48**	**444**	**2**	**0**	**446**	**12**	**2**	**0**	**14**	**10**	**0**	**0**	**10**	**3**	**0**	**0**	**3**	**10**	**0**	**0**	**10**	**36**	**0**	**0**	**36**	**372**	**1**	**0**	**373**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**1**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 3. Riverview St & Tambourine Bay Rd & Loyola Dr & Pengilly St

Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



MATRIX Traffic and Transport Data

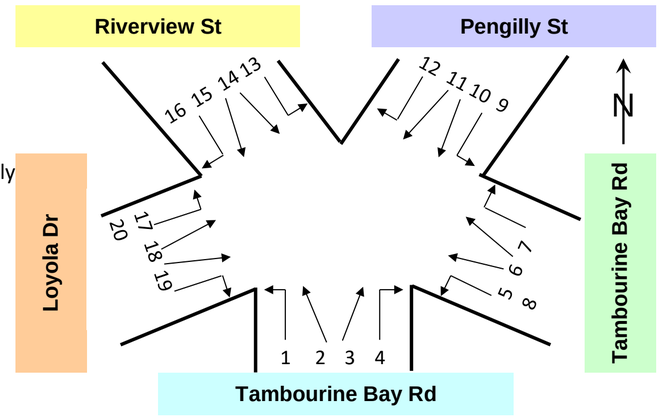
Approach	Leg 1																				Leg 2																			
Direction	Direction 1				Direction 2				Direction 3				Direction 4				Direction 4U				Direction 5				Direction 6				Direction 7				Direction 8				Direction 8U			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 10:00	1	0	1	**2**	1	0	0	**1**	7	0	0	**7**	9	0	0	**9**	0	0	0	**0**	11	0	0	**11**	105	0	0	**105**	75	2	0	**77**	3	0	0	**3**	2	0	0	**2**
9:15 to 10:15	2	0	2	**4**	2	0	0	**2**	9	0	0	**9**	17	0	0	**17**	0	0	0	**0**	15	0	0	**15**	96	0	0	**96**	80	3	0	**83**	5	0	0	**5**	3	0	0	**3**
9:30 to 10:30	4	0	3	**7**	2	0	0	**2**	10	0	0	**10**	17	0	0	**17**	0	0	0	**0**	14	0	0	**14**	93	0	0	**93**	69	2	0	**71**	4	0	0	**4**	4	0	0	**4**
9:45 to 10:45	5	0	3	**8**	2	0	0	**2**	13	0	0	**13**	16	0	0	**16**	0	0	0	**0**	13	0	0	**13**	80	0	0	**80**	67	3	0	**70**	3	0	0	**3**	3	0	0	**3**
10:00 to 11:00	5	0	3	**8**	2	0	0	**2**	9	0	0	**9**	19	0	0	**19**	0	0	0	**0**	12	0	0	**12**	83	1	0	**84**	69	3	0	**72**	9	0	0	**9**	2	0	0	**2**
10:15 to 11:15	4	0	2	**6**	1	0	0	**1**	5	0	0	**5**	12	0	0	**12**	0	0	0	**0**	11	0	0	**11**	83	1	0	**84**	69	2	0	**71**	11	0	0	**11**	3	0	0	**3**
10:30 to 11:30	2	0	1	**3**	1	0	0	**1**	6	0	0	**6**	13	0	0	**13**	0	0	0	**0**	16	0	0	**16**	69	1	0	**70**	72	3	0	**75**	10	0	0	**10**	2	0	0	**2**
10:45 to 11:45	3	0	1	**4**	0	0	0	**0**	4	0	0	**4**	15	0	0	**15**	0	0	0	**0**	18	0	0	**18**	64	1	0	**65**	71	2	0	**73**	13	0	0	**13**	2	0	0	**2**
11:00 to 12:00	6	0	1	**7**	0	0	0	**0**	4	0	0	**4**	13	0	0	**13**	0	0	0	**0**	17	0	0	**17**	53	0	0	**53**	76	1	0	**77**	9	0	0	**9**	3	0	0	**3**
11:15 to 12:15	10	0	1	**11**	1	0	0	**1**	6	0	0	**6**	14	0	0	**14**	0	0	0	**0**	20	0	0	**20**	53	0	0	**53**	73	1	0	**74**	7	0	0	**7**	1	0	0	**1**
11:30 to 12:30	10	0	1	**11**	1	0	0	**1**	5	0	0	**5**	17	0	0	**17**	0	0	0	**0**	20	0	0	**20**	47	0	0	**47**	81	0	0	**81**	9	0	0	**9**	1	0	0	**1**
11:45 to 12:45	8	0	1	**9**	2	0	0	**2**	6	0	0	**6**	14	0	0	**14**	0	0	0	**0**	21	0	0	**21**	50	0	0	**50**	88	0	0	**88**	7	0	0	**7**	2	0	0	**2**
12:00 to 13:00	4	0	2	**6**	2	0	0	**2**	9	0	0	**9**	15	0	0	**15**	0	0	0	**0**	29	0	0	**29**	61	0	0	**61**	92	0	0	**92**	10	0	0	**10**	1	0	0	**1**
Total	**16**	**0**	**7**	**23**	**5**	**0**	**0**	**5**	**29**	**0**	**0**	**29**	**56**	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**69**	**0**	**0**	**69**	**302**	**1**	**0**	**303**	**312**	**6**	**0**	**318**	**31**	**0**	**0**	**31**	**8**	**0**	**0**	**8**

Approach	Leg 3																				Leg 4																			
Direction	Direction 9				Direction 10				Direction 11				Direction 12				Direction 12U				Direction 13				Direction 14				Direction 15				Direction 16				Direction 16U			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 10:00	4	0	0	**4**	6	0	0	**6**	21	0	0	**21**	10	0	0	**10**	0	0	0	**0**	10	0	0	**10**	80	2	0	**82**	0	1	0	**1**	4	0	0	**4**	2	0	0	**2**
9:15 to 10:15	4	0	0	**4**	6	0	0	**6**	12	0	0	**12**	9	0	0	**9**	0	0	0	**0**	8	0	0	**8**	91	2	0	**93**	3	1	0	**4**	4	0	0	**4**	1	0	0	**1**
9:30 to 10:30	5	0	0	**5**	8	0	0	**8**	11	0	0	**11**	13	0	0	**13**	0	0	0	**0**	12	0	0	**12**	104	2	0	**106**	3	2	0	**5**	4	0	0	**4**	1	0	0	**1**
9:45 to 10:45	4	0	0	**4**	8	0	0	**8**	10	0	0	**10**	13	0	0	**13**	0	0	0	**0**	17	0	0	**17**	118	1	0	**119**	3	2	0	**5**	3	0	0	**3**	1	0	0	**1**
10:00 to 11:00	7	0	0	**7**	7	0	0	**7**	7	0	0	**7**	14	0	0	**14**	0	0	0	**0**	19	0	0	**19**	134	0	0	**134**	6	1	0	**7**	1	0	0	**1**	1	0	0	**1**
10:15 to 11:15	12	0	0	**12**	10	0	0	**10**	6	0	0	**6**	16	0	0	**16**	0	0	0	**0**	15	0	0	**15**	140	0	0	**140**	4	1	0	**5**	0	0	0	**0**	1	0	0	**1**
10:30 to 11:30	17	0	0	**17**	7	0	0	**7**	5	0	0	**5**	11	0	0	**11**	0	0	0	**0**	11	0	0	**11**	130	0	0	**130**	5	0	0	**5**	1	0	0	**1**	1	0	0	**1**
10:45 to 11:45	20	1	0	**21**	5	0	0	**5**	5	0	0	**5**	11	0	0	**11**	0	0	0	**0**	8	0	0	**8**	126	0	0	**126**	6	0	0	**6**	2	0	0	**2**	1	0	0	**1**
11:00 to 12:00	19	1	0	**20**	6	0	0	**6**	4	0	0	**4**	6	0	0	**6**	0	0	0	**0**	8	0	0	**8**	115	0	0	**115**	3	0	0	**3**	3	0	0	**3**	0	0	0	**0**
11:15 to 12:15	13	1	0	**14**	5	0	0	**5**	3	0	0	**3**	5	0	0	**5**	0	0	0	**0**	10	0	0	**10**	122	0	0	**122**	2	0	0	**2**	3	0	0	**3**	0	0	0	**0**
11:30 to 12:30	9	1	0	**10**	6	0	0	**6**	4	0	0	**4**	6	0	0	**6**	0	0	0	**0**	11	0	0	**11**	121	0	0	**121**	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**
11:45 to 12:45	9	0	0	**9**	8	0	0	**8**	6	0	0	**6**	6	0	0	**6**	0	0	0	**0**	11	0	0	**11**	118	0	0	**118**	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**
12:00 to 13:00	8	0	0	**8**	6	0	0	**6**	7	0	0	**7**	7	0	0	**7**	0	0	0	**0**	11	0	0	**11**	115	0	0	**115**	3	0	0	**3**	2	0	0	**2**	0	0	0	**0**
Total	**38**	**1**	**0**	**39**	**25**	**0**	**0**	**25**	**39**	**0**	**0**	**39**	**37**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**48**	**0**	**0**	**48**	**444**	**2**	**0**	**446**	**12**	**2**	**0**	**14**	**10**	**0**	**0**	**10**	**3**	**0**	**0**	**3**

Approach	Leg 5																			
Direction	Direction 17				Direction 18				Direction 19				Direction 20				Direction 20U			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 10:00	3	0	0	**3**	9	0	0	**9**	93	0	0	**93**	1	0	0	**1**	1	0	0	**1**
9:15 to 10:15	4	0	0	**4**	10	0	0	**10**	98	0	0	**98**	1	0	0	**1**	0	0	0	**0**
9:30 to 10:30	4	0	0	**4**	10	0	0	**10**	91	0	0	**91**	1	0	0	**1**	0	0	0	**0**
9:45 to 10:45	5	0	0	**5**	8	0	0	**8**	83	0	0	**83**	1	0	0	**1**	0	0	0	**0**
10:00 to 11:00	4	0	0	**4**	12	0	0	**12**	100	0	0	**100**	2	0	0	**2**	0	0	0	**0**
10:15 to 11:15	3	0	0	**3**	14	0	0	**14**	140	0	0	**140**	1	0	0	**1**	0	0	0	**0**
10:30 to 11:30	2	0	0	**2**	14	0	0	**14**	146	1	0	**147**	1	0	0	**1**	0	0	0	**0**
10:45 to 11:45	2	0	0	**2**	17	0	0	**17**	156	1	0	**157**	1	0	0	**1**	0	0	0	**0**
11:00 to 12:00	2	0	0	**2**	11	0	0	**11**	126	1	0	**127**	0	0	0	**0**	0	0	0	**0**
11:15 to 12:15	2	0	0	**2**	6	0	0	**6**	80	1	0	**81**	0	0	0	**0**	0	0	0	**0**
11:30 to 12:30	1	0	0	**1**	6	0	0	**6**	74	0	0	**74**	0	0	0	**0**	0	0	0	**0**
11:45 to 12:45	0	0	0	**0**	4	0	0	**4**	59	0	0	**59**	0	0	0	**0**	0	0	0	**0**
12:00 to 13:00	1	0	0	**1**	4	0	0	**4**	53	0	0	**53**	0	0	0	**0**	0	0	0	**0**
Total	**10**	**0**	**0**	**36**	**36**	**0**	**0**	**36**	**372**	**1**	**0**	**373**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**1**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 3. Riverview St & Tambourine Bay Rd & Loyola Dr & Pengilly

Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

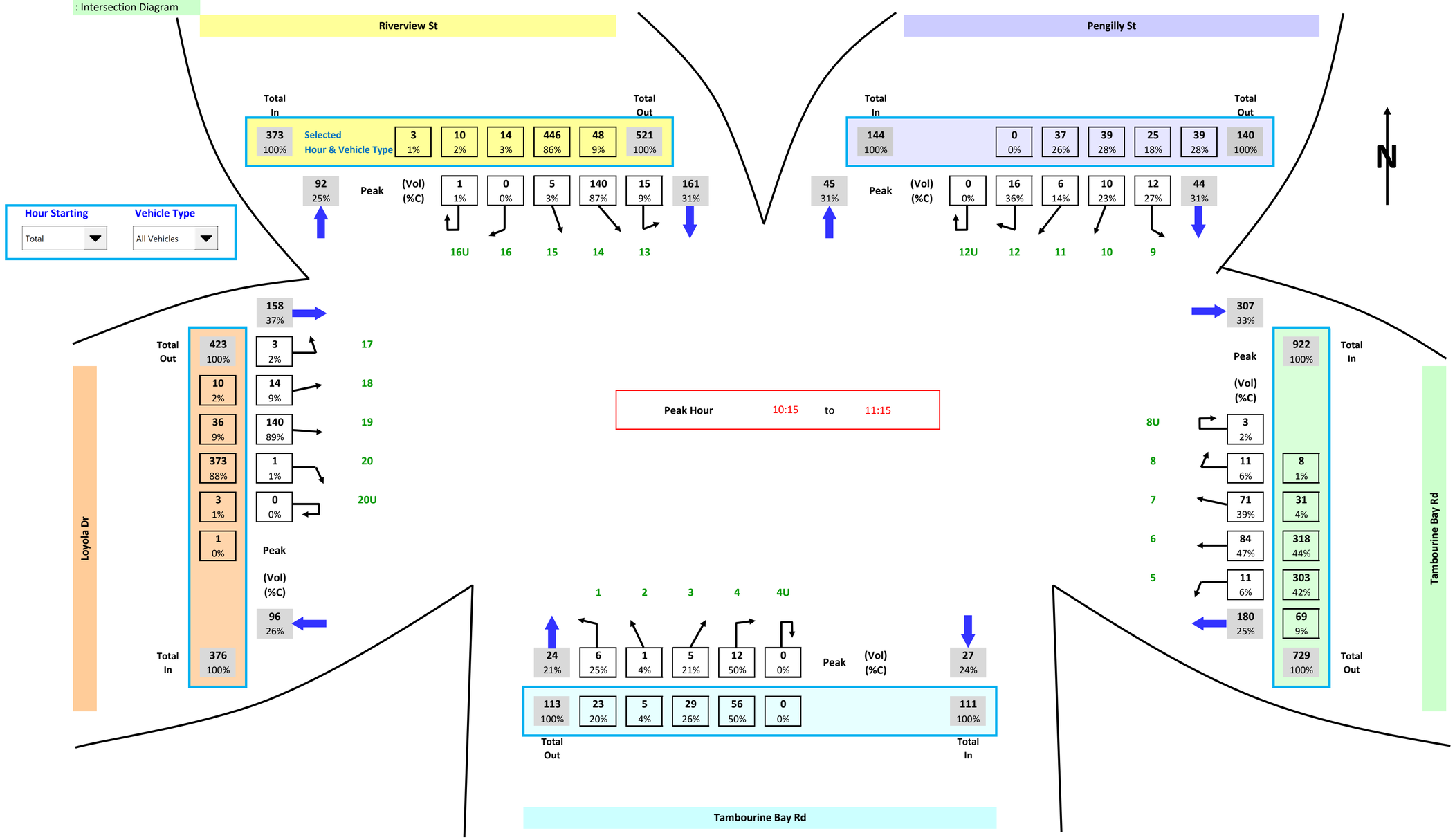
Approach	Tambourine Bay Rd				Tambourine Bay Rd				Pengilly St				Riverview St				Loyola Dr				Grand Total
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
10:15 to 11:15	22	0	2	**24**	177	3	0	**180**	44	0	0	**44**	160	1	0	**161**	158	0	0	**158**	**567**

Approach	Tambourine Bay Rd				Tambourine Bay Rd				Pengilly St				Riverview St				Loyola Dr				Grand Total
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
9:00 to 10:00	18	0	1	**19**	196	2	0	**198**	41	0	0	**41**	96	3	0	**99**	107	0	0	**107**	**464**
9:15 to 10:15	30	0	2	**32**	199	3	0	**202**	31	0	0	**31**	107	3	0	**110**	113	0	0	**113**	**488**
9:30 to 10:30	33	0	3	**36**	184	2	0	**186**	37	0	0	**37**	124	4	0	**128**	106	0	0	**106**	**493**
9:45 to 10:45	36	0	3	**39**	166	3	0	**169**	35	0	0	**35**	142	3	0	**145**	97	0	0	**97**	**485**
10:00 to 11:00	35	0	3	**38**	175	4	0	**179**	35	0	0	**35**	161	1	0	**162**	118	0	0	**118**	**532**
10:15 to 11:15	22	0	2	**24**	177	3	0	**180**	44	0	0	**44**	160	1	0	**161**	158	0	0	**158**	**567**
10:30 to 11:30	22	0	1	**23**	169	4	0	**173**	40	0	0	**40**	148	0	0	**148**	163	1	0	**164**	**548**
10:45 to 11:45	22	0	1	**23**	168	3	0	**171**	41	1	0	**42**	143	0	0	**143**	176	1	0	**177**	**556**
11:00 to 12:00	23	0	1	**24**	158	1	0	**159**	35	1	0	**36**	129	0	0	**129**	139	1	0	**140**	**488**
11:15 to 12:15	31	0	1	**32**	154	1	0	**155**	26	1	0	**27**	137	0	0	**137**	88	1	0	**89**	**440**
11:30 to 12:30	33	0	1	**34**	158	0	0	**158**	25	1	0	**26**	136	0	0	**136**	81	0	0	**81**	**435**
11:45 to 12:45	30	0	1	**31**	168	0	0	**168**	29	0	0	**29**	133	0	0	**133**	63	0	0	**63**	**424**
12:00 to 13:00	30	0	2	**32**	193	0	0	**193**	28	0	0	**28**	131	0	0	**131**	58	0	0	**58**	**442**
Total	**106**	**0**	**7**	**113**	**722**	**7**	**0**	**729**	**139**	**1**	**0**	**140**	**517**	**4**	**0**	**521**	**422**	**1**	**0**	**423**	**1,926**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 3. Riverview St & Tambourine Bay Rd & Loyola Dr & Pengilly St

Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

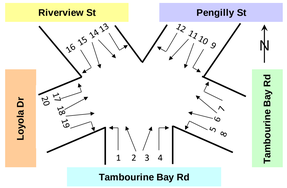
MATRIX Traffic and Transport Data



Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 3. Riverview St & Tambourine Bay Rd & Loyola Dr & Pengilly St

Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

	Class 1	Class 2	Class 3
Classifications	Cars	Trucks	Buses



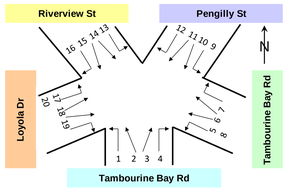
MATRIX Traffic and Transport Data

Approach	Tambourine Bay Rd																Tambourine Bay Rd															
Direction	**Direction 1**				**Direction 2**				**Direction 3**				**Direction 4**				**Direction 4U**				**Direction 5**				**Direction 6**				**Direction 7**				**Direction 8**				**Direction 8U**			
Time Period	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**
7:00 to 7:15	0	0	0	**0**	1	0	1	**2**	3	0	0	**3**	2	0	0	**2**	0	0	0	**0**	5	0	0	**5**	31	0	0	**31**	12	0	0	**12**	1	0	0	**1**	0	0	1	**1**
7:15 to 7:30	0	0	0	**0**	1	1	0	**2**	1	0	0	**1**	4	0	0	**4**	0	0	0	**0**	2	0	0	**2**	26	0	0	**26**	21	0	1	**22**	1	0	0	**1**	0	1	0	**1**
7:30 to 7:45	2	0	0	**2**	1	0	0	**1**	1	0	0	**1**	3	0	0	**3**	0	0	0	**0**	3	0	0	**3**	23	1	0	**24**	30	0	2	**32**	1	0	0	**1**	0	0	0	**0**
7:45 to 8:00	0	0	0	**0**	0	0	2	**2**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	39	0	0	**39**	33	1	5	**39**	1	0	0	**1**	1	0	0	**1**
8:00 to 8:15	2	0	0	**2**	3	0	1	**4**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	32	0	0	**32**	45	2	1	**48**	0	0	0	**0**	1	0	0	**1**
8:15 to 8:30	1	0	0	**1**	4	0	2	**6**	2	0	0	**2**	3	0	0	**3**	0	0	0	**0**	6	0	0	**6**	26	0	0	**26**	54	0	5	**59**	0	0	0	**0**	1	0	0	**1**
8:30 to 8:45	1	0	0	**1**	1	0	0	**1**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	2	1	0	**3**	13	0	0	**13**	25	1	1	**27**	1	0	0	**1**	1	0	0	**1**
8:45 to 9:00	1	0	0	**1**	0	0	1	**1**	1	0	0	**1**	3	0	0	**3**	0	0	0	**0**	1	0	0	**1**	5	0	0	**5**	10	0	0	**10**	0	0	0	**0**	1	0	0	**1**
9:00 to 9:15	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	3	0	0	**3**	5	0	0	**5**	5	0	0	**5**	0	0	0	**0**	0	0	0	**0**
9:15 to 9:30	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	1	0	0	**1**	9	0	0	**9**	10	0	0	**10**	0	0	0	**0**	0	0	0	**0**
AM Totals	**7**	**0**	**0**	**7**	**11**	**1**	**7**	**19**	**10**	**0**	**0**	**10**	**24**	**1**	**0**	**25**	**0**	**0**	**0**	**0**	**26**	**1**	**0**	**27**	**209**	**1**	**0**	**210**	**245**	**4**	**15**	**264**	**5**	**0**	**0**	**5**	**5**	**1**	**1**	**7**
14:00 to 14:15	1	0	0	**1**	0	0	1	**1**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	1	0	0	**1**	5	0	0	**5**	1	0	0	**1**	0	0	0	**0**
14:15 to 14:30	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	1	0	0	**1**	9	0	0	**9**	0	0	0	**0**	1	0	0	**1**
14:30 to 14:45	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	1	0	0	**1**	6	0	0	**6**	6	1	0	**7**	0	0	0	**0**	1	0	0	**1**
14:45 to 15:00	0	0	0	**0**	1	0	0	**1**	1	1	0	**2**	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**	5	0	0	**5**	16	1	0	**17**	0	0	0	**0**	0	0	0	**0**
15:00 to 15:15	1	0	0	**1**	0	0	1	**1**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	22	0	0	**22**	31	0	0	**31**	1	0	0	**1**	1	0	0	**1**
15:15 to 15:30	0	0	0	**0**	1	0	1	**2**	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	5	0	0	**5**	28	0	0	**28**	23	0	2	**25**	1	0	0	**1**	0	0	0	**0**
15:30 to 15:45	1	0	0	**1**	1	0	2	**3**	1	0	0	**1**	6	0	0	**6**	0	0	0	**0**	10	0	0	**10**	25	1	0	**26**	12	0	6	**18**	2	0	0	**2**	1	0	0	**1**
15:45 to 16:00	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	4	0	0	**4**	15	1	0	**16**	14	0	2	**16**	2	0	0	**2**	0	0	0	**0**
16:00 to 16:15	0	0	0	**0**	1	0	1	**2**	0	0	0	**0**	6	0	0	**6**	0	0	0	**0**	5	0	0	**5**	8	0	0	**8**	10	0	1	**11**	2	0	0	**2**	0	0	0	**0**
16:15 to 16:30	0	0	0	**0**	0	0	2	**2**	1	0	0	**1**	3	0	0	**3**	0	0	0	**0**	3	0	0	**3**	16	0	0	**16**	28	0	0	**28**	1	0	0	**1**	0	0	0	**0**
16:30 to 16:45	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	5	0	0	**5**	0	0	0	**0**	9	0	0	**9**	8	1	0	**9**	21	0	0	**21**	0	0	0	**0**	1	0	0	**1**
16:45 to 17:00	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**	5	0	0	**5**	0	0	0	**0**	1	0	0	**1**	35	0	0	**35**	36	0	1	**37**	3	0	0	**3**	1	0	0	**1**
17:00 to 17:15	0	0	0	**0**	2	0	1	**3**	0	0	0	**0**	5	0	0	**5**	0	0	0	**0**	5	0	0	**5**	41	0	0	**41**	23	0	1	**24**	2	0	0	**2**	1	0	0	**1**
17:15 to 17:30	1	0	0	**1**	1	0	1	**2**	1	0	0	**1**	4	0	0	**4**	0	0	0	**0**	3	0	0	**3**	29	0	0	**29**	28	0	1	**29**	4	0	0	**4**	0	0	0	**0**
17:30 to 17:45	1	0	0	**1**	1	0	0	**1**	1	0	0	**1**	4	0	0	**4**	0	0	0	**0**	5	0	0	**5**	18	0	1	**19**	16	0	1	**17**	6	0	0	**6**	0	0	0	**0**
17:45 to 18:00	2	0	0	**2**	2	0	1	**3**	1	0	0	**1**	4	0	0	**4**	0	0	0	**0**	1	0	0	**1**	15	0	0	**15**	24	0	0	**24**	1	0	0	**1**	0	0	0	**0**
PM Totals	**9**	**0**	**0**	**9**	**10**	**0**	**13**	**23**	**14**	**1**	**0**	**15**	**56**	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**62**	**0**	**0**	**62**	**273**	**3**	**1**	**277**	**302**	**2**	**15**	**319**	**26**	**0**	**0**	**26**	**7**	**0**	**0**	**7**

Approach	Pengilly St																Riverview St																Loyola Dr											
Direction	**Direction 9**				**Direction 10**				**Direction 11**				**Direction 12**				**Direction 12U**				**Direction 13**				**Direction 14**				**Direction 15**				**Direction 16**				**Direction 16U**				**Direction 17**				**Direction 18**				**Direction 19**				**Direction 20**				**Direction 20U**			
Time Period	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**
7:00 to 7:15	3	0	0	**3**	0	0	0	**0**	7	0	0	**7**	3	0	0	**3**	0	0	0	**0**	0	1	0	**1**	22	2	0	**24**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	25	0	0	**25**	0	0	0	**0**	0	0	0	**0**
7:15 to 7:30	0	0	0	**0**	0	0	0	**0**	8	0	0	**8**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	15	0	0	**15**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**	19	0	0	**19**	0	0	0	**0**	0	0	0	**0**
7:30 to 7:45	2	0	0	**2**	2	0	0	**2**	8	0	0	**8**	3	0	0	**3**	0	0	0	**0**	1	0	0	**1**	23	1	0	**24**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	5	0	0	**5**	5	0	1	**6**	2	0	0	**2**	0	0	0	**0**
7:45 to 8:00	4	0	0	**4**	1	0	0	**1**	5	0	0	**5**	12	0	0	**12**	0	0	0	**0**	4	0	0	**4**	27	0	0	**27**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	4	0	0	**4**	4	0	0	**4**	2	0	3	**5**	0	0	0	**0**	0	0	0	**0**
8:00 to 8:15	2	0	0	**2**	0	0	0	**0**	9	0	0	**9**	4	0	0	**4**	0	0	0	**0**	1	0	0	**1**	42	2	0	**44**	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	8	0	0	**8**	20	0	4	**24**	0	0	0	**0**	0	0	0	**0**
8:15 to 8:30	2	1	0	**3**	0	0	0	**0**	4	0	0	**4**	6	0	0	**6**	0	0	0	**0**	5	0	0	**5**	57	0	0	**57**	4	0	0	**4**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	8	0	0	**8**	27	0	3	**30**	0	0	0	**0**	0	0	0	**0**
8:30 to 8:45	2	0	0	**2**	0	0	0	**0**	6	0	0	**6**	0	0	0	**0**	0	0	0	**0**	5	0	0	**5**	46	2	0	**48**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	20	0	3	**23**	0	0	0	**0**	0	0	0	**0**
8:45 to 9:00	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	20	0	0	**20**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	9	0	0	**9**	0	0	0	**0**	0	0	0	**0**
9:00 to 9:15	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	11	0	0	**11**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	4	0	0	**4**	1	0	0	**1**	0	0	0	**0**
9:15 to 9:30	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	10	0	0	**10**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	6	0	1	**7**	0	0	0	**0**	0	0	0	**0**
AM Totals	**20**	**1**	**0**	**21**	**7**	**0**	**0**	**7**	**49**	**0**	**0**	**49**	**30**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**17**	**1**	**0**	**18**	**273**	**7**	**0**	**280**	**8**	**0**	**0**	**8**	**5**	**0**	**0**	**5**	**3**	**0**	**0**	**3**	**2**	**0**	**0**	**2**	**30**	**0**	**0**	**30**	**137**	**0**	**15**	**152**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
14:00 to 14:15	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	4	2	0	**6**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	1	0	0	**1**	0	0	0	**0**
14:15 to 14:30	3	0	0	**3**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	6	0	0	**6**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	4	0	0	**4**	2	0	0	**2**	0	0	0	**0**
14:30 to 14:45	2	0	0	**2**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	9	0	0	**9**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**
14:45 to 15:00	1	0	0	**1**	1	0	0	**1**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	19	0	0	**19**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	12	0	0	**12**	0	0	0	**0**	0	0	0	**0**
15:00 to 15:15	1	0	0	**1**	1	0	0	**1**	4	0	0	**4**	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**	13	0	0	**13**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	1	0	0	**1**	11	0	0	**11**	0	0	0	**0**	0	0	0	**0**
15:15 to 15:30	1	0	0	**1**	0	0	0	**0**	7	0	0	**7**	4	0	0	**4**	0	0	0	**0**	2	0	0	**2**	48	0	0	**48**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	2	0	0	**2**	9	0	0	**9**	0	0	0	**0**	0	0	0	**0**
15:30 to 15:45	4	0	0	**4**	1	0	0	**1**	2	0	0	**2**	3	0	1	**4**	0	0	0	**0**	3	0	0	**3**	32	0	0	**32**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	3	0	1	**4**	7	0	0	**7**	43	0	2	**45**	0	0	0	**0**	0	0	0	**0**
15:45 to 16:00	2	0	0	**2**	3	0	0	**3**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	24	1	1	**26**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	7	0	0	**7**	20	0	2	**22**	0	0	0	**0**	0	0	0	**0**
16:00 to 16:15	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**	13	1	1	**15**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	12	0	0	**12**	17	0	1	**18**	1	0	0	**1**	0	0	0	**0**
16:15 to 16:30	1	0	0	**1**	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	10	0	0	**10**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	8	0	0	**8**	14	0	0	**14**	0	0	0	**0**	0	0	0	**0**
16:30 to 16:45	1	0	0	**1**	2	0	0	**2**	4	0	0	**4**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	39	1	0	**40**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	21	0	0	**21**	0	0	0	**0**	0	0	0	**0**
16:45 to 17:00	3	0	0	**3**	1	0	0	**1**	8	0	0	**8**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	24	0	0	**24**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**	7	0	0	**7**	19	0	0	**19**	0	0	0	**0**	0	0	0	**0**
17:00 to 17:15	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	30	0	0	**30**	2	0	0	**2**	2	1	0	**3**	0	0	0	**0**	1	0	0	**1**	11	1	0	**12**	30	0	2	**32**	0	0	0	**0**	0	0	0	**0**
17:15 to 17:30	1	0	0	**1**	3	0	0	**3**	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	5	0	0	**5**	34	0	0	**34**	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	16	0	0	**16**	0	0	0	**0**	0	0	0	**0**
17:30 to 17:45	1	0	0	**1**	2	0	0	**2**	3	0	0	**3**	2	0	0	**2**	0	0	0	**0**	3	0	0	**3**	25	0	1	**26**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	10	0	0	**10**	41	0	1	**42**	1	0	0	**1**	0	0	0	**0**
17:45 to 18:00	3	0	0	**3**	1	0	0	**1**	6	0	0	**6**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	15	0	0	**15**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	3	0	0	**3**	13	0	0	**13**	0	0	0	**0**	0	0	0	**0**
PM Totals	**27**	**0**	**0**	**27**	**24**	**0**	**0**	**24**	**41**	**0**	**0**	**41**	**24**	**0**	**1**	**25**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**35**	**345**	**5**	**3**	**353**	**11**	**0**	**0**	**11**	**17**	**1**	**0**	**18**	**0**	**0**	**0**	**0**	**16**	**0**	**1**	**17**	**76**	**1**	**0**	**77**	**276**	**0**	**8**	**284**	**5**	**0**	**0**	**5**	**0**	**0**	**0**	**0**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 3. Riverview St & Tambourine Bay Rd & Loyola Dr & Pengilly St

Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



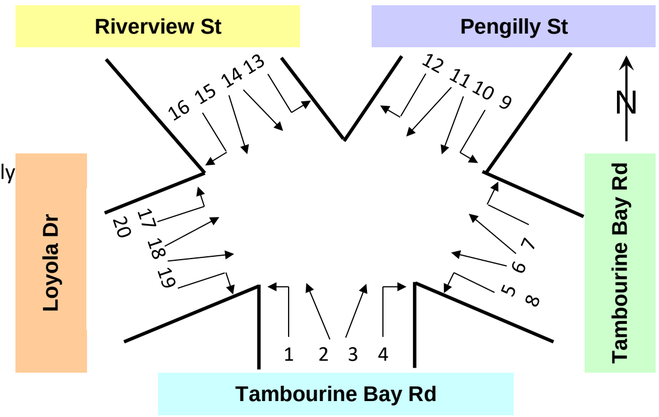
MATRIX Traffic and Transport Data

Approach	Tambourine Bay Rd																Tambourine Bay Rd																							
Direction	Direction 1				Direction 2				Direction 3				Direction 4				Direction 4U				Direction 5				Direction 6				Direction 7				Direction 8				Direction 8U			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00 to 8:00	2	0	0	**2**	3	1	3	**7**	5	0	0	**5**	11	0	0	**11**	0	0	0	**0**	11	0	0	**11**	119	1	0	**120**	96	1	8	**105**	4	0	0	**4**	1	1	1	**3**
7:15 to 8:15	4	0	0	**4**	5	1	3	**9**	3	0	0	**3**	11	0	0	**11**	0	0	0	**0**	8	0	0	**8**	120	1	0	**121**	129	3	9	**141**	3	0	0	**3**	2	1	0	**3**
7:30 to 8:30	5	0	0	**5**	8	0	5	**13**	4	0	0	**4**	10	0	0	**10**	0	0	0	**0**	12	0	0	**12**	120	1	0	**121**	162	3	13	**178**	2	0	0	**2**	3	0	0	**3**
7:45 to 8:45	4	0	0	**4**	8	0	5	**13**	4	0	0	**4**	9	0	0	**9**	0	0	0	**0**	11	1	0	**12**	110	0	0	**110**	157	4	12	**173**	2	0	0	**2**	4	0	0	**4**
8:00 to 9:00	5	0	0	**5**	8	0	4	**12**	5	0	0	**5**	10	0	0	**10**	0	0	0	**0**	11	1	0	**12**	76	0	0	**76**	134	3	7	**144**	1	0	0	**1**	4	0	0	**4**
8:15 to 9:15	3	0	0	**3**	5	0	3	**8**	4	0	0	**4**	11	0	0	**11**	0	0	0	**0**	12	1	0	**13**	49	0	0	**49**	94	1	6	**101**	1	0	0	**1**	3	0	0	**3**
8:30 to 9:30	2	0	0	**2**	1	0	1	**2**	2	0	0	**2**	8	1	0	**9**	0	0	0	**0**	7	1	0	**8**	32	0	0	**32**	50	1	1	**52**	1	0	0	**1**	2	0	0	**2**
AM Totals	**7**	**0**	**0**	**7**	**11**	**1**	**7**	**19**	**10**	**0**	**0**	**10**	**24**	**1**	**0**	**25**	**0**	**0**	**0**	**0**	**26**	**1**	**0**	**27**	**209**	**1**	**0**	**210**	**245**	**4**	**15**	**264**	**5**	**0**	**0**	**5**	**5**	**1**	**1**	**7**
14:00 to 15:00	1	0	0	**1**	1	0	2	**3**	4	1	0	**5**	8	0	0	**8**	0	0	0	**0**	8	0	0	**8**	13	0	0	**13**	36	2	0	**38**	1	0	0	**1**	2	0	0	**2**
14:15 to 15:15	1	0	0	**1**	1	0	2	**3**	3	1	0	**4**	8	0	0	**8**	0	0	0	**0**	9	0	0	**9**	34	0	0	**34**	62	2	0	**64**	1	0	0	**1**	3	0	0	**3**
14:30 to 15:30	1	0	0	**1**	2	0	3	**5**	2	1	0	**3**	9	0	0	**9**	0	0	0	**0**	12	0	0	**12**	61	0	0	**61**	76	2	2	**80**	2	0	0	**2**	2	0	0	**2**
14:45 to 15:45	2	0	0	**2**	3	0	4	**7**	3	1	0	**4**	12	0	0	**12**	0	0	0	**0**	21	0	0	**21**	80	1	0	**81**	82	1	8	**91**	4	0	0	**4**	2	0	0	**2**
15:00 to 16:00	2	0	0	**2**	2	0	4	**6**	3	0	0	**3**	12	0	0	**12**	0	0	0	**0**	22	0	0	**22**	90	2	0	**92**	80	0	10	**90**	6	0	0	**6**	2	0	0	**2**
15:15 to 16:15	1	0	0	**1**	3	0	4	**7**	2	0	0	**2**	17	0	0	**17**	0	0	0	**0**	24	0	0	**24**	76	2	0	**78**	59	0	11	**70**	7	0	0	**7**	1	0	0	**1**
15:30 to 16:30	1	0	0	**1**	2	0	5	**7**	3	0	0	**3**	17	0	0	**17**	0	0	0	**0**	22	0	0	**22**	64	2	0	**66**	64	0	9	**73**	7	0	0	**7**	1	0	0	**1**
15:45 to 16:45	0	0	0	**0**	1	0	4	**5**	2	0	0	**2**	16	0	0	**16**	0	0	0	**0**	21	0	0	**21**	47	2	0	**49**	73	0	3	**76**	5	0	0	**5**	1	0	0	**1**
16:00 to 17:00	2	0	0	**2**	1	0	4	**5**	4	0	0	**4**	19	0	0	**19**	0	0	0	**0**	18	0	0	**18**	67	1	0	**68**	95	0	2	**97**	6	0	0	**6**	2	0	0	**2**
16:15 to 17:15	2	0	0	**2**	2	0	4	**6**	4	0	0	**4**	18	0	0	**18**	0	0	0	**0**	18	0	0	**18**	100	1	0	**101**	108	0	2	**110**	6	0	0	**6**	3	0	0	**3**
16:30 to 17:30	3	0	0	**3**	3	0	3	**6**	4	0	0	**4**	19	0	0	**19**	0	0	0	**0**	18	0	0	**18**	113	1	0	**114**	108	0	3	**111**	9	0	0	**9**	3	0	0	**3**
16:45 to 17:45	4	0	0	**4**	4	0	2	**6**	5	0	0	**5**	18	0	0	**18**	0	0	0	**0**	14	0	0	**14**	123	0	1	**124**	103	0	4	**107**	15	0	0	**15**	2	0	0	**2**
17:00 to 18:00	4	0	0	**4**	6	0	3	**9**	3	0	0	**3**	17	0	0	**17**	0	0	0	**0**	14	0	0	**14**	103	0	1	**104**	91	0	3	**94**	13	0	0	**13**	1	0	0	**1**
PM Totals	**9**	**0**	**0**	**9**	**10**	**0**	**13**	**23**	**14**	**1**	**0**	**15**	**56**	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**62**	**0**	**0**	**62**	**273**	**3**	**1**	**277**	**302**	**2**	**15**	**319**	**26**	**0**	**0**	**26**	**7**	**0**	**0**	**7**

Approach	Pengilly St																Riverview St																				Loyola Dr											
Direction	Direction 9				Direction 10				Direction 11				Direction 12				Direction 12U				Direction 13				Direction 14				Direction 15				Direction 16				Direction 16U				Direction 17				Direction 18				Direction 19				Direction 20				Direction 20U			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00 to 8:00	9	0	0	**9**	3	0	0	**3**	28	0	0	**28**	19	0	0	**19**	0	0	0	**0**	5	1	0	**6**	87	3	0	**90**	2	0	0	**2**	2	0	0	**2**	1	0	0	**1**	2	0	0	**2**	13	0	0	**13**	51	0	4	**55**	2	0	0	**2**	0	0	0	**0**
7:15 to 8:15	8	0	0	**8**	3	0	0	**3**	30	0	0	**30**	20	0	0	**20**	0	0	0	**0**	6	0	0	**6**	107	3	0	**110**	1	0	0	**1**	5	0	0	**5**	0	0	0	**0**	2	0	0	**2**	19	0	0	**19**	46	0	8	**54**	2	0	0	**2**	0	0	0	**0**
7:30 to 8:30	10	1	0	**11**	3	0	0	**3**	26	0	0	**26**	25	0	0	**25**	0	0	0	**0**	11	0	0	**11**	149	3	0	**152**	4	0	0	**4**	5	0	0	**5**	2	0	0	**2**	1	0	0	**1**	25	0	0	**25**	54	0	11	**65**	2	0	0	**2**	0	0	0	**0**
7:45 to 8:45	10	1	0	**11**	1	0	0	**1**	24	0	0	**24**	22	0	0	**22**	0	0	0	**0**	15	0	0	**15**	172	4	0	**176**	4	0	0	**4**	3	0	0	**3**	2	0	0	**2**	0	0	0	**0**	21	0	0	**21**	69	0	13	**82**	0	0	0	**0**	0	0	0	**0**
8:00 to 9:00	8	1	0	**9**	0	0	0	**0**	21	0	0	**21**	10	0	0	**10**	0	0	0	**0**	12	0	0	**12**	165	4	0	**169**	5	0	0	**5**	3	0	0	**3**	2	0	0	**2**	0	0	0	**0**	17	0	0	**17**	76	0	10	**86**	0	0	0	**0**	0	0	0	**0**
8:15 to 9:15	7	1	0	**8**	2	0	0	**2**	12	0	0	**12**	6	0	0	**6**	0	0	0	**0**	11	0	0	**11**	134	2	0	**136**	6	0	0	**6**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	9	0	0	**9**	60	0	6	**66**	1	0	0	**1**	0	0	0	**0**
8:30 to 9:30	7	0	0	**7**	4	0	0	**4**	8	0	0	**8**	1	0	0	**1**	0	0	0	**0**	6	0	0	**6**	87	2	0	**89**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	39	0	4	**43**	1	0	0	**1**	0	0	0	**0**
AM Totals	**20**	**1**	**0**	**21**	**7**	**0**	**0**	**7**	**49**	**0**	**0**	**49**	**30**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**17**	**1**	**0**	**18**	**273**	**7**	**0**	**280**	**8**	**0**	**0**	**8**	**5**	**0**	**0**	**5**	**3**	**0**	**0**	**3**	**2**	**0**	**0**	**2**	**30**	**0**	**0**	**30**	**137**	**0**	**15**	**152**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
14:00 to 15:00	7	0	0	**7**	6	0	0	**6**	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**	5	0	0	**5**	38	2	0	**40**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	4	0	0	**4**	22	0	0	**22**	3	0	0	**3**	0	0	0	**0**
14:15 to 15:15	7	0	0	**7**	7	0	0	**7**	6	0	0	**6**	3	0	0	**3**	0	0	0	**0**	7	0	0	**7**	47	0	0	**47**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	5	0	0	**5**	30	0	0	**30**	2	0	0	**2**	0	0	0	**0**
14:30 to 15:30	5	0	0	**5**	5	0	0	**5**	13	0	0	**13**	7	0	0	**7**	0	0	0	**0**	7	0	0	**7**	89	0	0	**89**	3	0	0	**3**	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	7	0	0	**7**	35	0	0	**35**	0	0	0	**0**	0	0	0	**0**
14:45 to 15:45	7	0	0	**7**	3	0	0	**3**	15	0	0	**15**	10	0	1	**11**	0	0	0	**0**	8	0	0	**8**	112	0	0	**112**	3	0	0	**3**	3	0	0	**3**	0	0	0	**0**	7	0	1	**8**	13	0	0	**13**	75	0	2	**77**	0	0	0	**0**	0	0	0	**0**
15:00 to 16:00	8	0	0	**8**	5	0	0	**5**	14	0	0	**14**	10	0	1	**11**	0	0	0	**0**	12	0	0	**12**	117	1	1	**119**	3	0	0	**3**	4	0	0	**4**	0	0	0	**0**	7	0	1	**8**	17	0	0	**17**	83	0	4	**87**	0	0	0	**0**	0	0	0	**0**
15:15 to 16:15	8	0	0	**8**	4	0	0	**4**	11	0	0	**11**	10	0	1	**11**	0	0	0	**0**	12	0	0	**12**	117	2	2	**121**	3	0	0	**3**	4	0	0	**4**	0	0	0	**0**	8	0	1	**9**	28	0	0	**28**	89	0	5	**94**	1	0	0	**1**	0	0	0	**0**
15:30 to 16:30	8	0	0	**8**	6	0	0	**6**	6	0	0	**6**	6	0	1	**7**	0	0	0	**0**	11	0	0	**11**	79	2	2	**83**	2	0	0	**2**	6	0	0	**6**	0	0	0	**0**	6	0	1	**7**	34	0	0	**34**	94	0	5	**99**	1	0	0	**1**	0	0	0	**0**
15:45 to 16:45	5	0	0	**5**	7	0	0	**7**	8	0	0	**8**	3	0	0	**3**	0	0	0	**0**	11	0	0	**11**	86	3	2	**91**	1	0	0	**1**	4	0	0	**4**	0	0	0	**0**	3	0	0	**3**	28	0	0	**28**	72	0	3	**75**	1	0	0	**1**	0	0	0	**0**
16:00 to 17:00	6	0	0	**6**	5	0	0	**5**	15	0	0	**15**	4	0	0	**4**	0	0	0	**0**	8	0	0	**8**	86	2	1	**89**	1	0	0	**1**	5	0	0	**5**	0	0	0	**0**	6	0	0	**6**	28	0	0	**28**	71	0	1	**72**	1	0	0	**1**	0	0	0	**0**
16:15 to 17:15	6	0	0	**6**	7	0	0	**7**	14	0	0	**14**	3	0	0	**3**	0	0	0	**0**	7	0	0	**7**	103	1	0	**104**	2	0	0	**2**	6	1	0	**7**	0	0	0	**0**	4	0	0	**4**	27	1	0	**28**	84	0	2	**86**	0	0	0	**0**	0	0	0	**0**
16:30 to 17:30	6	0	0	**6**	8	0	0	**8**	13	0	0	**13**	5	0	0	**5**	0	0	0	**0**	11	0	0	**11**	127	1	0	**128**	4	0	0	**4**	6	1	0	**7**	0	0	0	**0**	4	0	0	**4**	22	1	0	**23**	86	0	2	**88**	0	0	0	**0**	0	0	0	**0**
16:45 to 17:45	6	0	0	**6**	8	0	0	**8**	12	0	0	**12**	7	0	0	**7**	0	0	0	**0**	11	0	0	**11**	113	0	1	**114**	6	0	0	**6**	7	1	0	**8**	0	0	0	**0**	4	0	0	**4**	31	1	0	**32**	106	0	3	**109**	1	0	0	**1**	0	0	0	**0**
17:00 to 18:00	6	0	0	**6**	8	0	0	**8**	10	0	0	**10**	8	0	0	**8**	0	0	0	**0**	10	0	0	**10**	104	0	1	**105**	6	0	0	**6**	7	1	0	**8**	0	0	0	**0**	2	0	0	**2**	27	1	0	**28**	100	0	3	**103**	1	0	0	**1**	0	0	0	**0**
PM Totals	**27**	**0**	**0**	**27**	**24**	**0**	**0**	**24**	**41**	**0**	**0**	**41**	**24**	**0**	**1**	**25**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**35**	**345**	**5**	**3**	**353**	**11**	**0**	**0**	**11**	**17**	**1**	**0**	**18**	**0**	**0**	**0**	**0**	**16**	**0**	**1**	**17**	**76**	**1**	**0**	**77**	**276**	**0**	**8**	**284**	**5**	**0**	**0**	**5**	**0**	**0**	**0**	**0**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 3. Riverview St & Tambourine Bay Rd & Loyola Dr & Pengilly

Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



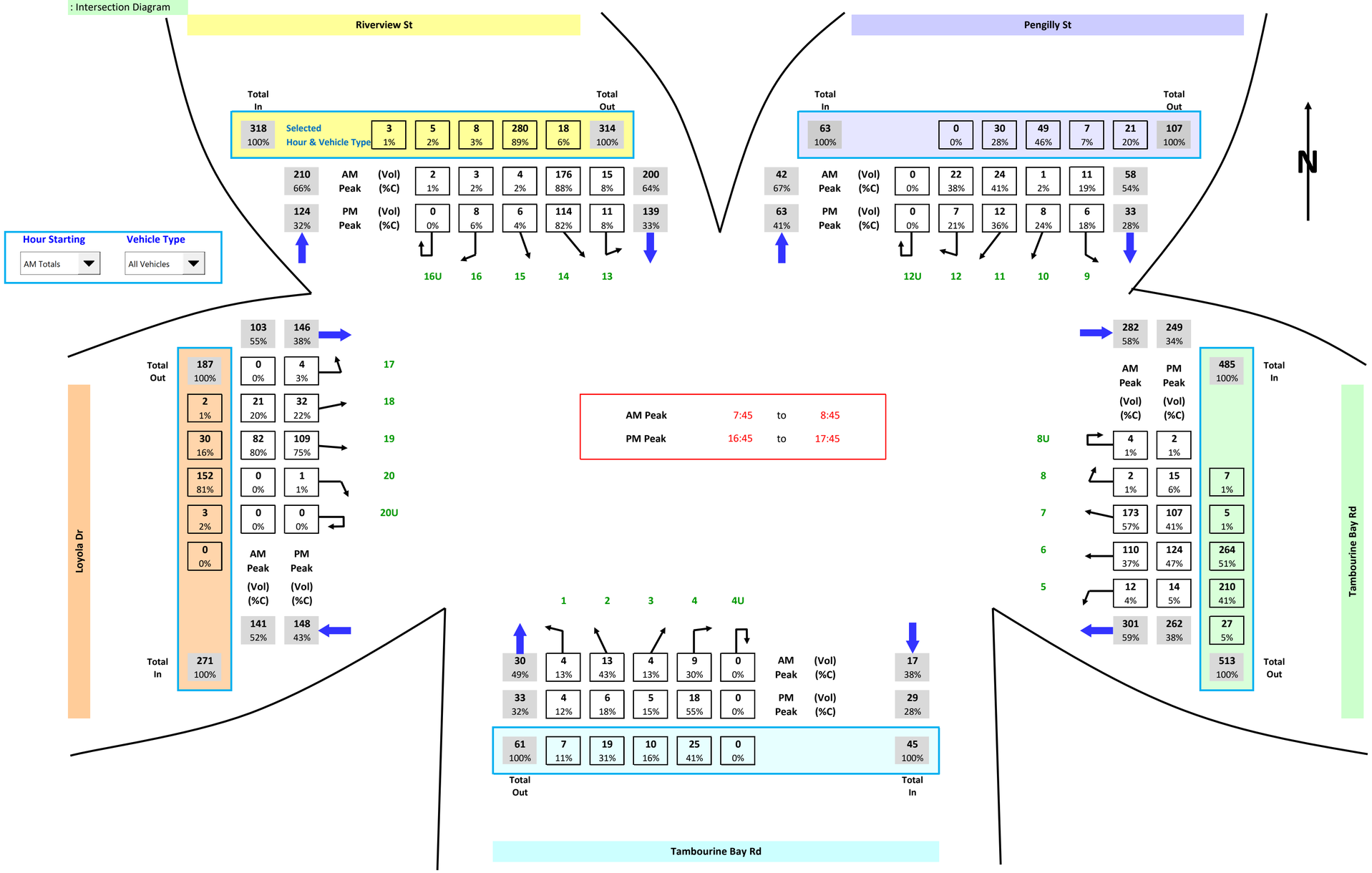
MATRIX Traffic and Transport Data

Approach		Tambourine Bay Rd				Tambourine Bay Rd				Pengilly St				Riverview St				Loyola Dr				Grand Total
	Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM	7:45 to 8:45	25	0	5	**30**	284	5	12	**301**	57	1	0	**58**	196	4	0	**200**	90	0	13	**103**	**692**
PM	16:45 to 17:45	31	0	2	**33**	257	0	5	**262**	33	0	0	**33**	137	1	1	**139**	142	1	3	**146**	**613**

Approach	Tambourine Bay Rd				Tambourine Bay Rd				Pengilly St				Riverview St				Loyola Dr				Grand Total
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
7:00 to 8:00	21	1	3	**25**	231	3	9	**243**	59	0	0	**59**	97	4	0	**101**	68	0	4	**72**	**500**
7:15 to 8:15	23	1	3	**27**	262	5	9	**276**	61	0	0	**61**	119	3	0	**122**	69	0	8	**77**	**563**
7:30 to 8:30	27	0	5	**32**	299	4	13	**316**	64	1	0	**65**	171	3	0	**174**	82	0	11	**93**	**680**
7:45 to 8:45	25	0	5	**30**	284	5	12	**301**	57	1	0	**58**	196	4	0	**200**	90	0	13	**103**	**692**
8:00 to 9:00	28	0	4	**32**	226	4	7	**237**	39	1	0	**40**	187	4	0	**191**	93	0	10	**103**	**603**
8:15 to 9:15	23	0	3	**26**	159	2	6	**167**	27	1	0	**28**	153	2	0	**155**	70	0	6	**76**	**452**
8:30 to 9:30	13	1	1	**15**	92	2	1	**95**	20	0	0	**20**	95	2	0	**97**	41	0	4	**45**	**272**
AM Totals	**52**	**2**	**7**	**61**	**490**	**7**	**16**	**513**	**106**	**1**	**0**	**107**	**306**	**8**	**0**	**314**	**172**	**0**	**15**	**187**	**1,182**
14:00 to 15:00	14	1	2	**17**	60	2	0	**62**	17	0	0	**17**	45	2	0	**47**	30	0	0	**30**	**173**
14:15 to 15:15	13	1	2	**16**	109	2	0	**111**	23	0	0	**23**	57	0	0	**57**	39	0	0	**39**	**246**
14:30 to 15:30	14	1	3	**18**	153	2	2	**157**	30	0	0	**30**	100	0	0	**100**	46	0	0	**46**	**351**
14:45 to 15:45	20	1	4	**25**	189	2	8	**199**	35	0	1	**36**	126	0	0	**126**	95	0	3	**98**	**484**
15:00 to 16:00	19	0	4	**23**	200	2	10	**212**	37	0	1	**38**	136	1	1	**138**	107	0	5	**112**	**523**
15:15 to 16:15	23	0	4	**27**	167	2	11	**180**	33	0	1	**34**	136	2	2	**140**	126	0	6	**132**	**513**
15:30 to 16:30	23	0	5	**28**	158	2	9	**169**	26	0	1	**27**	98	2	2	**102**	135	0	6	**141**	**467**
15:45 to 16:45	19	0	4	**23**	147	2	3	**152**	23	0	0	**23**	102	3	2	**107**	104	0	3	**107**	**412**
16:00 to 17:00	26	0	4	**30**	188	1	2	**191**	30	0	0	**30**	100	2	1	**103**	106	0	1	**107**	**461**
16:15 to 17:15	26	0	4	**30**	235	1	2	**238**	30	0	0	**30**	118	2	0	**120**	115	1	2	**118**	**536**
16:30 to 17:30	29	0	3	**32**	251	1	3	**255**	32	0	0	**32**	148	2	0	**150**	112	1	2	**115**	**584**
16:45 to 17:45	31	0	2	**33**	257	0	5	**262**	33	0	0	**33**	137	1	1	**139**	142	1	3	**146**	**613**
17:00 to 18:00	30	0	3	**33**	222	0	4	**226**	32	0	0	**32**	127	1	1	**129**	130	1	3	**134**	**554**
PM Totals	**89**	**1**	**13**	**103**	**670**	**5**	**16**	**691**	**116**	**0**	**1**	**117**	**408**	**6**	**3**	**417**	**373**	**1**	**9**	**383**	**1,711**

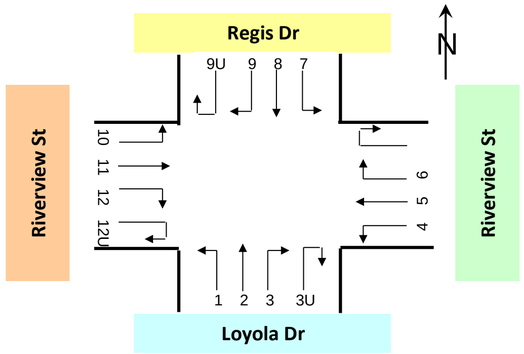
Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 3. Riverview St & Tambourine Bay Rd & Loyola Dr & Pengilly St

Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram



Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 4. Riverview St & Loyola Dr & Regis Dr

Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



MATRIX Traffic and Transport Data

Classifications	Class 1	Class 2	Class 3
	Cars	Trucks	Buses

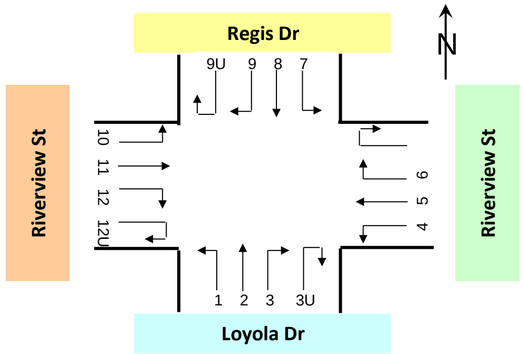
Approach	Loyola Dr																Riverview St															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 9:15	2	0	0	**2**	1	0	0	**1**	16	0	0	**16**	0	0	0	**0**	7	0	0	**7**	9	0	0	**9**	3	0	0	**3**	0	0	0	**0**
9:15 to 9:30	1	0	0	**1**	2	0	0	**2**	7	0	0	**7**	0	0	0	**0**	9	0	0	**9**	13	1	0	**14**	11	0	0	**11**	0	0	0	**0**
9:30 to 9:45	1	0	0	**1**	1	0	0	**1**	3	0	0	**3**	0	0	0	**0**	7	0	0	**7**	7	1	0	**8**	10	0	0	**10**	0	0	0	**0**
9:45 to 10:00	0	0	0	**0**	2	0	0	**2**	12	0	0	**12**	0	0	0	**0**	13	0	0	**13**	7	0	0	**7**	4	0	0	**4**	0	0	0	**0**
10:00 to 10:15	2	0	0	**2**	1	0	0	**1**	9	0	0	**9**	0	0	0	**0**	6	0	0	**6**	11	2	0	**13**	8	0	0	**8**	0	0	0	**0**
10:15 to 10:30	1	0	0	**1**	1	0	0	**1**	14	0	0	**14**	0	0	0	**0**	6	0	0	**6**	5	0	0	**5**	8	0	0	**8**	0	0	0	**0**
10:30 to 10:45	2	0	0	**2**	2	0	0	**2**	15	0	0	**15**	0	0	0	**0**	11	0	0	**11**	12	1	0	**13**	6	0	0	**6**	0	0	0	**0**
10:45 to 11:00	1	0	0	**1**	1	0	0	**1**	9	0	0	**9**	0	0	0	**0**	12	2	0	**14**	14	1	0	**15**	1	0	0	**1**	0	0	0	**0**
11:00 to 11:15	1	0	0	**1**	1	0	0	**1**	18	0	0	**18**	0	0	0	**0**	5	0	0	**5**	15	0	0	**15**	3	0	0	**3**	0	0	0	**0**
11:15 to 11:30	0	0	0	**0**	2	0	0	**2**	11	0	0	**11**	0	0	0	**0**	6	0	0	**6**	12	1	0	**13**	3	0	0	**3**	0	0	0	**0**
11:30 to 11:45	1	0	0	**1**	1	0	0	**1**	11	0	0	**11**	0	0	0	**0**	12	0	0	**12**	10	1	0	**11**	2	0	0	**2**	0	0	0	**0**
11:45 to 12:00	0	0	0	**0**	0	0	0	**0**	8	0	0	**8**	0	0	0	**0**	11	0	0	**11**	9	0	0	**9**	2	0	0	**2**	0	0	0	**0**
12:00 to 12:15	2	0	0	**2**	0	0	0	**0**	23	0	0	**23**	0	0	0	**0**	6	0	0	**6**	14	1	0	**15**	1	0	0	**1**	0	0	0	**0**
12:15 to 12:30	2	0	0	**2**	0	0	0	**0**	13	0	0	**13**	0	0	0	**0**	4	0	0	**4**	12	0	0	**12**	3	0	0	**3**	0	0	0	**0**
12:30 to 12:45	5	0	0	**5**	1	0	0	**1**	10	0	0	**10**	0	0	0	**0**	10	0	0	**10**	14	1	0	**15**	2	0	0	**2**	0	0	0	**0**
12:45 to 13:00	4	0	0	**4**	2	0	0	**2**	21	0	0	**21**	0	0	0	**0**	14	0	0	**14**	8	1	0	**9**	2	0	0	**2**	0	0	0	**0**
Total	**25**	**0**	**0**	**25**	**18**	**0**	**0**	**18**	**200**	**0**	**0**	**200**	**0**	**0**	**0**	**0**	**139**	**2**	**0**	**141**	**172**	**11**	**0**	**183**	**69**	**0**	**0**	**69**	**0**	**0**	**0**	**0**

Approach	Regis Dr				Riverview St			
Direction	Direction 7 (Left Turn)	Direction 8 (Through)	Direction 9 (Right Turn)	Direction 9U (U Turn)	Direction 10 (Left Turn)	Direction 11 (Through)	Direction 12 (Right Turn)	Direction 12U (U Turn)

Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 9:15	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	5	0	0	**5**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
9:15 to 9:30	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	7	0	0	**7**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
9:30 to 9:45	5	0	0	**5**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	13	1	0	**14**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
9:45 to 10:00	14	0	0	**14**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	4	1	0	**5**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
10:00 to 10:15	9	0	0	**9**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	16	0	0	**16**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
10:15 to 10:30	6	0	0	**6**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	7	1	0	**8**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
10:30 to 10:45	10	0	0	**10**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	11	0	0	**11**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
10:45 to 11:00	29	0	0	**29**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	8	0	0	**8**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**
11:00 to 11:15	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	12	0	0	**12**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
11:15 to 11:30	6	0	0	**6**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	7	0	0	**7**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
11:30 to 11:45	9	0	0	**9**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	11	0	0	**11**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
11:45 to 12:00	19	0	0	**19**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	8	0	0	**8**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
12:00 to 12:15	4	0	0	**4**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	14	0	0	**14**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
12:15 to 12:30	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	9	0	0	**9**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
12:30 to 12:45	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	14	0	0	**14**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
12:45 to 13:00	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	10	0	0	**10**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Total	**122**	**0**	**0**	**122**	**14**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**156**	**3**	**0**	**159**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 4. Riverview St & Loyola Dr & Regis Dr

Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



MATRIX Traffic and Transport Data

Approach	Loyola Dr																Riverview St															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 10:00	4	0	0	**4**	6	0	0	**6**	38	0	0	**38**	0	0	0	**0**	36	0	0	**36**	36	2	0	**38**	28	0	0	**28**	0	0	0	**0**
9:15 to 10:15	4	0	0	**4**	6	0	0	**6**	31	0	0	**31**	0	0	0	**0**	35	0	0	**35**	38	4	0	**42**	33	0	0	**33**	0	0	0	**0**
9:30 to 10:30	4	0	0	**4**	5	0	0	**5**	38	0	0	**38**	0	0	0	**0**	32	0	0	**32**	30	3	0	**33**	30	0	0	**30**	0	0	0	**0**
9:45 to 10:45	5	0	0	**5**	6	0	0	**6**	50	0	0	**50**	0	0	0	**0**	36	0	0	**36**	35	3	0	**38**	26	0	0	**26**	0	0	0	**0**
10:00 to 11:00	6	0	0	**6**	5	0	0	**5**	47	0	0	**47**	0	0	0	**0**	35	2	0	**37**	42	4	0	**46**	23	0	0	**23**	0	0	0	**0**
10:15 to 11:15	5	0	0	**5**	5	0	0	**5**	56	0	0	**56**	0	0	0	**0**	34	2	0	**36**	46	2	0	**48**	18	0	0	**18**	0	0	0	**0**
10:30 to 11:30	4	0	0	**4**	6	0	0	**6**	53	0	0	**53**	0	0	0	**0**	34	2	0	**36**	53	3	0	**56**	13	0	0	**13**	0	0	0	**0**
10:45 to 11:45	3	0	0	**3**	5	0	0	**5**	49	0	0	**49**	0	0	0	**0**	35	2	0	**37**	51	3	0	**54**	9	0	0	**9**	0	0	0	**0**
11:00 to 12:00	2	0	0	**2**	4	0	0	**4**	48	0	0	**48**	0	0	0	**0**	34	0	0	**34**	46	2	0	**48**	10	0	0	**10**	0	0	0	**0**
11:15 to 12:15	3	0	0	**3**	3	0	0	**3**	53	0	0	**53**	0	0	0	**0**	35	0	0	**35**	45	3	0	**48**	8	0	0	**8**	0	0	0	**0**
11:30 to 12:30	5	0	0	**5**	1	0	0	**1**	55	0	0	**55**	0	0	0	**0**	33	0	0	**33**	45	2	0	**47**	8	0	0	**8**	0	0	0	**0**
11:45 to 12:45	9	0	0	**9**	1	0	0	**1**	54	0	0	**54**	0	0	0	**0**	31	0	0	**31**	49	2	0	**51**	8	0	0	**8**	0	0	0	**0**
12:00 to 13:00	13	0	0	**13**	3	0	0	**3**	67	0	0	**67**	0	0	0	**0**	34	0	0	**34**	48	3	0	**51**	8	0	0	**8**	0	0	0	**0**
Total	**25**	**0**	**0**	**25**	**18**	**0**	**0**	**18**	**200**	**0**	**0**	**200**	**0**	**0**	**0**	**0**	**139**	**2**	**0**	**141**	**172**	**11**	**0**	**183**	**69**	**0**	**0**	**69**	**0**	**0**	**0**	**0**

Approach	Regis Dr																Riverview St											
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
9:00 to 10:00	23	0	0	**23**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	29	2	0	**31**	2	0	0	**2**	0	0	0	**0**
9:15 to 10:15	30	0	0	**30**	4	0	0	**4**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	40	2	0	**42**	2	0	0	**2**	0	0	0	**0**
9:30 to 10:30	34	0	0	**34**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	40	3	0	**43**	2	0	0	**2**	0	0	0	**0**
9:45 to 10:45	39	0	0	**39**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	38	2	0	**40**	1	0	0	**1**	0	0	0	**0**
10:00 to 11:00	54	0	0	**54**	4	0	0	**4**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	42	1	0	**43**	2	0	0	**2**	0	0	0	**0**
10:15 to 11:15	48	0	0	**48**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	38	1	0	**39**	3	0	0	**3**	0	0	0	**0**
10:30 to 11:30	48	0	0	**48**	5	0	0	**5**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	38	0	0	**38**	3	0	0	**3**	0	0	0	**0**
10:45 to 11:45	47	0	0	**47**	5	0	0	**5**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	38	0	0	**38**	3	0	0	**3**	0	0	0	**0**
11:00 to 12:00	37	0	0	**37**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	38	0	0	**38**	1	0	0	**1**	0	0	0	**0**
11:15 to 12:15	38	0	0	**38**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	40	0	0	**40**	0	0	0	**0**	0	0	0	**0**
11:30 to 12:30	34	0	0	**34**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	42	0	0	**42**	0	0	0	**0**	0	0	0	**0**
11:45 to 12:45	25	0	0	**25**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	45	0	0	**45**	1	0	0	**1**	0	0	0	**0**
12:00 to 13:00	8	0	0	**8**	4	0	0	**4**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	47	0	0	**47**	1	0	0	**1**	0	0	0	**0**
Total	**122**	**0**	**0**	**122**	**14**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**156**	**3**	**0**	**159**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**

Job No. : N5422

Client : Positive Traffic Pty Ltd

Suburb : Riverview Surveys

Location : 4. Riverview St & Loyola Dr & Regis Dr

Day/Date : Sat, 9th Nov 2019

Weather : Fine

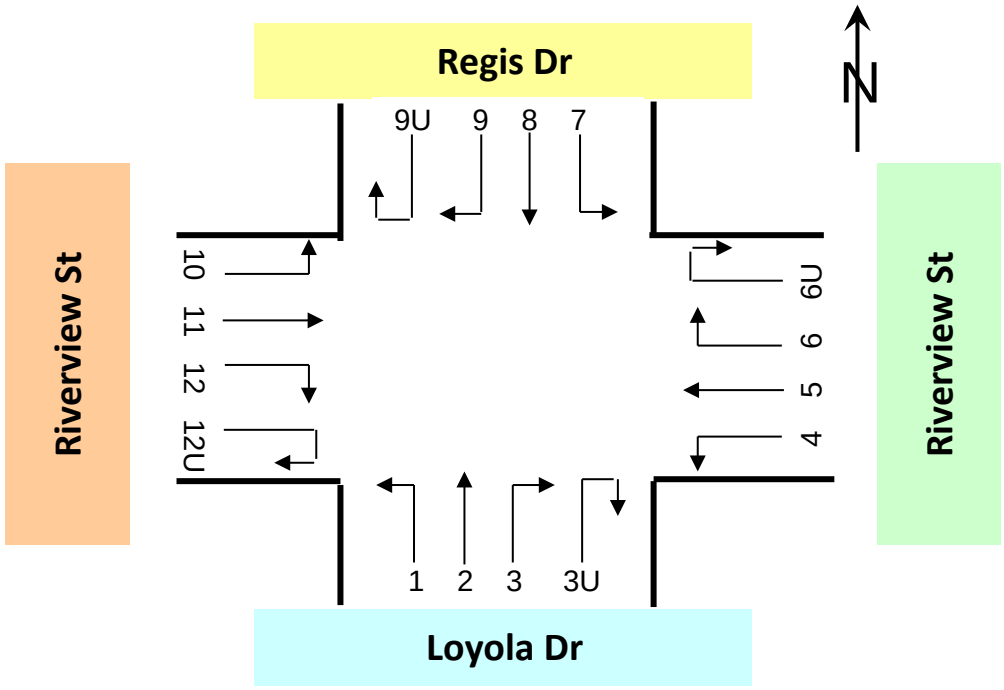
Description : Classified Intersection Count

: Peak Hour Summary

Approach	Loyola Dr				Riverview St		
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses
10:00 to 11:00	58	0	0	**58**	100	6	0

Approach	Loyola Dr				Riverview St		
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses
9:00 to 10:00	48	0	0	**48**	100	2	0
9:15 to 10:15	41	0	0	**41**	106	4	0
9:30 to 10:30	47	0	0	**47**	92	3	0
9:45 to 10:45	61	0	0	**61**	97	3	0
10:00 to 11:00	58	0	0	**58**	100	6	0
10:15 to 11:15	66	0	0	**66**	98	4	0
10:30 to 11:30	63	0	0	**63**	100	5	0
10:45 to 11:45	57	0	0	**57**	95	5	0

11:00	to	12:00	54	0	0	**54**	90	2	0
11:15	to	12:15	59	0	0	**59**	88	3	0
11:30	to	12:30	61	0	0	**61**	86	2	0
11:45	to	12:45	64	0	0	**64**	88	2	0
12:00	to	13:00	83	0	0	**83**	90	3	0
Total			**243**	**0**	**0**	**243**	**380**	**13**	**0**



	Regis Dr				Riverview St				Grand Total
Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
106	58	0	0	**58**	44	1	0	**45**	**267**

	Regis Dr				Riverview St				Grand Total
Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
102	26	0	0	**26**	31	2	0	**33**	**209**
110	34	0	0	**34**	42	2	0	**44**	**229**
95	36	0	0	**36**	42	3	0	**45**	**223**
100	41	0	0	**41**	39	2	0	**41**	**243**
106	58	0	0	**58**	44	1	0	**45**	**267**
102	51	0	0	**51**	41	1	0	**42**	**261**
105	53	0	0	**53**	41	0	0	**41**	**262**
100	52	0	0	**52**	41	0	0	**41**	**250**

92	40	0	0	**40**	39	0	0	**39**	**225**
91	41	0	0	**41**	40	0	0	**40**	**231**
88	37	0	0	**37**	42	0	0	**42**	**228**
90	28	0	0	**28**	46	0	0	**46**	**228**
93	12	0	0	**12**	48	0	0	**48**	**236**
393	**136**	**0**	**0**	**136**	**162**	**3**	**0**	**165**	**937**

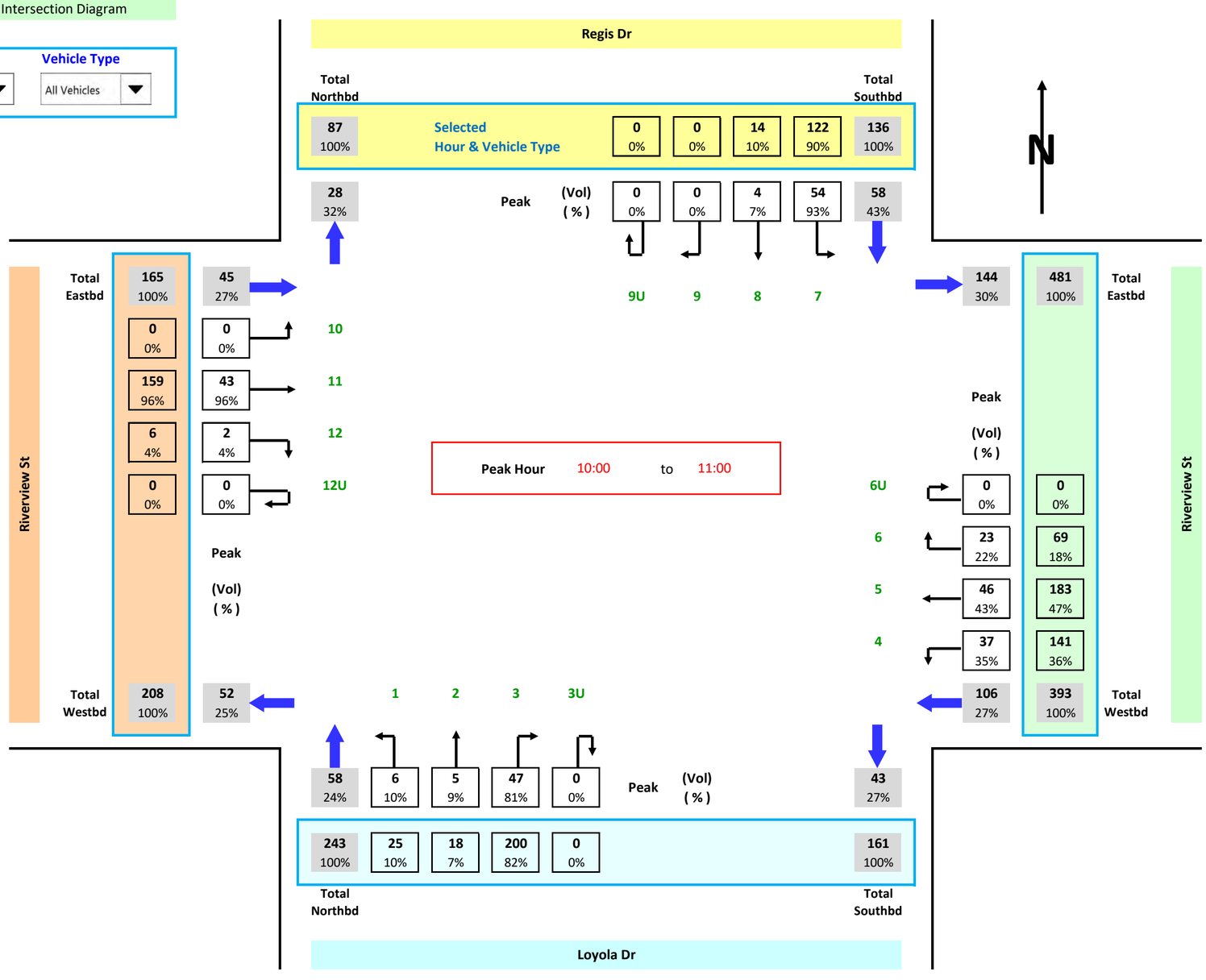

MATRIX
Traffic and Transport Data

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 4. Riverview St & Loyola Dr & Regis Dr

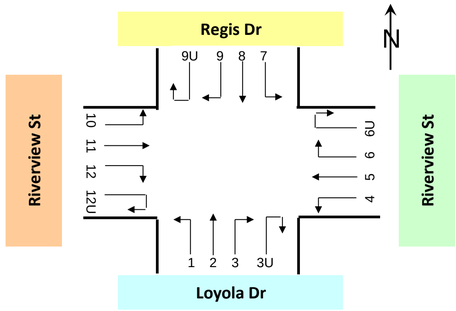
Day/Date : Sat, 9th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data

Hour Starting: Total
Vehicle Type: All Vehicles



Job No.	: N5422
Client	: Positive Traffic Pty Ltd
Suburb	: Riverview Surveys
Location	: 4. Riverview St & Loyola Dr & Regis Dr
Day/Date	: Wed, 13th Nov 2019
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



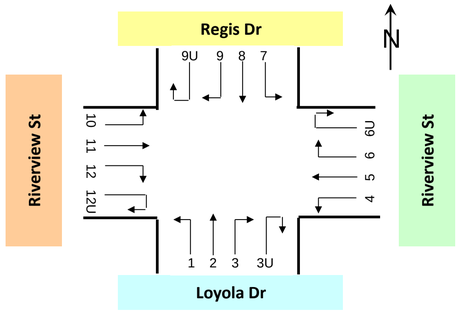
	Class 1	Class 2	Class 3
Classifications	Cars	Trucks	Buses

Approach	**Loyola Dr**																**Riverview St**															
Direction	**Direction 1 (Left Turn)**				**Direction 2 (Through)**				**Direction 3 (Right Turn)**				**Direction 3U (U Turn)**				**Direction 4 (Left Turn)**				**Direction 5 (Through)**				**Direction 6 (Right Turn)**				**Direction 6U (U Turn)**			
Time Period	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**	**Cars**	**Trucks**	**Buses**	**Total**
7:00 to 7:15	1	0	0	**1**	0	0	0	**0**	4	0	0	**4**	0	0	0	**0**	5	0	0	**5**	6	0	0	**6**	2	0	0	**2**	0	0	0	**0**
7:15 to 7:30	0	0	0	**0**	0	0	0	**0**	4	0	0	**4**	0	0	0	**0**	17	0	0	**17**	3	0	1	**4**	5	0	1	**6**	0	0	0	**0**
7:30 to 7:45	1	0	0	**1**	0	0	0	**0**	10	0	0	**10**	0	0	0	**0**	21	0	0	**21**	6	0	0	**6**	10	0	2	**12**	0	0	0	**0**
7:45 to 8:00	0	0	0	**0**	1	0	0	**1**	11	0	0	**11**	0	0	0	**0**	28	1	0	**29**	0	0	2	**2**	12	0	6	**18**	0	0	0	**0**
8:00 to 8:15	1	0	0	**1**	2	0	0	**2**	26	2	0	**28**	0	0	0	**0**	32	2	0	**34**	7	0	1	**8**	20	0	1	**21**	0	0	0	**0**
8:15 to 8:30	1	0	0	**1**	6	0	1	**7**	42	1	0	**43**	0	0	0	**0**	46	0	2	**48**	7	0	2	**9**	22	0	2	**24**	0	0	0	**0**
8:30 to 8:45	0	0	0	**0**	0	0	0	**0**	21	1	0	**22**	0	0	0	**0**	18	0	1	**19**	5	1	0	**6**	7	0	1	**8**	0	0	0	**0**
8:45 to 9:00	1	0	0	**1**	2	0	1	**3**	6	0	0	**6**	0	0	0	**0**	6	0	0	**6**	5	0	1	**6**	1	0	0	**1**	0	0	0	**0**
9:00 to 9:15	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	2	0	0	**2**	3	0	2	**5**	0	0	0	**0**	0	0	0	**0**
9:15 to 9:30	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	8	0	0	**8**	4	0	1	**5**	0	0	0	**0**	0	0	0	**0**
AM Totals	**5**	**0**	**0**	**5**	**11**	**0**	**2**	**13**	**128**	**4**	**0**	**132**	**0**	**0**	**0**	**0**	**183**	**3**	**3**	**189**	**46**	**1**	**10**	**57**	**79**	**0**	**13**	**92**	**0**	**0**	**0**	**0**
14:00 to 14:15	1	0	0	**1**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	2	0	1	**3**	1	0	0	**1**	0	0	0	**0**
14:15 to 14:30	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**
14:30 to 14:45	1	0	0	**1**	0	0	0	**0**	5	0	0	**5**	0	0	0	**0**	1	0	0	**1**	3	1	1	**5**	0	0	0	**0**	0	0	0	**0**
14:45 to 15:00	0	0	0	**0**	0	0	0	**0**	8	0	0	**8**	0	0	0	**0**	5	0	0	**5**	4	1	0	**5**	9	0	0	**9**	0	0	0	**0**
15:00 to 15:15	0	0	0	**0**	0	0	0	**0**	8	0	0	**8**	0	0	0	**0**	8	0	0	**8**	7	0	1	**8**	16	0	0	**16**	0	0	0	**0**
15:15 to 15:30	0	0	0	**0**	1	0	0	**1**	13	0	0	**13**	0	0	0	**0**	10	0	0	**10**	12	0	1	**13**	11	0	2	**13**	0	0	0	**0**
15:30 to 15:45	0	0	0	**0**	1	0	0	**1**	21	1	0	**22**	0	0	0	**0**	15	0	3	**18**	2	0	0	**2**	6	0	4	**10**	0	0	0	**0**
15:45 to 16:00	0	0	0	**0**	0	0	0	**0**	21	0	1	**22**	0	0	0	**0**	5	0	1	**6**	4	0	0	**4**	2	0	2	**4**	0	0	0	**0**
16:00 to 16:15	0	1	0	**1**	3	0	0	**3**	19	0	0	**19**	0	0	0	**0**	6	0	0	**6**	6	0	0	**6**	3	0	1	**4**	0	0	0	**0**
16:15 to 16:30	0	0	0	**0**	3	0	0	**3**	5	0	0	**5**	0	0	0	**0**	3	0	0	**3**	10	0	2	**12**	10	0	0	**10**	0	0	0	**0**
16:30 to 16:45	0	0	0	**0**	0	0	0	**0**	9	1	0	**10**	0	0	0	**0**	3	0	0	**3**	1	0	1	**2**	12	0	0	**12**	0	0	0	**0**
16:45 to 17:00	0	0	0	**0**	1	0	0	**1**	18	0	0	**18**	0	0	0	**0**	13	0	1	**14**	14	0	0	**14**	5	0	0	**5**	0	0	0	**0**
17:00 to 17:15	0	0	0	**0**	5	0	0	**5**	16	0	0	**16**	0	0	0	**0**	5	0	1	**6**	8	0	1	**9**	16	0	0	**16**	0	0	0	**0**
17:15 to 17:30	0	0	0	**0**	1	0	0	**1**	11	0	0	**11**	0	0	0	**0**	4	0	0	**4**	8	0	0	**8**	11	0	1	**12**	0	0	0	**0**
17:30 to 17:45	1	0	0	**1**	1	0	0	**1**	9	0	1	**10**	0	0	0	**0**	3	0	1	**4**	8	0	0	**8**	2	0	0	**2**	0	0	0	**0**
17:45 to 18:00	1	0	0	**1**	2	0	0	**2**	2	0	0	**2**	0	0	0	**0**	4	0	0	**4**	15	0	1	**16**	2	0	0	**2**	0	0	0	**0**
PM Totals	**5**	**1**	**0**	**6**	**20**	**0**	**0**	**20**	**167**	**2**	**2**	**171**	**0**	**0**	**0**	**0**	**88**	**0**	**7**	**95**	**107**	**2**	**9**	**118**	**106**	**0**	**10**	**116**	**0**	**0**	**0**	**0**

Approach	Regis Dr																Riverview St															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00 to 7:15	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	9	2	0	**11**	0	0	0	**0**	0	0	0	**0**
7:15 to 7:30	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	10	0	0	**10**	0	0	0	**0**	0	0	0	**0**
7:30 to 7:45	4	0	0	**4**	0	0	2	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	5	1	0	**6**	1	0	0	**1**	0	0	0	**0**
7:45 to 8:00	7	0	0	**7**	2	0	5	**7**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	9	0	0	**9**	1	0	0	**1**	0	0	0	**0**
8:00 to 8:15	10	0	0	**10**	3	0	1	**4**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	10	0	0	**10**	1	0	0	**1**	0	0	0	**0**
8:15 to 8:30	23	0	0	**23**	7	0	3	**10**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	6	0	0	**6**	2	0	0	**2**	0	0	0	**0**
8:30 to 8:45	5	0	0	**5**	5	0	1	**6**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	15	0	0	**15**	0	0	0	**0**	0	0	0	**0**
8:45 to 9:00	0	0	0	**0**	3	0	1	**4**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	8	0	0	**8**	0	0	0	**0**	0	0	0	**0**
9:00 to 9:15	1	0	0	**1**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	4	0	0	**4**	0	0	0	**0**	0	0	0	**0**
9:15 to 9:30	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	6	0	0	**6**	1	0	0	**1**	0	0	0	**0**
AM Totals	**53**	**0**	**0**	**53**	**22**	**0**	**14**	**36**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**82**	**3**	**0**	**85**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**
14:00 to 14:15	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	1	0	0	**1**	0	0	0	**0**
14:15 to 14:30	3	0	0	**3**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	4	0	0	**4**	4	0	0	**4**	0	0	0	**0**
14:30 to 14:45	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	6	0	0	**6**	1	0	0	**1**	0	0	0	**0**
14:45 to 15:00	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	8	0	0	**8**	0	0	0	**0**	0	0	0	**0**
15:00 to 15:15	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	4	0	0	**4**	0	0	0	**0**	0	0	0	**0**
15:15 to 15:30	29	0	0	**29**	3	0	2	**5**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	5	0	0	**5**	0	0	0	**0**	0	0	0	**0**
15:30 to 15:45	8	0	0	**8**	0	0	4	**4**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	17	0	0	**17**	0	0	0	**0**	0	0	0	**0**
15:45 to 16:00	5	0	0	**5**	1	0	2	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	4	0	0	**4**	1	0	0	**1**	0	0	0	**0**
16:00 to 16:15	3	0	1	**4**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	5	1	0	**6**	1	0	0	**1**	0	0	0	**0**
16:15 to 16:30	3	0	0	**3**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	3	0	0	**3**	1	0	0	**1**	0	0	0	**0**
16:30 to 16:45	20	0	0	**20**	4	0	0	**4**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	7	0	0	**7**	0	0	0	**0**	0	0	0	**0**
16:45 to 17:00	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	8	0	0	**8**	1	0	0	**1**	0	0	0	**0**
17:00 to 17:15	8	1	0	**9**	4	0	0	**4**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	1	0	0	**1**	0	0	0	**0**
17:15 to 17:30	25	0	0	**25**	3	0	1	**4**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	8	0	0	**8**	0	0	0	**0**	0	0	0	**0**
17:30 to 17:45	5	0	0	**5**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	6	0	0	**6**	0	0	0	**0**	0	0	0	**0**
17:45 to 18:00	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
PM Totals	**119**	**1**	**1**	**121**	**22**	**0**	**9**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**90**	**1**	**0**	**91**	**11**	**0**	**0**	**11**	**0**	**0**	**0**	**0**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 4. Riverview St & Loyola Dr & Regis Dr

Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



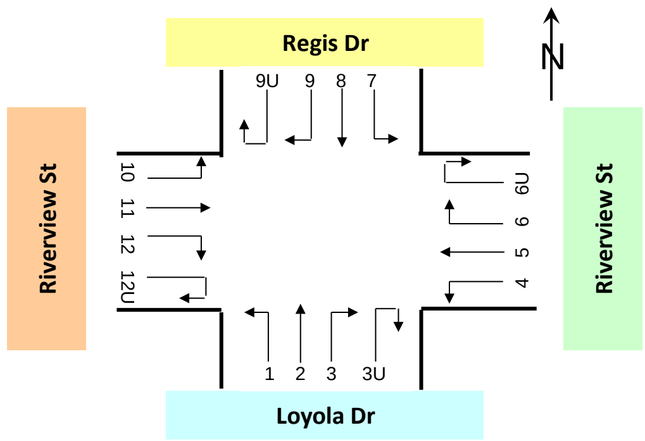
MATRIX
Traffic and Transport Data

Approach	Loyola Dr																Riverview St															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00 to 8:00	2	0	0	**2**	1	0	0	**1**	29	0	0	**29**	0	0	0	**0**	71	1	0	**72**	15	0	3	**18**	29	0	9	**38**	0	0	0	**0**
7:15 to 8:15	2	0	0	**2**	3	0	0	**3**	51	2	0	**53**	0	0	0	**0**	98	3	0	**101**	16	0	4	**20**	47	0	10	**57**	0	0	0	**0**
7:30 to 8:30	3	0	0	**3**	9	0	1	**10**	89	3	0	**92**	0	0	0	**0**	127	3	2	**132**	20	0	5	**25**	64	0	11	**75**	0	0	0	**0**
7:45 to 8:45	2	0	0	**2**	9	0	1	**10**	100	4	0	**104**	0	0	0	**0**	124	3	3	**130**	19	1	5	**25**	61	0	10	**71**	0	0	0	**0**
8:00 to 9:00	3	0	0	**3**	10	0	2	**12**	95	4	0	**99**	0	0	0	**0**	102	2	3	**107**	24	1	4	**29**	50	0	4	**54**	0	0	0	**0**
8:15 to 9:15	2	0	0	**2**	8	0	2	**10**	71	2	0	**73**	0	0	0	**0**	72	0	3	**75**	20	1	5	**26**	30	0	3	**33**	0	0	0	**0**
8:30 to 9:30	1	0	0	**1**	2	0	1	**3**	31	1	0	**32**	0	0	0	**0**	34	0	1	**35**	17	1	4	**22**	8	0	1	**9**	0	0	0	**0**
AM Totals	**5**	**0**	**0**	**5**	**11**	**0**	**2**	**13**	**128**	**4**	**0**	**132**	**0**	**0**	**0**	**0**	**183**	**3**	**3**	**189**	**46**	**1**	**10**	**57**	**79**	**0**	**13**	**92**	**0**	**0**	**0**	**0**
14:00 to 15:00	3	0	0	**3**	2	0	0	**2**	15	0	0	**15**	0	0	0	**0**	9	0	0	**9**	12	2	2	**16**	10	0	0	**10**	0	0	0	**0**
14:15 to 15:15	2	0	0	**2**	2	0	0	**2**	21	0	0	**21**	0	0	0	**0**	17	0	0	**17**	17	2	2	**21**	25	0	0	**25**	0	0	0	**0**
14:30 to 15:30	1	0	0	**1**	1	0	0	**1**	34	0	0	**34**	0	0	0	**0**	24	0	0	**24**	26	2	3	**31**	36	0	2	**38**	0	0	0	**0**
14:45 to 15:45	0	0	0	**0**	2	0	0	**2**	50	1	0	**51**	0	0	0	**0**	38	0	3	**41**	25	1	2	**28**	42	0	6	**48**	0	0	0	**0**
15:00 to 16:00	0	0	0	**0**	2	0	0	**2**	63	1	1	**65**	0	0	0	**0**	38	0	4	**42**	25	0	2	**27**	35	0	8	**43**	0	0	0	**0**
15:15 to 16:15	0	1	0	**1**	5	0	0	**5**	74	1	1	**76**	0	0	0	**0**	36	0	4	**40**	24	0	1	**25**	22	0	9	**31**	0	0	0	**0**
15:30 to 16:30	0	1	0	**1**	7	0	0	**7**	66	1	1	**68**	0	0	0	**0**	29	0	4	**33**	22	0	2	**24**	21	0	7	**28**	0	0	0	**0**
15:45 to 16:45	0	1	0	**1**	6	0	0	**6**	54	1	1	**56**	0	0	0	**0**	17	0	1	**18**	21	0	3	**24**	27	0	3	**30**	0	0	0	**0**
16:00 to 17:00	0	1	0	**1**	7	0	0	**7**	51	1	0	**52**	0	0	0	**0**	25	0	1	**26**	31	0	3	**34**	30	0	1	**31**	0	0	0	**0**
16:15 to 17:15	0	0	0	**0**	9	0	0	**9**	48	1	0	**49**	0	0	0	**0**	24	0	2	**26**	33	0	4	**37**	43	0	0	**43**	0	0	0	**0**
16:30 to 17:30	0	0	0	**0**	7	0	0	**7**	54	1	0	**55**	0	0	0	**0**	25	0	2	**27**	31	0	2	**33**	44	0	1	**45**	0	0	0	**0**
16:45 to 17:45	1	0	0	**1**	8	0	0	**8**	54	0	1	**55**	0	0	0	**0**	25	0	3	**28**	38	0	1	**39**	34	0	1	**35**	0	0	0	**0**
17:00 to 18:00	2	0	0	**2**	9	0	0	**9**	38	0	1	**39**	0	0	0	**0**	16	0	2	**18**	39	0	2	**41**	31	0	1	**32**	0	0	0	**0**
PM Totals	**5**	**1**	**0**	**6**	**20**	**0**	**0**	**20**	**167**	**2**	**2**	**171**	**0**	**0**	**0**	**0**	**88**	**0**	**7**	**95**	**107**	**2**	**9**	**118**	**106**	**0**	**10**	**116**	**0**	**0**	**0**	**0**

Approach	Regis Dr																Riverview St															
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00 to 8:00	14	0	0	**14**	2	0	8	**10**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	33	3	0	**36**	2	0	0	**2**	0	0	0	**0**
7:15 to 8:15	21	0	0	**21**	5	0	9	**14**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	34	1	0	**35**	3	0	0	**3**	0	0	0	**0**
7:30 to 8:30	44	0	0	**44**	12	0	11	**23**	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	30	1	0	**31**	5	0	0	**5**	0	0	0	**0**
7:45 to 8:45	45	0	0	**45**	17	0	10	**27**	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	40	0	0	**40**	4	0	0	**4**	0	0	0	**0**
8:00 to 9:00	38	0	0	**38**	18	0	6	**24**	1	0	0	**1**	0	0	0	**0**	3	0	0	**3**	39	0	0	**39**	3	0	0	**3**	0	0	0	**0**
8:15 to 9:15	29	0	0	**29**	17	0	5	**22**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	33	0	0	**33**	2	0	0	**2**	0	0	0	**0**
8:30 to 9:30	6	0	0	**6**	10	0	2	**12**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	33	0	0	**33**	1	0	0	**1**	0	0	0	**0**
AM Totals	**53**	**0**	**0**	**53**	**22**	**0**	**14**	**36**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**82**	**3**	**0**	**85**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**
14:00 to 15:00	6	0	0	**6**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	21	0	0	**21**	6	0	0	**6**	0	0	0	**0**
14:15 to 15:15	8	0	0	**8**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	22	0	0	**22**	5	0	0	**5**	0	0	0	**0**
14:30 to 15:30	34	0	0	**34**	4	0	2	**6**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	23	0	0	**23**	1	0	0	**1**	0	0	0	**0**
14:45 to 15:45	42	0	0	**42**	3	0	6	**9**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	34	0	0	**34**	0	0	0	**0**	0	0	0	**0**
15:00 to 16:00	45	0	0	**45**	4	0	8	**12**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	30	0	0	**30**	1	0	0	**1**	0	0	0	**0**
15:15 to 16:15	45	0	1	**46**	7	0	8	**15**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	31	1	0	**32**	2	0	0	**2**	0	0	0	**0**
15:30 to 16:30	19	0	1	**20**	5	0	6	**11**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	29	1	0	**30**	3	0	0	**3**	0	0	0	**0**
15:45 to 16:45	31	0	1	**32**	9	0	2	**11**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	19	1	0	**20**	3	0	0	**3**	0	0	0	**0**
16:00 to 17:00	28	0	1	**29**	9	0	0	**9**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	23	1	0	**24**	3	0	0	**3**	0	0	0	**0**
16:15 to 17:15	33	1	0	**34**	10	0	0	**10**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	20	0	0	**20**	3	0	0	**3**	0	0	0	**0**
16:30 to 17:30	55	1	0	**56**	12	0	1	**13**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	25	0	0	**25**	2	0	0	**2**	0	0	0	**0**
16:45 to 17:45	40	1	0	**41**	8	0	1	**9**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	24	0	0	**24**	2	0	0	**2**	0	0	0	**0**
17:00 to 18:00	40	1	0	**41**	7	0	1	**8**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	16	0	0	**16**	1	0	0	**1**	0	0	0	**0**
PM Totals	**119**	**1**	**1**	**121**	**22**	**0**	**9**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**90**	**1**	**0**	**91**	**11**	**0**	**0**	**11**	**0**	**0**	**0**	**0**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 4. Riverview St & Loyola Dr & Regis Dr

Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

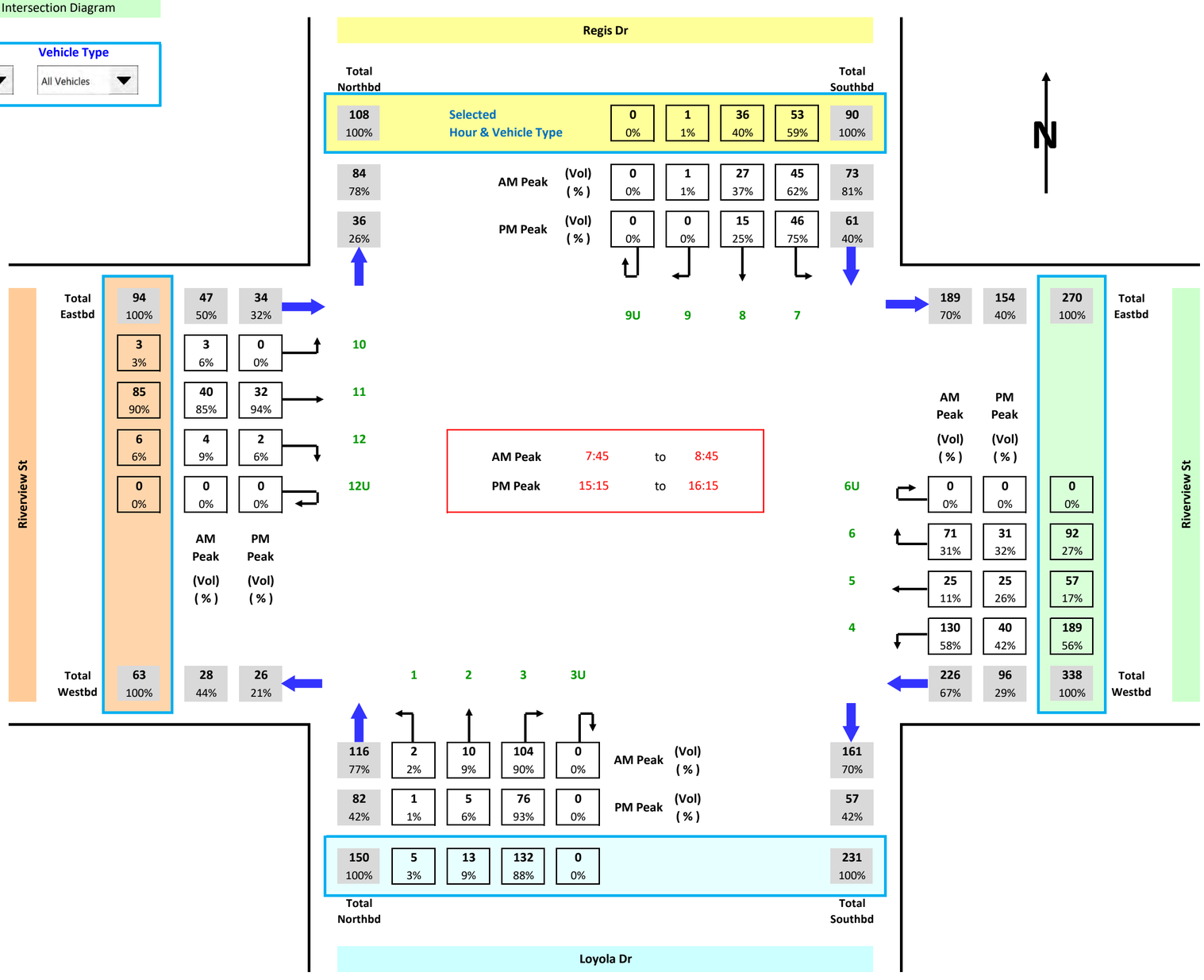
Approach		Loyola Dr				Riverview St				Regis Dr				Riverview St				Grand Total
	Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM	7:45 to 8:45	111	4	1	**116**	204	4	18	**226**	63	0	10	**73**	47	0	0	**47**	**462**
PM	15:15 to 16:15	79	2	1	**82**	82	0	14	**96**	52	0	9	**61**	33	1	0	**34**	**273**

Approach		Loyola Dr				Riverview St				Regis Dr				Riverview St				Grand Total
	Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
7:00 to 8:00		32	0	0	**32**	115	1	12	**128**	16	0	8	**24**	35	3	0	**38**	**222**
7:15 to 8:15		56	2	0	**58**	161	3	14	**178**	27	0	9	**36**	37	1	0	**38**	**310**
7:30 to 8:30		101	3	1	**105**	211	3	18	**232**	57	0	11	**68**	38	1	0	**39**	**444**
7:45 to 8:45		111	4	1	**116**	204	4	18	**226**	63	0	10	**73**	47	0	0	**47**	**462**
8:00 to 9:00		108	4	2	**114**	176	3	11	**190**	57	0	6	**63**	45	0	0	**45**	**412**
8:15 to 9:15		81	2	2	**85**	122	1	11	**134**	46	0	5	**51**	38	0	0	**38**	**308**
8:30 to 9:30		34	1	1	**36**	59	1	6	**66**	16	0	2	**18**	34	0	0	**34**	**154**
AM Totals		**144**	**4**	**2**	**150**	**308**	**4**	**26**	**338**	**76**	**0**	**14**	**90**	**91**	**3**	**0**	**94**	**672**
14:00 to 15:00		20	0	0	**20**	31	2	2	**35**	8	0	0	**8**	28	0	0	**28**	**91**
14:15 to 15:15		25	0	0	**25**	59	2	2	**63**	10	0	0	**10**	28	0	0	**28**	**126**
14:30 to 15:30		36	0	0	**36**	86	2	5	**93**	38	0	2	**40**	24	0	0	**24**	**193**
14:45 to 15:45		52	1	0	**53**	105	1	11	**117**	45	0	6	**51**	34	0	0	**34**	**255**
15:00 to 16:00		65	1	1	**67**	98	0	14	**112**	49	0	8	**57**	31	0	0	**31**	**267**
15:15 to 16:15		79	2	1	**82**	82	0	14	**96**	52	0	9	**61**	33	1	0	**34**	**273**
15:30 to 16:30		73	2	1	**76**	72	0	13	**85**	24	0	7	**31**	33	1	0	**34**	**226**
15:45 to 16:45		60	2	1	**63**	65	0	7	**72**	40	0	3	**43**	23	1	0	**24**	**202**
16:00 to 17:00		58	2	0	**60**	86	0	5	**91**	37	0	1	**38**	28	1	0	**29**	**218**
16:15 to 17:15		57	1	0	**58**	100	0	6	**106**	43	1	0	**44**	25	0	0	**25**	**233**
16:30 to 17:30		61	1	0	**62**	100	0	5	**105**	67	1	1	**69**	28	0	0	**28**	**264**
16:45 to 17:45		63	0	1	**64**	97	0	5	**102**	48	1	1	**50**	27	0	0	**27**	**243**
17:00 to 18:00		49	0	1	**50**	86	0	5	**91**	47	1	1	**49**	17	0	0	**17**	**207**
PM Totals		**192**	**3**	**2**	**197**	**301**	**2**	**26**	**329**	**141**	**1**	**10**	**152**	**104**	**1**	**0**	**105**	**783**

Job No. : N5422
Client : Positive Traffic Pty Ltd
Suburb : Riverview Surveys
Location : 4. Riverview St & Loyola Dr & Regis Dr

Day/Date : Wed, 13th Nov 2019
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

Hour Starting: AM Totals
Vehicle Type: All Vehicles



10. Appendix B – Sidra Modelling Outputs

MOVEMENT SUMMARY

Site: 1 [Riverview_College Access_Sat 2019 (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: College Access														
1	L2	6	0.0	6	0.0	0.062	5.7	LOS A	0.2	1.5	0.23	0.59	0.23	53.1
2	T1	5	0.0	5	0.0	0.062	4.7	LOS A	0.2	1.5	0.23	0.59	0.23	53.2
3	R2	47	0.0	49	0.0	0.062	6.4	LOS A	0.2	1.5	0.23	0.59	0.23	52.6
Approach		58	0.0	61	0.0	0.062	6.2	LOS A	0.2	1.5	0.23	0.59	0.23	52.7
East: Riverview St														
4	L2	37	0.0	39	0.0	0.060	5.6	LOS A	0.2	1.2	0.07	0.32	0.07	55.3
5	T1	46	0.0	48	0.0	0.060	0.1	LOS A	0.2	1.2	0.07	0.32	0.07	56.8
6	R2	23	0.0	24	0.0	0.060	5.6	LOS A	0.2	1.2	0.07	0.32	0.07	54.8
Approach		106	0.0	112	0.0	0.060	3.2	NA	0.2	1.2	0.07	0.32	0.07	55.8
North: Junior School Access														
7	L2	54	0.0	57	0.0	0.041	5.7	LOS A	0.2	1.1	0.12	0.54	0.12	53.3
8	T1	4	0.0	4	0.0	0.041	4.7	LOS A	0.2	1.1	0.12	0.54	0.12	53.5
9	R2	1	0.0	1	0.0	0.041	6.0	LOS A	0.2	1.1	0.12	0.54	0.12	52.8
Approach		59	0.0	62	0.0	0.041	5.6	LOS A	0.2	1.1	0.12	0.54	0.12	53.3
West: Riverview St														
10	L2	1	0.0	1	0.0	0.025	5.7	LOS A	0.0	0.1	0.02	0.04	0.02	57.9
11	T1	43	0.0	45	0.0	0.025	0.0	LOS A	0.0	0.1	0.02	0.04	0.02	59.6
12	R2	2	0.0	2	0.0	0.025	5.7	LOS A	0.0	0.1	0.02	0.04	0.02	57.3
Approach		46	0.0	48	0.0	0.025	0.4	NA	0.0	0.1	0.02	0.04	0.02	59.4
All Vehicles		269	0.0	283	0.0	0.062	3.9	NA	0.2	1.5	0.11	0.38	0.11	55.1

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

INTERSECTION SUMMARY

Site: 1 [River_Tambourine_AM Ex (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Practical Cycle Time)

Intersection Performance - Hourly Values						
Performance Measure	**Vehicles**		**Pedestrians**		**Persons**	
Travel Speed (Average)	36.7	km/h	2.0	km/h	36.3	km/h
Travel Distance (Total)	2894.3	veh-km/h	2.1	ped-km/h	3475.2	pers-km/h
Travel Time (Total)	78.8	veh-h/h	1.1	ped-h/h	95.6	pers-h/h
Desired Speed (Program)	60.0	km/h				
Speed Efficiency	0.61					
Travel Time Index	5.69					
Congestion Coefficient	1.63					
Demand Flows (Total)	2853	veh/h	57	ped/h	3480	pers/h
Percent Heavy Vehicles (Demand)	1.5	%				
Degree of Saturation	0.868		0.031			
Practical Spare Capacity	3.7	%				
Effective Intersection Capacity	3287	veh/h				
Control Delay (Total)	30.31	veh-h/h	0.61	ped-h/h	36.98	pers-h/h
Control Delay (Average)	38.3	sec	38.4	sec	38.3	sec
Control Delay (Worst Lane)	62.6	sec				
Control Delay (Worst Movement)	62.6	sec	44.2	sec	62.6	sec
Geometric Delay (Average)	1.1	sec				
Stop-Line Delay (Average)	37.2	sec				
Idling Time (Average)	32.1	sec				
Intersection Level of Service (LOS)	LOS C		LOS D			
95% Back of Queue - Vehicles (Worst Lane)	35.7	veh				
95% Back of Queue - Distance (Worst Lane)	254.4	m				
Ave. Queue Storage Ratio (Worst Lane)	0.31					
Total Effective Stops	2525	veh/h	49	ped/h	3080	pers/h
Effective Stop Rate	0.89		0.87		0.89	
Proportion Queued	0.92		0.87		0.92	
Performance Index	274.4		1.3		275.8	
Cost (Total)	2950.34	$/h	25.99	$/h	2976.33	$/h
Fuel Consumption (Total)	286.8	L/h				
Carbon Dioxide (Total)	676.6	kg/h				
Hydrocarbons (Total)	0.061	kg/h				
Carbon Monoxide (Total)	0.747	kg/h				
NOx (Total)	0.619	kg/h				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 2 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Main (Timing-Capacity) Iterations: 0.0% 8.7% 0.0%

Intersection Performance - Annual Values						
Performance Measure	**Vehicles**		**Pedestrians**		**Persons**	
Demand Flows (Total)	1,369,263	veh/y	27,284	ped/y	1,670,400	pers/y
Delay	14,551	veh-h/y	291	ped-h/y	17,752	pers-h/y
Effective Stops	1,212,230	veh/y	23,685	ped/y	1,478,360	pers/y
Travel Distance	1,389,256	veh-km/y	1,011	ped-km/y	1,668,118	pers-km/y
Travel Time	37,830	veh-h/y	507	ped-h/y	45,904	pers-h/y
Cost	1,416,165	$/y	12,474	$/y	1,428,638	$/y
Fuel Consumption	137,660	L/y				
Carbon Dioxide	324,775	kg/y				
Hydrocarbons	29	kg/y				
Carbon Monoxide	359	kg/y				
NOx	297	kg/y				

INTERSECTION SUMMARY

Site: 1 [River_Tambourine_AM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site Practical Cycle Time)

Intersection Performance - Hourly Values						
Performance Measure	**Vehicles**		**Pedestrians**		**Persons**	
Travel Speed (Average)	35.2	km/h	1.9	km/h	34.8	km/h
Travel Distance (Total)	2901.1	veh-km/h	2.1	ped-km/h	3483.4	pers-km/h
Travel Time (Total)	82.5	veh-h/h	1.1	ped-h/h	100.1	pers-h/h
Desired Speed (Program)	60.0	km/h				
Speed Efficiency	0.59					
Travel Time Index	5.40					
Congestion Coefficient	1.71					
Demand Flows (Total)	2859	veh/h	57	ped/h	3488	pers/h
Percent Heavy Vehicles (Demand)	1.6	%				
Degree of Saturation	0.891		0.029			
Practical Spare Capacity	1.0	%				
Effective Intersection Capacity	3209	veh/h				
Control Delay (Total)	33.85	veh-h/h	0.66	ped-h/h	41.28	pers-h/h
Control Delay (Average)	42.6	sec	41.9	sec	42.6	sec
Control Delay (Worst Lane)	67.2	sec				
Control Delay (Worst Movement)	67.2	sec	48.3	sec	67.2	sec
Geometric Delay (Average)	1.1	sec				
Stop-Line Delay (Average)	41.5	sec				
Idling Time (Average)	36.4	sec				
Intersection Level of Service (LOS)	LOS D		LOS E			
95% Back of Queue - Vehicles (Worst Lane)	38.1	veh				
95% Back of Queue - Distance (Worst Lane)	271.1	m				
Ave. Queue Storage Ratio (Worst Lane)	0.33					
Total Effective Stops	2550	veh/h	49	ped/h	3109	pers/h
Effective Stop Rate	0.89		0.86		0.89	
Proportion Queued	0.93		0.86		0.93	
Performance Index	304.8		1.4		306.2	
Cost (Total)	3071.50	$/h	27.33	$/h	3098.83	$/h
Fuel Consumption (Total)	292.6	L/h				
Carbon Dioxide (Total)	690.5	kg/h				
Hydrocarbons (Total)	0.062	kg/h				
Carbon Monoxide (Total)	0.758	kg/h				
NOx (Total)	0.640	kg/h				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 2 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Main (Timing-Capacity) Iterations: 0.0% 5.3% 0.0%

Intersection Performance - Annual Values						
Performance Measure	**Vehicles**		**Pedestrians**		**Persons**	
Demand Flows (Total)	1,372,295	veh/y	27,284	ped/y	1,674,038	pers/y
Delay	16,249	veh-h/y	317	ped-h/y	19,816	pers-h/y
Effective Stops	1,224,124	veh/y	23,573	ped/y	1,492,522	pers/y
Travel Distance	1,392,513	veh-km/y	1,011	ped-km/y	1,672,026	pers-km/y
Travel Time	39,593	veh-h/y	533	ped-h/y	48,045	pers-h/y
Cost	1,474,320	$/y	13,119	$/y	1,487,438	$/y
Fuel Consumption	140,470	L/y				
Carbon Dioxide	331,438	kg/y				
Hydrocarbons	30	kg/y				
Carbon Monoxide	364	kg/y				
NOx	307	kg/y				

INTERSECTION SUMMARY

Site: 1 [River_Tambourine_PM Ex (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)

Intersection Performance - Hourly Values						
Performance Measure	**Vehicles**		**Pedestrians**		**Persons**	
Travel Speed (Average)	36.4	km/h	2.3	km/h	35.8	km/h
Travel Distance (Total)	2766.5	veh-km/h	3.7	ped-km/h	3323.6	pers-km/h
Travel Time (Total)	76.0	veh-h/h	1.6	ped-h/h	92.9	pers-h/h
Desired Speed (Program)	60.0	km/h				
Speed Efficiency	0.61					
Travel Time Index	5.63					
Congestion Coefficient	1.65					
Demand Flows (Total)	2726	veh/h	101	ped/h	3373	pers/h
Percent Heavy Vehicles (Demand)	1.1	%				
Degree of Saturation	0.921		0.039			
Practical Spare Capacity	-2.3	%				
Effective Intersection Capacity	2959	veh/h				
Control Delay (Total)	29.65	veh-h/h	0.85	ped-h/h	36.42	pers-h/h
Control Delay (Average)	39.1	sec	30.2	sec	38.9	sec
Control Delay (Worst Lane)	50.2	sec				
Control Delay (Worst Movement)	50.3	sec	34.3	sec	50.3	sec
Geometric Delay (Average)	1.1	sec				
Stop-Line Delay (Average)	38.0	sec				
Idling Time (Average)	31.8	sec				
Intersection Level of Service (LOS)	LOS C		LOS D			
95% Back of Queue - Vehicles (Worst Lane)	31.1	veh				
95% Back of Queue - Distance (Worst Lane)	217.8	m				
Ave. Queue Storage Ratio (Worst Lane)	0.27					
Total Effective Stops	2650	veh/h	87	ped/h	3268	pers/h
Effective Stop Rate	0.97		0.86		0.97	
Proportion Queued	0.96		0.86		0.95	
Performance Index	223.3		2.1		225.4	
Cost (Total)	2837.10	$/h	40.25	$/h	2877.35	$/h
Fuel Consumption (Total)	272.7	L/h				
Carbon Dioxide (Total)	642.5	kg/h				
Hydrocarbons (Total)	0.058	kg/h				
Carbon Monoxide (Total)	0.709	kg/h				
NOx (Total)	0.459	kg/h				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 2 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Main (Timing-Capacity) Iterations: 0.0% 13.2% 0.0%

Intersection Performance - Annual Values						
Performance Measure	**Vehicles**		**Pedestrians**		**Persons**	
Demand Flows (Total)	1,308,632	veh/y	48,505	ped/y	1,618,863	pers/y
Delay	14,230	veh-h/y	406	ped-h/y	17,483	pers-h/y
Effective Stops	1,272,123	veh/y	41,949	ped/y	1,568,497	pers/y
Travel Distance	1,327,942	veh-km/y	1,774	ped-km/y	1,595,305	pers-km/y
Travel Time	36,488	veh-h/y	785	ped-h/y	44,571	pers-h/y
Cost	1,361,808	$/y	19,322	$/y	1,381,130	$/y
Fuel Consumption	130,886	L/y				
Carbon Dioxide	308,418	kg/y				
Hydrocarbons	28	kg/y				
Carbon Monoxide	340	kg/y				
NOx	220	kg/y				

INTERSECTION SUMMARY

Site: 1 [River_Tambourine_PM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)

Intersection Performance - Hourly Values						
Performance Measure	**Vehicles**		**Pedestrians**		**Persons**	
Travel Speed (Average)	37.6	km/h	2.3	km/h	37.0	km/h
Travel Distance (Total)	2761.4	veh-km/h	3.7	ped-km/h	3317.3	pers-km/h
Travel Time (Total)	73.4	veh-h/h	1.6	ped-h/h	89.7	pers-h/h
Desired Speed (Program)	60.0	km/h				
Speed Efficiency	0.63					
Travel Time Index	5.85					
Congestion Coefficient	1.60					
Demand Flows (Total)	2721	veh/h	101	ped/h	3366	pers/h
Percent Heavy Vehicles (Demand)	1.1	%				
Degree of Saturation	0.890		0.039			
Practical Spare Capacity	1.2	%				
Effective Intersection Capacity	3059	veh/h				
Control Delay (Total)	27.12	veh-h/h	0.85	ped-h/h	33.39	pers-h/h
Control Delay (Average)	35.9	sec	30.2	sec	35.7	sec
Control Delay (Worst Lane)	53.2	sec				
Control Delay (Worst Movement)	53.2	sec	34.3	sec	53.2	sec
Geometric Delay (Average)	1.2	sec				
Stop-Line Delay (Average)	34.7	sec				
Idling Time (Average)	28.9	sec				
Intersection Level of Service (LOS)	LOS C		LOS D			
95% Back of Queue - Vehicles (Worst Lane)	26.2	veh				
95% Back of Queue - Distance (Worst Lane)	183.7	m				
Ave. Queue Storage Ratio (Worst Lane)	0.23					
Total Effective Stops	2524	veh/h	87	ped/h	3116	pers/h
Effective Stop Rate	0.93		0.86		0.93	
Proportion Queued	0.95		0.86		0.95	
Performance Index	219.1		2.1		221.2	
Cost (Total)	2750.66	$/h	40.25	$/h	2790.91	$/h
Fuel Consumption (Total)	268.1	L/h				
Carbon Dioxide (Total)	631.8	kg/h				
Hydrocarbons (Total)	0.057	kg/h				
Carbon Monoxide (Total)	0.702	kg/h				
NOx (Total)	0.466	kg/h				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 2 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Main (Timing-Capacity) Iterations: 0.0% 0.0% 0.0%

Intersection Performance - Annual Values						
Performance Measure	**Vehicles**		**Pedestrians**		**Persons**	
Demand Flows (Total)	1,306,105	veh/y	48,505	ped/y	1,615,832	pers/y
Delay	13,018	veh-h/y	406	ped-h/y	16,028	pers-h/y
Effective Stops	1,211,494	veh/y	41,949	ped/y	1,495,741	pers/y
Travel Distance	1,325,449	veh-km/y	1,774	ped-km/y	1,592,313	pers-km/y
Travel Time	35,245	veh-h/y	785	ped-h/y	43,080	pers-h/y
Cost	1,320,315	$/y	19,322	$/y	1,339,637	$/y
Fuel Consumption	128,679	L/y				
Carbon Dioxide	303,263	kg/y				
Hydrocarbons	27	kg/y				
Carbon Monoxide	337	kg/y				
NOx	224	kg/y				

INTERSECTION SUMMARY

Site: 1 [River_Tambourine_Sat Ex (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Intersection Performance - Hourly Values						
Performance Measure	**Vehicles**		**Pedestrians**		**Persons**	
Travel Speed (Average)	40.4	km/h	2.5	km/h	39.5	km/h
Travel Distance (Total)	1954.3	veh-km/h	3.7	ped-km/h	2348.8	pers-km/h
Travel Time (Total)	48.4	veh-h/h	1.5	ped-h/h	59.5	pers-h/h
Desired Speed (Program)	60.0	km/h				
Speed Efficiency	0.67					
Travel Time Index	6.37					
Congestion Coefficient	1.48					
Demand Flows (Total)	1925	veh/h	101	ped/h	2411	pers/h
Percent Heavy Vehicles (Demand)	1.3	%				
Degree of Saturation	0.766		0.029			
Practical Spare Capacity	17.5	%				
Effective Intersection Capacity	2513	veh/h				
Control Delay (Total)	15.55	veh-h/h	0.68	ped-h/h	19.34	pers-h/h
Control Delay (Average)	29.1	sec	24.3	sec	28.9	sec
Control Delay (Worst Lane)	35.2	sec				
Control Delay (Worst Movement)	35.2	sec	24.3	sec	35.2	sec
Geometric Delay (Average)	1.4	sec				
Stop-Line Delay (Average)	27.7	sec				
Idling Time (Average)	22.2	sec				
Intersection Level of Service (LOS)	LOS C		LOS C			
95% Back of Queue - Vehicles (Worst Lane)	9.3	veh				
95% Back of Queue - Distance (Worst Lane)	64.8	m				
Ave. Queue Storage Ratio (Worst Lane)	0.08					
Total Effective Stops	1708	veh/h	91	ped/h	2141	pers/h
Effective Stop Rate	0.89		0.90		0.89	
Proportion Queued	0.99		0.90		0.99	
Performance Index	135.2		2.0		137.2	
Cost (Total)	1836.68	$/h	36.23	$/h	1872.91	$/h
Fuel Consumption (Total)	188.2	L/h				
Carbon Dioxide (Total)	443.8	kg/h				
Hydrocarbons (Total)	0.039	kg/h				
Carbon Monoxide (Total)	0.497	kg/h				
NOx (Total)	0.381	kg/h				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 2 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Main (Timing-Capacity) Iterations: 0.0% 0.0% 0.0%

Intersection Performance - Annual Values						
Performance Measure	**Vehicles**		**Pedestrians**		**Persons**	
Demand Flows (Total)	924,126	veh/y	48,505	ped/y	1,157,457	pers/y
Delay	7,462	veh-h/y	328	ped-h/y	9,282	pers-h/y
Effective Stops	819,900	veh/y	43,705	ped/y	1,027,585	pers/y
Travel Distance	938,047	veh-km/y	1,774	ped-km/y	1,127,431	pers-km/y
Travel Time	23,209	veh-h/y	707	ped-h/y	28,557	pers-h/y
Cost	881,604	$/y	17,390	$/y	898,994	$/y
Fuel Consumption	90,338	L/y				
Carbon Dioxide	213,046	kg/y				
Hydrocarbons	19	kg/y				
Carbon Monoxide	238	kg/y				
NOx	183	kg/y				

INTERSECTION SUMMARY

Site: 1 [River_Tambourine_Sat 2019 (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Intersection Performance - Hourly Values						
Performance Measure	**Vehicles**		**Pedestrians**		**Persons**	
Travel Speed (Average)	39.5	km/h	2.5	km/h	38.7	km/h
Travel Distance (Total)	2266.1	veh-km/h	3.7	ped-km/h	2723.0	pers-km/h
Travel Time (Total)	57.3	veh-h/h	1.5	ped-h/h	70.3	pers-h/h
Desired Speed (Program)	60.0	km/h				
Speed Efficiency	0.66					
Travel Time Index	6.21					
Congestion Coefficient	1.52					
Demand Flows (Total)	2233	veh/h	101	ped/h	2780	pers/h
Percent Heavy Vehicles (Demand)	1.3	%				
Degree of Saturation	0.906		0.029			
Practical Spare Capacity	-0.7	%				
Effective Intersection Capacity	2464	veh/h				
Control Delay (Total)	19.30	veh-h/h	0.68	ped-h/h	23.84	pers-h/h
Control Delay (Average)	31.1	sec	24.2	sec	30.9	sec
Control Delay (Worst Lane)	40.6	sec				
Control Delay (Worst Movement)	44.5	sec	24.3	sec	44.5	sec
Geometric Delay (Average)	1.4	sec				
Stop-Line Delay (Average)	29.7	sec				
Idling Time (Average)	23.5	sec				
Intersection Level of Service (LOS)	LOS C		LOS C			
95% Back of Queue - Vehicles (Worst Lane)	12.7	veh				
95% Back of Queue - Distance (Worst Lane)	89.1	m				
Ave. Queue Storage Ratio (Worst Lane)	0.11					
Total Effective Stops	2104	veh/h	91	ped/h	2616	pers/h
Effective Stop Rate	0.94		0.90		0.94	
Proportion Queued	0.99		0.90		0.99	
Performance Index	161.8		2.0		163.8	
Cost (Total)	2170.24	$/h	36.14	$/h	2206.38	$/h
Fuel Consumption (Total)	219.6	L/h				
Carbon Dioxide (Total)	517.8	kg/h				
Hydrocarbons (Total)	0.046	kg/h				
Carbon Monoxide (Total)	0.578	kg/h				
NOx (Total)	0.426	kg/h				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 2 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Main (Timing-Capacity) Iterations: 0.0% 38.6% 0.0%

Intersection Performance - Annual Values						
Performance Measure	**Vehicles**		**Pedestrians**		**Persons**	
Demand Flows (Total)	1,071,663	veh/y	48,505	ped/y	1,334,501	pers/y
Delay	9,263	veh-h/y	326	ped-h/y	11,441	pers-h/y
Effective Stops	1,009,990	veh/y	43,587	ped/y	1,255,576	pers/y
Travel Distance	1,087,726	veh-km/y	1,774	ped-km/y	1,307,046	pers-km/y
Travel Time	27,521	veh-h/y	705	ped-h/y	33,730	pers-h/y
Cost	1,041,714	$/y	17,347	$/y	1,059,061	$/y
Fuel Consumption	105,423	L/y				
Carbon Dioxide	248,563	kg/y				
Hydrocarbons	22	kg/y				
Carbon Monoxide	277	kg/y				
NOx	205	kg/y				

INTERSECTION SUMMARY

Site: 1 [River_Fox_AM Ex (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	53.2	km/h	53.2	km/h
Travel Distance (Total)	2532.7	veh-km/h	3039.2	pers-km/h
Travel Time (Total)	47.6	veh-h/h	57.2	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.89			
Travel Time Index	8.73			
Congestion Coefficient	1.13			
Demand Flows (Total)	2499	veh/h	2999	pers/h
Percent Heavy Vehicles (Demand)	1.9	%		
Degree of Saturation	1.000			
Practical Spare Capacity	-20.0	%		
Effective Intersection Capacity	2499	veh/h		
Control Delay (Total)	5.26	veh-h/h	6.32	pers-h/h
Control Delay (Average)	7.6	sec	7.6	sec
Control Delay (Worst Lane)	2500.4	sec		
Control Delay (Worst Movement)	2500.4	sec	2500.4	sec
Geometric Delay (Average)	0.7	sec		
Stop-Line Delay (Average)	6.9	sec		
Idling Time (Average)	5.8	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	4.8	veh		
95% Back of Queue - Distance (Worst Lane)	34.4	m		
Ave. Queue Storage Ratio (Worst Lane)	0.03			
Total Effective Stops	262	veh/h	315	pers/h
Effective Stop Rate	0.10		0.10	
Proportion Queued	0.20		0.20	
Performance Index	57.7		57.7	
Cost (Total)	1793.94	$/h	1793.94	$/h
Fuel Consumption (Total)	178.3	L/h		
Carbon Dioxide (Total)	421.4	kg/h		
Hydrocarbons (Total)	0.033	kg/h		
Carbon Monoxide (Total)	0.505	kg/h		
NOx (Total)	0.369	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 4.7 %
Number of Iterations: 9 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 1.9% 1.2% 0.7%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,199,495	veh/y	1,439,394	pers/y
Delay	2,527	veh-h/y	3,032	pers-h/y
Effective Stops	125,885	veh/y	151,062	pers/y
Travel Distance	1,215,696	veh-km/y	1,458,835	pers-km/y
Travel Time	22,865	veh-h/y	27,438	pers-h/y
Cost	861,089	$/y	861,089	$/y
Fuel Consumption	85,569	L/y		
Carbon Dioxide	202,265	kg/y		
Hydrocarbons	16	kg/y		
Carbon Monoxide	242	kg/y		
NOx	177	kg/y		

INTERSECTION SUMMARY

Site: 1 [River_Fox_AM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	57.2	km/h	57.2	km/h
Travel Distance (Total)	2271.3	veh-km/h	2725.5	pers-km/h
Travel Time (Total)	39.7	veh-h/h	47.7	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.95			
Travel Time Index	9.47			
Congestion Coefficient	1.05			
Demand Flows (Total)	2241	veh/h	2689	pers/h
Percent Heavy Vehicles (Demand)	1.9	%		
Degree of Saturation	0.442			
Practical Spare Capacity	121.9	%		
Effective Intersection Capacity	5075	veh/h		
Control Delay (Total)	1.75	veh-h/h	2.10	pers-h/h
Control Delay (Average)	2.8	sec	2.8	sec
Control Delay (Worst Lane)	635.9	sec		
Control Delay (Worst Movement)	635.9	sec	635.9	sec
Geometric Delay (Average)	0.7	sec		
Stop-Line Delay (Average)	2.1	sec		
Idling Time (Average)	1.4	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	2.8	veh		
95% Back of Queue - Distance (Worst Lane)	20.1	m		
Ave. Queue Storage Ratio (Worst Lane)	0.02			
Total Effective Stops	188	veh/h	226	pers/h
Effective Stop Rate	0.08		0.08	
Proportion Queued	0.13		0.13	
Performance Index	45.0		45.0	
Cost (Total)	1506.07	$/h	1506.07	$/h
Fuel Consumption (Total)	153.1	L/h		
Carbon Dioxide (Total)	362.0	kg/h		
Hydrocarbons (Total)	0.027	kg/h		
Carbon Monoxide (Total)	0.441	kg/h		
NOx (Total)	0.314	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 2.9 %
Number of Iterations: 7 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 2.2% 1.2% 0.7%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,075,705	veh/y	1,290,847	pers/y
Delay	838	veh-h/y	1,006	pers-h/y
Effective Stops	90,239	veh/y	108,287	pers/y
Travel Distance	1,090,213	veh-km/y	1,308,255	pers-km/y
Travel Time	19,074	veh-h/y	22,888	pers-h/y
Cost	722,912	$/y	722,912	$/y
Fuel Consumption	73,498	L/y		
Carbon Dioxide	173,764	kg/y		
Hydrocarbons	13	kg/y		
Carbon Monoxide	212	kg/y		
NOx	151	kg/y		

INTERSECTION SUMMARY

Site: 1 [River_Fox_PM Ex (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	57.2	km/h	57.2	km/h
Travel Distance (Total)	2286.0	veh-km/h	2743.2	pers-km/h
Travel Time (Total)	40.0	veh-h/h	48.0	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.95			
Travel Time Index	9.48			
Congestion Coefficient	1.05			
Demand Flows (Total)	2256	veh/h	2707	pers/h
Percent Heavy Vehicles (Demand)	1.9	%		
Degree of Saturation	0.416			
Practical Spare Capacity	92.1	%		
Effective Intersection Capacity	5418	veh/h		
Control Delay (Total)	1.77	veh-h/h	2.12	pers-h/h
Control Delay (Average)	2.8	sec	2.8	sec
Control Delay (Worst Lane)	444.4	sec		
Control Delay (Worst Movement)	444.4	sec	444.4	sec
Geometric Delay (Average)	0.5	sec		
Stop-Line Delay (Average)	2.3	sec		
Idling Time (Average)	1.9	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	2.2	veh		
95% Back of Queue - Distance (Worst Lane)	15.3	m		
Ave. Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	175	veh/h	210	pers/h
Effective Stop Rate	0.08		0.08	
Proportion Queued	0.08		0.08	
Performance Index	43.5		43.5	
Cost (Total)	1501.56	$/h	1501.56	$/h
Fuel Consumption (Total)	148.0	L/h		
Carbon Dioxide (Total)	349.9	kg/h		
Hydrocarbons (Total)	0.026	kg/h		
Carbon Monoxide (Total)	0.431	kg/h		
NOx (Total)	0.289	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 4.0 %
Number of Iterations: 10 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 2.0% 1.5% 1.2%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,082,779	veh/y	1,299,335	pers/y
Delay	848	veh-h/y	1,018	pers-h/y
Effective Stops	84,099	veh/y	100,919	pers/y
Travel Distance	1,097,299	veh-km/y	1,316,759	pers-km/y
Travel Time	19,183	veh-h/y	23,020	pers-h/y
Cost	720,749	$/y	720,749	$/y
Fuel Consumption	71,018	L/y		
Carbon Dioxide	167,932	kg/y		
Hydrocarbons	12	kg/y		
Carbon Monoxide	207	kg/y		
NOx	139	kg/y		

INTERSECTION SUMMARY

Site: 1 [River_Fox_PM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	57.3	km/h	57.3	km/h
Travel Distance (Total)	2168.8	veh-km/h	2602.5	pers-km/h
Travel Time (Total)	37.9	veh-h/h	45.4	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.95			
Travel Time Index	9.49			
Congestion Coefficient	1.05			
Demand Flows (Total)	2140	veh/h	2568	pers/h
Percent Heavy Vehicles (Demand)	1.9	%		
Degree of Saturation	0.335			
Practical Spare Capacity	169.1	%		
Effective Intersection Capacity	6388	veh/h		
Control Delay (Total)	1.62	veh-h/h	1.94	pers-h/h
Control Delay (Average)	2.7	sec	2.7	sec
Control Delay (Worst Lane)	287.7	sec		
Control Delay (Worst Movement)	287.7	sec	287.7	sec
Geometric Delay (Average)	0.6	sec		
Stop-Line Delay (Average)	2.2	sec		
Idling Time (Average)	1.6	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	2.5	veh		
95% Back of Queue - Distance (Worst Lane)	18.1	m		
Ave. Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	181	veh/h	217	pers/h
Effective Stop Rate	0.08		0.08	
Proportion Queued	0.11		0.11	
Performance Index	41.8		41.8	
Cost (Total)	1427.78	$/h	1427.78	$/h
Fuel Consumption (Total)	142.5	L/h		
Carbon Dioxide (Total)	336.9	kg/h		
Hydrocarbons (Total)	0.025	kg/h		
Carbon Monoxide (Total)	0.414	kg/h		
NOx (Total)	0.285	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 3.5 %
Number of Iterations: 10 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 1.5% 1.1% 0.8%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,027,200	veh/y	1,232,640	pers/y
Delay	777	veh-h/y	932	pers-h/y
Effective Stops	86,821	veh/y	104,186	pers/y
Travel Distance	1,041,002	veh-km/y	1,249,202	pers-km/y
Travel Time	18,177	veh-h/y	21,812	pers-h/y
Cost	685,336	$/y	685,336	$/y
Fuel Consumption	68,393	L/y		
Carbon Dioxide	161,718	kg/y		
Hydrocarbons	12	kg/y		
Carbon Monoxide	199	kg/y		
NOx	137	kg/y		

INTERSECTION SUMMARY

Site: 1 [River_Fox_Sat Ex (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	58.4	km/h	58.4	km/h
Travel Distance (Total)	1446.6	veh-km/h	1735.9	pers-km/h
Travel Time (Total)	24.8	veh-h/h	29.7	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.97			
Travel Time Index	9.71			
Congestion Coefficient	1.03			
Demand Flows (Total)	1427	veh/h	1713	pers/h
Percent Heavy Vehicles (Demand)	1.9	%		
Degree of Saturation	0.204			
Practical Spare Capacity	379.8	%		
Effective Intersection Capacity	6988	veh/h		
Control Delay (Total)	0.57	veh-h/h	0.68	pers-h/h
Control Delay (Average)	1.4	sec	1.4	sec
Control Delay (Worst Lane)	46.2	sec		
Control Delay (Worst Movement)	46.2	sec	46.2	sec
Geometric Delay (Average)	0.7	sec		
Stop-Line Delay (Average)	0.8	sec		
Idling Time (Average)	0.3	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	1.1	veh		
95% Back of Queue - Distance (Worst Lane)	7.5	m		
Ave. Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	115	veh/h	137	pers/h
Effective Stop Rate	0.08		0.08	
Proportion Queued	0.10		0.10	
Performance Index	26.6		26.6	
Cost (Total)	938.22	$/h	938.22	$/h
Fuel Consumption (Total)	95.3	L/h		
Carbon Dioxide (Total)	225.3	kg/h		
Hydrocarbons (Total)	0.017	kg/h		
Carbon Monoxide (Total)	0.277	kg/h		
NOx (Total)	0.192	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 1.6 %
Number of Iterations: 6 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 1.7% 1.0% 0.6%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	685,137	veh/y	822,164	pers/y
Delay	272	veh-h/y	327	pers-h/y
Effective Stops	54,960	veh/y	65,952	pers/y
Travel Distance	694,372	veh-km/y	833,247	pers-km/y
Travel Time	11,885	veh-h/y	14,262	pers-h/y
Cost	450,347	$/y	450,347	$/y
Fuel Consumption	45,744	L/y		
Carbon Dioxide	108,159	kg/y		
Hydrocarbons	8	kg/y		
Carbon Monoxide	133	kg/y		
NOx	92	kg/y		

INTERSECTION SUMMARY

Site: 1 [River_Fox_Sat 2019 (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	57.8	km/h	57.8	km/h
Travel Distance (Total)	1729.2	veh-km/h	2075.1	pers-km/h
Travel Time (Total)	29.9	veh-h/h	35.9	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.96			
Travel Time Index	9.60			
Congestion Coefficient	1.04			
Demand Flows (Total)	1706	veh/h	2048	pers/h
Percent Heavy Vehicles (Demand)	1.9	%		
Degree of Saturation	0.255			
Practical Spare Capacity	284.7	%		
Effective Intersection Capacity	6698	veh/h		
Control Delay (Total)	1.00	veh-h/h	1.20	pers-h/h
Control Delay (Average)	2.1	sec	2.1	sec
Control Delay (Worst Lane)	89.3	sec		
Control Delay (Worst Movement)	89.3	sec	89.3	sec
Geometric Delay (Average)	0.6	sec		
Stop-Line Delay (Average)	1.5	sec		
Idling Time (Average)	1.0	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	1.6	veh		
95% Back of Queue - Distance (Worst Lane)	11.4	m		
Ave. Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	131	veh/h	157	pers/h
Effective Stop Rate	0.08		0.08	
Proportion Queued	0.11		0.11	
Performance Index	32.7		32.7	
Cost (Total)	1131.39	$/h	1131.39	$/h
Fuel Consumption (Total)	114.3	L/h		
Carbon Dioxide (Total)	270.2	kg/h		
Hydrocarbons (Total)	0.020	kg/h		
Carbon Monoxide (Total)	0.332	kg/h		
NOx (Total)	0.230	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 2.4 %
Number of Iterations: 6 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 2.6% 1.6% 1.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	819,032	veh/y	982,838	pers/y
Delay	479	veh-h/y	575	pers-h/y
Effective Stops	62,649	veh/y	75,179	pers/y
Travel Distance	830,034	veh-km/y	996,041	pers-km/y
Travel Time	14,355	veh-h/y	17,226	pers-h/y
Cost	543,065	$/y	543,065	$/y
Fuel Consumption	54,848	L/y		
Carbon Dioxide	129,686	kg/y		
Hydrocarbons	10	kg/y		
Carbon Monoxide	159	kg/y		
NOx	111	kg/y		

INTERSECTION SUMMARY

Site: 1 [Tambourine_Riverview_AM Ex (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	52.9	km/h	52.9	km/h
Travel Distance (Total)	803.7	veh-km/h	964.4	pers-km/h
Travel Time (Total)	15.2	veh-h/h	18.2	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.88			
Travel Time Index	8.68			
Congestion Coefficient	1.13			
Demand Flows (Total)	793	veh/h	951	pers/h
Percent Heavy Vehicles (Demand)	0.1	%		
Degree of Saturation	0.281			
Practical Spare Capacity	202.7	%		
Effective Intersection Capacity	2823	veh/h		
Control Delay (Total)	1.33	veh-h/h	1.60	pers-h/h
Control Delay (Average)	6.1	sec	6.1	sec
Control Delay (Worst Lane)	8.6	sec		
Control Delay (Worst Movement)	9.7	sec	9.7	sec
Geometric Delay (Average)	5.4	sec		
Stop-Line Delay (Average)	0.6	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	1.8	veh		
95% Back of Queue - Distance (Worst Lane)	12.5	m		
Ave. Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	462	veh/h	554	pers/h
Effective Stop Rate	0.58		0.58	
Proportion Queued	0.23		0.23	
Performance Index	22.0		22.0	
Cost (Total)	590.32	$/h	590.32	$/h
Fuel Consumption (Total)	65.2	L/h		
Carbon Dioxide (Total)	153.2	kg/h		
Hydrocarbons (Total)	0.013	kg/h		
Carbon Monoxide (Total)	0.183	kg/h		
NOx (Total)	0.054	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 1.4% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	380,463	veh/y	456,556	pers/y
Delay	640	veh-h/y	768	pers-h/y
Effective Stops	221,641	veh/y	265,969	pers/y
Travel Distance	385,775	veh-km/y	462,930	pers-km/y
Travel Time	7,294	veh-h/y	8,753	pers-h/y
Cost	283,353	$/y	283,353	$/y
Fuel Consumption	31,280	L/y		
Carbon Dioxide	73,528	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	88	kg/y		
NOx	26	kg/y		

INTERSECTION SUMMARY

Site: 1 [Tambourine_Riverview_AM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	52.9	km/h	52.9	km/h
Travel Distance (Total)	601.0	veh-km/h	721.2	pers-km/h
Travel Time (Total)	11.4	veh-h/h	13.6	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.88			
Travel Time Index	8.68			
Congestion Coefficient	1.13			
Demand Flows (Total)	593	veh/h	711	pers/h
Percent Heavy Vehicles (Demand)	0.1	%		
Degree of Saturation	0.209			
Practical Spare Capacity	305.8	%		
Effective Intersection Capacity	2829	veh/h		
Control Delay (Total)	0.99	veh-h/h	1.19	pers-h/h
Control Delay (Average)	6.0	sec	6.0	sec
Control Delay (Worst Lane)	7.6	sec		
Control Delay (Worst Movement)	9.3	sec	9.3	sec
Geometric Delay (Average)	5.5	sec		
Stop-Line Delay (Average)	0.5	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	1.2	veh		
95% Back of Queue - Distance (Worst Lane)	8.7	m		
Ave. Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	342	veh/h	410	pers/h
Effective Stop Rate	0.58		0.58	
Proportion Queued	0.22		0.22	
Performance Index	16.2		16.2	
Cost (Total)	441.50	$/h	441.50	$/h
Fuel Consumption (Total)	48.7	L/h		
Carbon Dioxide (Total)	114.6	kg/h		
Hydrocarbons (Total)	0.010	kg/h		
Carbon Monoxide (Total)	0.137	kg/h		
NOx (Total)	0.040	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 1.2% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	284,463	veh/y	341,356	pers/y
Delay	476	veh-h/y	572	pers-h/y
Effective Stops	164,114	veh/y	196,937	pers/y
Travel Distance	288,479	veh-km/y	346,174	pers-km/y
Travel Time	5,455	veh-h/y	6,546	pers-h/y
Cost	211,921	$/y	211,921	$/y
Fuel Consumption	23,399	L/y		
Carbon Dioxide	55,003	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	66	kg/y		

NOx	19 kg/y

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INTERSECTION SUMMARY

Site: 1 [Tambourine_Riverview_PM Ex (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	53.0	km/h	53.0	km/h
Travel Distance (Total)	605.1	veh-km/h	726.1	pers-km/h
Travel Time (Total)	11.4	veh-h/h	13.7	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.88			
Travel Time Index	8.71			
Congestion Coefficient	1.13			
Demand Flows (Total)	597	veh/h	716	pers/h
Percent Heavy Vehicles (Demand)	0.1	%		
Degree of Saturation	0.175			
Practical Spare Capacity	385.0	%		
Effective Intersection Capacity	3406	veh/h		
Control Delay (Total)	0.98	veh-h/h	1.18	pers-h/h
Control Delay (Average)	5.9	sec	5.9	sec
Control Delay (Worst Lane)	7.9	sec		
Control Delay (Worst Movement)	9.1	sec	9.1	sec
Geometric Delay (Average)	5.3	sec		
Stop-Line Delay (Average)	0.6	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	1.0	veh		
95% Back of Queue - Distance (Worst Lane)	7.0	m		
Ave. Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	343	veh/h	411	pers/h
Effective Stop Rate	0.57		0.57	
Proportion Queued	0.23		0.23	
Performance Index	16.3		16.3	
Cost (Total)	443.40	$/h	443.40	$/h
Fuel Consumption (Total)	49.0	L/h		
Carbon Dioxide (Total)	115.2	kg/h		
Hydrocarbons (Total)	0.010	kg/h		
Carbon Monoxide (Total)	0.138	kg/h		
NOx (Total)	0.042	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 1.3% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	286,484	veh/y	343,781	pers/y
Delay	471	veh-h/y	565	pers-h/y
Effective Stops	164,416	veh/y	197,299	pers/y
Travel Distance	290,454	veh-km/y	348,545	pers-km/y
Travel Time	5,476	veh-h/y	6,572	pers-h/y
Cost	212,830	$/y	212,830	$/y
Fuel Consumption	23,526	L/y		
Carbon Dioxide	55,307	kg/y		
Hydrocarbons	5	kg/y		
Carbon Monoxide	66	kg/y		
NOx	20	kg/y		

INTERSECTION SUMMARY

Site: 1 [Tambourine_Riverview_PM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	53.2	km/h	53.2	km/h
Travel Distance (Total)	496.3	veh-km/h	595.5	pers-km/h
Travel Time (Total)	9.3	veh-h/h	11.2	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.89			
Travel Time Index	8.73			
Congestion Coefficient	1.13			
Demand Flows (Total)	489	veh/h	587	pers/h
Percent Heavy Vehicles (Demand)	0.1	%		
Degree of Saturation	0.142			
Practical Spare Capacity	497.4	%		
Effective Intersection Capacity	3440	veh/h		
Control Delay (Total)	0.78	veh-h/h	0.93	pers-h/h
Control Delay (Average)	5.7	sec	5.7	sec
Control Delay (Worst Lane)	7.4	sec		
Control Delay (Worst Movement)	8.9	sec	8.9	sec
Geometric Delay (Average)	5.3	sec		
Stop-Line Delay (Average)	0.5	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	0.8	veh		
95% Back of Queue - Distance (Worst Lane)	5.5	m		
Ave. Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	271	veh/h	325	pers/h
Effective Stop Rate	0.55		0.55	
Proportion Queued	0.21		0.21	
Performance Index	13.2		13.2	
Cost (Total)	362.81	$/h	362.81	$/h
Fuel Consumption (Total)	40.1	L/h		
Carbon Dioxide (Total)	94.3	kg/h		
Hydrocarbons (Total)	0.008	kg/h		
Carbon Monoxide (Total)	0.113	kg/h		
NOx (Total)	0.035	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 2 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 0.0% 100.0% 0.9%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	234,947	veh/y	281,937	pers/y
Delay	374	veh-h/y	448	pers-h/y
Effective Stops	129,958	veh/y	155,950	pers/y
Travel Distance	238,205	veh-km/y	285,846	pers-km/y
Travel Time	4,481	veh-h/y	5,377	pers-h/y
Cost	174,150	$/y	174,150	$/y
Fuel Consumption	19,257	L/y		
Carbon Dioxide	45,270	kg/y		
Hydrocarbons	4	kg/y		
Carbon Monoxide	54	kg/y		

NOx	17 kg/y

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INTERSECTION SUMMARY

Site: 1 [Tambourine_Riverview_Sat Ex (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	53.2	km/h	53.2	km/h
Travel Distance (Total)	376.7	veh-km/h	452.0	pers-km/h
Travel Time (Total)	7.1	veh-h/h	8.5	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.89			
Travel Time Index	8.74			
Congestion Coefficient	1.13			
Demand Flows (Total)	372	veh/h	446	pers/h
Percent Heavy Vehicles (Demand)	0.2	%		
Degree of Saturation	0.117			
Practical Spare Capacity	623.7	%		
Effective Intersection Capacity	3163	veh/h		
Control Delay (Total)	0.58	veh-h/h	0.70	pers-h/h
Control Delay (Average)	5.6	sec	5.6	sec
Control Delay (Worst Lane)	7.2	sec		
Control Delay (Worst Movement)	8.6	sec	8.6	sec
Geometric Delay (Average)	5.3	sec		
Stop-Line Delay (Average)	0.3	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	0.6	veh		
95% Back of Queue - Distance (Worst Lane)	4.3	m		
Ave. Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	204	veh/h	244	pers/h
Effective Stop Rate	0.55		0.55	
Proportion Queued	0.18		0.18	
Performance Index	10.0		10.0	
Cost (Total)	275.35	$/h	275.35	$/h
Fuel Consumption (Total)	30.5	L/h		
Carbon Dioxide (Total)	71.8	kg/h		
Hydrocarbons (Total)	0.006	kg/h		
Carbon Monoxide (Total)	0.086	kg/h		
NOx (Total)	0.028	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 2 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 0.0% 100.0% 0.5%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	178,358	veh/y	214,030	pers/y
Delay	279	veh-h/y	335	pers-h/y
Effective Stops	97,792	veh/y	117,350	pers/y
Travel Distance	180,817	veh-km/y	216,980	pers-km/y
Travel Time	3,398	veh-h/y	4,077	pers-h/y
Cost	132,167	$/y	132,167	$/y
Fuel Consumption	14,653	L/y		
Carbon Dioxide	34,453	kg/y		
Hydrocarbons	3	kg/y		
Carbon Monoxide	41	kg/y		
NOx	14	kg/y		

INTERSECTION SUMMARY

Site: 1 [Tambourine_Riverview_Sat 2019 (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	53.2	km/h	53.2	km/h
Travel Distance (Total)	506.8	veh-km/h	608.1	pers-km/h
Travel Time (Total)	9.5	veh-h/h	11.4	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.89			
Travel Time Index	8.75			
Congestion Coefficient	1.13			
Demand Flows (Total)	500	veh/h	600	pers/h
Percent Heavy Vehicles (Demand)	0.1	%		
Degree of Saturation	0.145			
Practical Spare Capacity	487.0	%		
Effective Intersection Capacity	3453	veh/h		
Control Delay (Total)	0.78	veh-h/h	0.94	pers-h/h
Control Delay (Average)	5.7	sec	5.7	sec
Control Delay (Worst Lane)	7.2	sec		
Control Delay (Worst Movement)	9.0	sec	9.0	sec
Geometric Delay (Average)	5.2	sec		
Stop-Line Delay (Average)	0.5	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	0.8	veh		
95% Back of Queue - Distance (Worst Lane)	5.3	m		
Ave. Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	278	veh/h	333	pers/h
Effective Stop Rate	0.56		0.56	
Proportion Queued	0.22		0.22	
Performance Index	13.4		13.4	
Cost (Total)	369.75	$/h	369.75	$/h
Fuel Consumption (Total)	40.8	L/h		
Carbon Dioxide (Total)	96.0	kg/h		
Hydrocarbons (Total)	0.008	kg/h		
Carbon Monoxide (Total)	0.115	kg/h		
NOx (Total)	0.033	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 2 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 0.0% 100.0% 1.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	240,000	veh/y	288,000	pers/y
Delay	377	veh-h/y	452	pers-h/y
Effective Stops	133,210	veh/y	159,853	pers/y
Travel Distance	243,255	veh-km/y	291,906	pers-km/y
Travel Time	4,569	veh-h/y	5,482	pers-h/y
Cost	177,481	$/y	177,481	$/y
Fuel Consumption	19,595	L/y		
Carbon Dioxide	46,059	kg/y		
Hydrocarbons	4	kg/y		
Carbon Monoxide	55	kg/y		

NOx	16	kg/y

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INTERSECTION SUMMARY

Site: 1 [Riverview_College Access_AM Ex (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	54.0	km/h	54.0	km/h
Travel Distance (Total)	563.7	veh-km/h	676.5	pers-km/h
Travel Time (Total)	10.4	veh-h/h	12.5	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.90			
Travel Time Index	8.89			
Congestion Coefficient	1.11			
Demand Flows (Total)	557	veh/h	668	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.163			
Practical Spare Capacity	436.8	%		
Effective Intersection Capacity	3424	veh/h		
Control Delay (Total)	0.77	veh-h/h	0.92	pers-h/h
Control Delay (Average)	5.0	sec	5.0	sec
Control Delay (Worst Lane)	7.1	sec		
Control Delay (Worst Movement)	7.6	sec	7.6	sec
Geometric Delay (Average)	4.4	sec		
Stop-Line Delay (Average)	0.6	sec		
Idling Time (Average)	0.2	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.6	veh		
95% Back of Queue - Distance (Worst Lane)	4.3	m		
Ave. Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	264	veh/h	316	pers/h
Effective Stop Rate	0.47		0.47	
Proportion Queued	0.15		0.15	
Performance Index	13.4		13.4	
Cost (Total)	402.30	$/h	402.30	$/h
Fuel Consumption (Total)	43.3	L/h		
Carbon Dioxide (Total)	101.7	kg/h		
Hydrocarbons (Total)	0.009	kg/h		
Carbon Monoxide (Total)	0.123	kg/h		
NOx (Total)	0.030	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 55.4% 4.7% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	267,284	veh/y	320,741	pers/y
Delay	369	veh-h/y	442	pers-h/y
Effective Stops	126,568	veh/y	151,882	pers/y
Travel Distance	270,591	veh-km/y	324,710	pers-km/y
Travel Time	5,011	veh-h/y	6,013	pers-h/y
Cost	193,106	$/y	193,106	$/y
Fuel Consumption	20,772	L/y		
Carbon Dioxide	48,814	kg/y		
Hydrocarbons	4	kg/y		
Carbon Monoxide	59	kg/y		

NOx	14 kg/y

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INTERSECTION SUMMARY

Site: 1 [Riverview_College Access_AM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	53.8	km/h	53.8	km/h
Travel Distance (Total)	492.3	veh-km/h	590.8	pers-km/h
Travel Time (Total)	9.2	veh-h/h	11.0	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.90			
Travel Time Index	8.85			
Congestion Coefficient	1.12			
Demand Flows (Total)	486	veh/h	584	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.142			
Practical Spare Capacity	462.9	%		
Effective Intersection Capacity	3422	veh/h		
Control Delay (Total)	0.70	veh-h/h	0.83	pers-h/h
Control Delay (Average)	5.1	sec	5.1	sec
Control Delay (Worst Lane)	6.9	sec		
Control Delay (Worst Movement)	7.1	sec	7.1	sec
Geometric Delay (Average)	4.6	sec		
Stop-Line Delay (Average)	0.5	sec		
Idling Time (Average)	0.1	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.5	veh		
95% Back of Queue - Distance (Worst Lane)	3.5	m		
Ave. Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	240	veh/h	288	pers/h
Effective Stop Rate	0.49		0.49	
Proportion Queued	0.15		0.15	
Performance Index	11.7		11.7	
Cost (Total)	353.19	$/h	353.19	$/h
Fuel Consumption (Total)	38.2	L/h		
Carbon Dioxide (Total)	89.7	kg/h		
Hydrocarbons (Total)	0.008	kg/h		
Carbon Monoxide (Total)	0.109	kg/h		
NOx (Total)	0.027	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 53.9% 2.4% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	233,432	veh/y	280,118	pers/y
Delay	334	veh-h/y	400	pers-h/y
Effective Stops	115,332	veh/y	138,398	pers/y
Travel Distance	236,318	veh-km/y	283,582	pers-km/y
Travel Time	4,393	veh-h/y	5,271	pers-h/y
Cost	169,530	$/y	169,530	$/y
Fuel Consumption	18,323	L/y		
Carbon Dioxide	43,059	kg/y		
Hydrocarbons	4	kg/y		
Carbon Monoxide	52	kg/y		

NOx	13 kg/y

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INTERSECTION SUMMARY

Site: 1 [Riverview_College Access_PM Ex (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	54.2	km/h	54.2	km/h
Travel Distance (Total)	383.5	veh-km/h	460.2	pers-km/h
Travel Time (Total)	7.1	veh-h/h	8.5	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.90			
Travel Time Index	8.93			
Congestion Coefficient	1.11			
Demand Flows (Total)	379	veh/h	455	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.117			
Practical Spare Capacity	582.6	%		
Effective Intersection Capacity	3233	veh/h		
Control Delay (Total)	0.49	veh-h/h	0.59	pers-h/h
Control Delay (Average)	4.7	sec	4.7	sec
Control Delay (Worst Lane)	6.6	sec		
Control Delay (Worst Movement)	6.7	sec	6.7	sec
Geometric Delay (Average)	4.2	sec		
Stop-Line Delay (Average)	0.4	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.4	veh		
95% Back of Queue - Distance (Worst Lane)	2.9	m		
Ave. Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	171	veh/h	205	pers/h
Effective Stop Rate	0.45		0.45	
Proportion Queued	0.15		0.15	
Performance Index	9.0		9.0	
Cost (Total)	272.01	$/h	272.01	$/h
Fuel Consumption (Total)	29.1	L/h		
Carbon Dioxide (Total)	68.4	kg/h		
Hydrocarbons (Total)	0.006	kg/h		
Carbon Monoxide (Total)	0.083	kg/h		
NOx (Total)	0.020	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 51.8% 3.0% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	181,895	veh/y	218,274	pers/y
Delay	236	veh-h/y	284	pers-h/y
Effective Stops	81,968	veh/y	98,362	pers/y
Travel Distance	184,089	veh-km/y	220,907	pers-km/y
Travel Time	3,394	veh-h/y	4,073	pers-h/y
Cost	130,565	$/y	130,565	$/y
Fuel Consumption	13,967	L/y		
Carbon Dioxide	32,823	kg/y		
Hydrocarbons	3	kg/y		
Carbon Monoxide	40	kg/y		

NOx	10 kg/y

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INTERSECTION SUMMARY

Site: 1 [Riverview_College Access_PM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	53.9	km/h	53.9	km/h
Travel Distance (Total)	431.7	veh-km/h	518.0	pers-km/h
Travel Time (Total)	8.0	veh-h/h	9.6	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.90			
Travel Time Index	8.87			
Congestion Coefficient	1.11			
Demand Flows (Total)	426	veh/h	512	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.130			
Practical Spare Capacity	653.0	%		
Effective Intersection Capacity	3276	veh/h		
Control Delay (Total)	0.60	veh-h/h	0.72	pers-h/h
Control Delay (Average)	5.0	sec	5.0	sec
Control Delay (Worst Lane)	6.7	sec		
Control Delay (Worst Movement)	6.9	sec	6.9	sec
Geometric Delay (Average)	4.7	sec		
Stop-Line Delay (Average)	0.4	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.5	veh		
95% Back of Queue - Distance (Worst Lane)	3.3	m		
Ave. Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	209	veh/h	250	pers/h
Effective Stop Rate	0.49		0.49	
Proportion Queued	0.13		0.13	
Performance Index	10.2		10.2	
Cost (Total)	309.16	$/h	309.16	$/h
Fuel Consumption (Total)	33.4	L/h		
Carbon Dioxide (Total)	78.5	kg/h		
Hydrocarbons (Total)	0.007	kg/h		
Carbon Monoxide (Total)	0.095	kg/h		
NOx (Total)	0.023	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 53.2% 2.1% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	204,632	veh/y	245,558	pers/y
Delay	286	veh-h/y	344	pers-h/y
Effective Stops	100,091	veh/y	120,109	pers/y
Travel Distance	207,219	veh-km/y	248,663	pers-km/y
Travel Time	3,845	veh-h/y	4,614	pers-h/y
Cost	148,398	$/y	148,398	$/y
Fuel Consumption	16,043	L/y		
Carbon Dioxide	37,701	kg/y		
Hydrocarbons	3	kg/y		
Carbon Monoxide	46	kg/y		

NOx	11 kg/y

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INTERSECTION SUMMARY

Site: 1 [Riverview_College Access_Sat Ex (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	56.4	km/h	56.4	km/h
Travel Distance (Total)	181.0	veh-km/h	217.2	pers-km/h
Travel Time (Total)	3.2	veh-h/h	3.9	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.94			
Travel Time Index	9.33			
Congestion Coefficient	1.06			
Demand Flows (Total)	179	veh/h	215	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.044			
Practical Spare Capacity	2129.5	%		
Effective Intersection Capacity	4071	veh/h		
Control Delay (Total)	0.14	veh-h/h	0.16	pers-h/h
Control Delay (Average)	2.8	sec	2.8	sec
Control Delay (Worst Lane)	5.9	sec		
Control Delay (Worst Movement)	6.0	sec	6.0	sec
Geometric Delay (Average)	2.6	sec		
Stop-Line Delay (Average)	0.1	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.1	veh		
95% Back of Queue - Distance (Worst Lane)	0.8	m		
Ave. Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	49	veh/h	59	pers/h
Effective Stop Rate	0.27		0.27	
Proportion Queued	0.07		0.07	
Performance Index	3.7		3.7	
Cost (Total)	121.69	$/h	121.69	$/h
Fuel Consumption (Total)	12.4	L/h		
Carbon Dioxide (Total)	29.1	kg/h		
Hydrocarbons (Total)	0.002	kg/h		
Carbon Monoxide (Total)	0.036	kg/h		
NOx (Total)	0.008	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 45.1% 1.3% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	85,895	veh/y	103,074	pers/y
Delay	66	veh-h/y	79	pers-h/y
Effective Stops	23,505	veh/y	28,206	pers/y
Travel Distance	86,868	veh-km/y	104,241	pers-km/y
Travel Time	1,540	veh-h/y	1,848	pers-h/y
Cost	58,413	$/y	58,413	$/y
Fuel Consumption	5,954	L/y		
Carbon Dioxide	13,991	kg/y		
Hydrocarbons	1	kg/y		
Carbon Monoxide	17	kg/y		

NOx	4 kg/y

INTERSECTION SUMMARY

Site: 1 [Riverview_College Access_Sat 2019 (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	55.1	km/h	55.1	km/h
Travel Distance (Total)	286.6	veh-km/h	343.9	pers-km/h
Travel Time (Total)	5.2	veh-h/h	6.2	pers-h/h
Desired Speed (Program)	60.0	km/h		
Speed Efficiency	0.92			
Travel Time Index	9.10			
Congestion Coefficient	1.09			
Demand Flows (Total)	283	veh/h	340	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.062			
Practical Spare Capacity	1187.2	%		
Effective Intersection Capacity	4556	veh/h		
Control Delay (Total)	0.31	veh-h/h	0.37	pers-h/h
Control Delay (Average)	3.9	sec	3.9	sec
Control Delay (Worst Lane)	6.2	sec		
Control Delay (Worst Movement)	6.4	sec	6.4	sec
Geometric Delay (Average)	3.6	sec		
Stop-Line Delay (Average)	0.3	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	NA			
95% Back of Queue - Vehicles (Worst Lane)	0.2	veh		
95% Back of Queue - Distance (Worst Lane)	1.5	m		
Ave. Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	107	veh/h	128	pers/h
Effective Stop Rate	0.38		0.38	
Proportion Queued	0.11		0.11	
Performance Index	6.4		6.4	
Cost (Total)	199.03	$/h	199.03	$/h
Fuel Consumption (Total)	20.9	L/h		
Carbon Dioxide (Total)	49.2	kg/h		
Hydrocarbons (Total)	0.004	kg/h		
Carbon Monoxide (Total)	0.060	kg/h		
NOx (Total)	0.014	kg/h		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Site Model Variability Index (Iterations 3 to N): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 47.3% 2.0% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	135,916	veh/y	163,099	pers/y
Delay	147	veh-h/y	176	pers-h/y
Effective Stops	51,357	veh/y	61,628	pers/y
Travel Distance	137,571	veh-km/y	165,085	pers-km/y
Travel Time	2,496	veh-h/y	2,995	pers-h/y
Cost	95,534	$/y	95,534	$/y
Fuel Consumption	10,051	L/y		
Carbon Dioxide	23,620	kg/y		
Hydrocarbons	2	kg/y		
Carbon Monoxide	29	kg/y		

NOx	7 kg/y

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MOVEMENT SUMMARY

Site: 1 [River_Tambourine_AM Ex (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tambourine Bay Rd Sth														
1	L2	42	2.0	44	2.0	0.670	49.1	LOS D	10.3	73.4	0.99	0.84	1.02	34.1
2	T1	164	2.0	173	2.0	0.670	43.6	LOS D	10.3	73.4	0.99	0.84	1.02	34.7
3	R2	166	2.0	175	2.0	* 0.868	62.6	LOS E	9.7	69.0	1.00	0.97	1.39	29.2
Approach		372	2.0	392	2.0	0.868	52.7	LOS D	10.3	73.4	0.99	0.90	1.19	31.9
East: River Rd West														
4	L2	66	0.0	69	0.0	0.405	27.2	LOS B	11.1	77.9	0.75	0.67	0.75	42.7
5	T1	561	0.0	591	0.0	0.405	21.7	LOS B	11.2	78.7	0.75	0.66	0.75	43.9
6	R2	52	0.0	55	0.0	0.491	58.3	LOS E	2.8	19.5	1.00	0.75	1.00	30.2
Approach		679	0.0	715	0.0	0.491	25.0	LOS B	11.2	78.7	0.77	0.66	0.77	42.4
North: Tambourine Bay Rd Nth														
7	L2	65	2.0	68	2.0	0.864	58.2	LOS E	15.0	106.5	1.00	1.01	1.30	31.4
8	T1	196	2.0	206	2.0	* 0.864	52.6	LOS D	15.0	106.5	1.00	1.01	1.30	31.9
9	R2	48	2.0	51	2.0	0.251	51.1	LOS D	2.3	16.7	0.95	0.74	0.95	32.2
Approach		309	2.0	325	2.0	0.864	53.6	LOS D	15.0	106.5	0.99	0.97	1.24	31.8
West: River Rd West														
10	L2	17	2.0	18	2.0	0.868	42.1	LOS C	35.7	254.4	0.98	1.00	1.12	36.7
11	T1	1274	2.0	1341	2.0	* 0.868	36.4	LOS C	35.7	254.4	0.97	0.98	1.11	37.5
12	R2	59	2.0	62	2.0	* 0.565	59.0	LOS E	3.2	22.8	1.00	0.77	1.05	30.0
Approach		1350	2.0	1421	2.0	0.868	37.4	LOS C	35.7	254.4	0.97	0.97	1.11	37.1
All Vehicles		2710	1.5	2853	1.5	0.868	38.3	LOS C	35.7	254.4	0.92	0.89	1.05	36.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tambourine Bay Rd Sth												
P1	Full	7	7	21.1	LOS C	0.0	0.0	0.65	0.65	45.7	31.9	0.70
East: River Rd West												
P2	Full	21	22	44.2	LOS E	0.1	0.1	0.94	0.94	73.8	38.5	0.52
North: Tambourine Bay Rd Nth												
P3	Full	7	7	22.5	LOS C	0.0	0.0	0.67	0.67	48.5	33.9	0.70

West: River Rd West											
P4 Full	19	20	44.2	LOS E	0.1	0.1	0.94	0.94	73.8	38.5	0.52
All Pedestrians	54	57	38.4	LOS D	0.1	0.1	0.87	0.87	66.9	37.0	0.55

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: 1 [River_Tambourine_AM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tambourine Bay Rd Sth														
1	L2	46	2.0	48	2.0	0.804	56.8	LOS E	14.3	102.0	1.00	0.94	1.17	31.9
2	T1	200	2.0	211	2.0	0.804	51.2	LOS D	14.3	102.0	1.00	0.94	1.17	32.4
3	R2	194	2.0	204	2.0	* 0.876	67.2	LOS E	12.4	88.5	1.00	0.97	1.35	28.2
Approach		440	2.0	463	2.0	0.876	58.8	LOS E	14.3	102.0	1.00	0.95	1.25	30.3
East: River Rd West														
4	L2	44	0.0	46	0.0	0.353	28.8	LOS C	10.3	72.4	0.73	0.65	0.73	42.1
5	T1	500	0.0	526	0.0	0.353	23.3	LOS B	10.4	73.0	0.73	0.63	0.73	43.2
6	R2	59	0.0	62	0.0	0.613	65.1	LOS E	3.5	24.8	1.00	0.78	1.09	28.6
Approach		603	0.0	635	0.0	0.613	27.8	LOS B	10.4	73.0	0.75	0.65	0.76	41.1
North: Tambourine Bay Rd Nth														
7	L2	82	2.0	86	2.0	0.891	65.1	LOS E	17.8	127.0	1.00	1.04	1.33	29.5
8	T1	195	2.0	205	2.0	* 0.891	59.6	LOS E	17.8	127.0	1.00	1.04	1.33	30.0
9	R2	58	2.0	61	2.0	0.262	53.5	LOS D	3.0	21.7	0.94	0.75	0.94	31.5
Approach		335	2.0	353	2.0	0.891	59.9	LOS E	17.8	127.0	0.99	0.99	1.26	30.1
West: River Rd West														
10	L2	17	2.0	18	2.0	0.865	44.2	LOS D	38.1	271.1	0.98	0.98	1.10	36.0
11	T1	1262	2.0	1328	2.0	* 0.865	38.4	LOS C	38.1	271.1	0.97	0.96	1.09	36.7
12	R2	59	2.0	62	2.0	* 0.622	65.3	LOS E	3.6	25.3	1.00	0.79	1.10	28.6
Approach		1338	2.0	1408	2.0	0.865	39.7	LOS C	38.1	271.1	0.97	0.96	1.09	36.3
All Vehicles		2716	1.6	2859	1.6	0.891	42.6	LOS D	38.1	271.1	0.93	0.89	1.06	35.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tambourine Bay Rd Sth												
P1	Full	7	7	22.9	LOS C	0.0	0.0	0.65	0.65	47.5	31.9	0.67
East: River Rd West												
P2	Full	21	22	48.3	LOS E	0.1	0.1	0.94	0.94	77.9	38.5	0.49
North: Tambourine Bay Rd Nth												
P3	Full	7	7	24.2	LOS C	0.0	0.0	0.66	0.66	50.3	33.9	0.67

West: River Rd West											
P4 Full	19	20	48.3	LOS E	0.1	0.1	0.94	0.94	77.9	38.5	0.49
All Pedestrians	54	57	41.9	LOS E	0.1	0.1	0.86	0.86	70.4	37.0	0.53

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: 1 [River_Tambourine_PM Ex (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tambourine Bay Rd Sth														
1	L2	50	2.0	53	2.0	0.640	39.3	LOS C	8.6	61.2	0.98	0.82	1.00	37.4
2	T1	167	2.0	176	2.0	0.640	33.8	LOS C	8.6	61.2	0.98	0.82	1.00	38.1
3	R2	121	2.0	127	2.0	* 0.795	50.2	LOS D	5.5	39.4	1.00	0.92	1.33	32.4
Approach		338	2.0	356	2.0	0.795	40.5	LOS C	8.6	61.2	0.98	0.86	1.12	35.8
East: River Rd West														
4	L2	73	0.0	77	0.0	0.921	50.0	LOS D	31.1	217.8	1.00	1.16	1.37	33.9
5	T1	1082	0.0	1139	0.0	* 0.921	44.4	LOS D	31.1	217.8	1.00	1.16	1.38	34.6
6	R2	69	0.0	73	0.0	* 0.521	47.1	LOS D	3.0	20.7	1.00	0.76	1.02	33.3
Approach		1224	0.0	1288	0.0	0.921	44.9	LOS D	31.1	217.8	1.00	1.14	1.36	34.5
North: Tambourine Bay Rd Nth														
7	L2	67	2.0	71	2.0	0.882	50.3	LOS D	14.4	102.8	1.00	1.06	1.39	33.7
8	T1	232	2.0	244	2.0	* 0.882	44.7	LOS D	14.4	102.8	1.00	1.06	1.39	34.2
9	R2	67	2.0	71	2.0	0.440	45.5	LOS D	2.8	19.9	0.99	0.76	0.99	33.8
Approach		366	2.0	385	2.0	0.882	45.9	LOS D	14.4	102.8	1.00	1.00	1.31	34.1
West: River Rd West														
10	L2	11	2.0	12	2.0	0.474	27.6	LOS B	9.8	69.7	0.83	0.71	0.83	43.0
11	T1	595	2.0	626	2.0	0.474	22.0	LOS B	9.8	69.8	0.83	0.71	0.83	44.0
12	R2	56	2.0	59	2.0	0.429	46.7	LOS D	2.4	16.9	0.99	0.75	0.99	33.4
Approach		662	2.0	697	2.0	0.474	24.2	LOS B	9.8	69.8	0.84	0.71	0.84	42.8
All Vehicles		2590	1.1	2726	1.1	0.921	39.1	LOS C	31.1	217.8	0.96	0.97	1.19	36.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tambourine Bay Rd Sth												
P1	Full	14	15	21.8	LOS C	0.0	0.0	0.74	0.74	46.3	31.9	0.69
East: River Rd West												
P2	Full	29	31	34.3	LOS D	0.1	0.1	0.93	0.93	63.9	38.5	0.60
North: Tambourine Bay Rd Nth												
P3	Full	20	21	23.3	LOS C	0.0	0.0	0.76	0.76	49.4	33.9	0.69

West: River Rd West											
P4 Full	33	35	34.3	LOS D	0.1	0.1	0.93	0.93	63.9	38.5	0.60
All Pedestrians	96	101	30.2	LOS D	0.1	0.1	0.86	0.86	58.3	36.6	0.63

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: 1 [River_Tambourine_PM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tambourine Bay Rd Sth														
1	L2	53	2.0	56	2.0	0.687	40.3	LOS C	9.5	67.3	0.99	0.86	1.05	37.1
2	T1	180	2.0	189	2.0	0.687	34.7	LOS C	9.5	67.3	0.99	0.86	1.05	37.8
3	R2	131	2.0	138	2.0	* 0.861	53.2	LOS D	6.2	44.4	1.00	0.98	1.49	31.6
Approach		364	2.0	383	2.0	0.861	42.2	LOS C	9.5	67.3	0.99	0.90	1.21	35.2
East: River Rd West														
4	L2	77	0.0	81	0.0	0.875	41.6	LOS C	26.2	183.7	1.00	1.06	1.24	36.7
5	T1	1013	0.0	1066	0.0	* 0.875	36.0	LOS C	26.2	183.7	0.99	1.05	1.23	37.6
6	R2	80	0.0	84	0.0	* 0.605	47.8	LOS D	3.5	24.4	1.00	0.80	1.09	33.1
Approach		1170	0.0	1232	0.0	0.875	37.1	LOS C	26.2	183.7	0.99	1.03	1.22	37.2
North: Tambourine Bay Rd Nth														
7	L2	78	2.0	82	2.0	0.890	51.2	LOS D	14.7	104.8	1.00	1.07	1.41	33.3
8	T1	223	2.0	235	2.0	* 0.890	45.7	LOS D	14.7	104.8	1.00	1.07	1.41	33.9
9	R2	52	2.0	55	2.0	0.342	45.0	LOS D	2.1	15.3	0.98	0.74	0.98	34.0
Approach		353	2.0	372	2.0	0.890	46.8	LOS D	14.7	104.8	1.00	1.02	1.35	33.8
West: River Rd West														
10	L2	13	2.0	14	2.0	0.487	27.7	LOS B	10.1	72.0	0.83	0.72	0.83	42.9
11	T1	610	2.0	642	2.0	0.487	22.1	LOS B	10.1	72.2	0.83	0.71	0.83	43.9
12	R2	75	2.0	79	2.0	0.575	47.6	LOS D	3.2	23.1	1.00	0.79	1.06	33.1
Approach		698	2.0	735	2.0	0.575	25.0	LOS B	10.1	72.2	0.85	0.72	0.86	42.4
All Vehicles		2585	1.1	2721	1.1	0.890	35.9	LOS C	26.2	183.7	0.95	0.93	1.14	37.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tambourine Bay Rd Sth												
P1	Full	14	15	21.8	LOS C	0.0	0.0	0.74	0.74	46.3	31.9	0.69
East: River Rd West												
P2	Full	29	31	34.3	LOS D	0.1	0.1	0.93	0.93	63.9	38.5	0.60
North: Tambourine Bay Rd Nth												
P3	Full	20	21	23.3	LOS C	0.0	0.0	0.76	0.76	49.4	33.9	0.69

West: River Rd West											
P4 Full	33	35	34.3	LOS D	0.1	0.1	0.93	0.93	63.9	38.5	0.60
All Pedestrians	96	101	30.2	LOS D	0.1	0.1	0.86	0.86	58.3	36.6	0.63

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: 1 [River_Tambourine_Sat Ex (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tambourine Bay Rd Sth														
1	L2	58	2.0	61	2.0	0.593	30.2	LOS C	6.3	44.8	0.96	0.80	0.97	41.2
2	T1	156	2.0	164	2.0	0.593	24.7	LOS B	6.3	44.8	0.96	0.80	0.97	42.0
3	R2	73	2.0	77	2.0	* 0.420	35.2	LOS C	2.3	16.3	0.98	0.76	0.98	37.4
Approach		287	2.0	302	2.0	0.593	28.5	LOS B	6.3	44.8	0.96	0.79	0.97	40.6
East: River Rd West														
4	L2	53	0.0	56	0.0	0.766	33.7	LOS C	9.2	64.2	1.00	0.93	1.19	39.8
5	T1	512	0.0	539	0.0	* 0.766	28.1	LOS B	9.3	64.8	1.00	0.93	1.19	40.8
6	R2	37	0.0	39	0.0	0.210	34.2	LOS C	1.1	7.9	0.95	0.72	0.95	37.8
Approach		602	0.0	634	0.0	0.766	29.0	LOS C	9.3	64.8	1.00	0.92	1.18	40.5
North: Tambourine Bay Rd Nth														
7	L2	91	2.0	96	2.0	0.740	33.0	LOS C	8.5	60.7	0.99	0.91	1.15	39.8
8	T1	175	2.0	184	2.0	* 0.740	27.4	LOS B	8.5	60.7	0.99	0.91	1.15	40.6
9	R2	57	2.0	60	2.0	0.328	34.8	LOS C	1.8	12.6	0.97	0.74	0.97	37.5
Approach		323	2.0	340	2.0	0.740	30.3	LOS C	8.5	60.7	0.99	0.88	1.12	39.8
West: River Rd West														
10	L2	25	2.0	26	2.0	0.756	33.4	LOS C	8.9	63.5	1.00	0.92	1.18	40.1
11	T1	527	2.0	555	2.0	0.756	27.8	LOS B	9.0	63.8	1.00	0.92	1.18	41.0
12	R2	65	2.0	68	2.0	* 0.374	35.0	LOS C	2.0	14.4	0.97	0.75	0.97	37.4
Approach		617	2.0	649	2.0	0.756	28.8	LOS C	9.0	63.8	0.99	0.91	1.16	40.6
All Vehicles		1829	1.3	1925	1.3	0.766	29.1	LOS C	9.3	64.8	0.99	0.89	1.13	40.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tambourine Bay Rd Sth												
P1	Full	14	15	24.3	LOS C	0.0	0.0	0.90	0.90	48.9	31.9	0.65
East: River Rd West												
P2	Full	29	31	24.3	LOS C	0.0	0.0	0.90	0.90	53.9	38.5	0.71
North: Tambourine Bay Rd Nth												
P3	Full	20	21	24.3	LOS C	0.0	0.0	0.90	0.90	50.4	33.9	0.67

West: River Rd West											
P4 Full	33	35	24.3	LOS C	0.1	0.1	0.90	0.90	54.0	38.5	0.71
All Pedestrians	96	101	24.3	LOS C	0.1	0.1	0.90	0.90	52.5	36.6	0.70

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: 1 [River_Tambourine_Sat 2019 (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tambourine Bay Rd Sth														
1	L2	60	2.0	63	2.0	0.775	35.5	LOS C	7.8	55.4	1.00	0.94	1.24	38.9
2	T1	173	2.0	182	2.0	0.775	30.0	LOS C	7.8	55.4	1.00	0.94	1.24	39.6
3	R2	102	2.0	107	2.0	* 0.586	36.1	LOS C	3.3	23.5	1.00	0.80	1.08	37.0
Approach		335	2.0	353	2.0	0.775	32.9	LOS C	7.8	55.4	1.00	0.90	1.19	38.7
East: River Rd West														
4	L2	47	0.0	49	0.0	0.841	35.9	LOS C	12.7	88.6	1.00	1.02	1.32	39.0
5	T1	678	0.0	714	0.0	* 0.841	30.4	LOS C	12.7	89.1	1.00	1.02	1.31	39.9
6	R2	64	0.0	67	0.0	0.363	34.9	LOS C	2.0	13.9	0.97	0.75	0.97	37.5
Approach		789	0.0	831	0.0	0.841	31.1	LOS C	12.7	89.1	1.00	1.00	1.29	39.6
North: Tambourine Bay Rd Nth														
7	L2	81	2.0	85	2.0	0.906	44.5	LOS D	10.7	76.0	1.00	1.12	1.62	35.4
8	T1	191	2.0	201	2.0	* 0.906	38.9	LOS C	10.7	76.0	1.00	1.12	1.62	36.1
9	R2	42	2.0	44	2.0	0.241	34.4	LOS C	1.3	9.1	0.96	0.73	0.96	37.7
Approach		314	2.0	331	2.0	0.906	39.7	LOS C	10.7	76.0	0.99	1.07	1.53	36.1
West: River Rd West														
10	L2	27	2.0	28	2.0	0.681	29.9	LOS C	8.7	61.9	0.97	0.85	1.04	41.7
11	T1	553	2.0	582	2.0	0.681	24.3	LOS B	8.7	62.2	0.97	0.85	1.04	42.7
12	R2	103	2.0	108	2.0	* 0.592	36.2	LOS C	3.3	23.8	1.00	0.81	1.08	37.0
Approach		683	2.0	719	2.0	0.681	26.4	LOS B	8.7	62.2	0.97	0.84	1.04	41.7
All Vehicles		2121	1.3	2233	1.3	0.906	31.1	LOS C	12.7	89.1	0.99	0.94	1.23	39.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Tambourine Bay Rd Sth												
P1	Full	14	15	23.4	LOS C	0.0	0.0	0.88	0.88	48.0	31.9	0.67
East: River Rd West												
P2	Full	29	31	24.3	LOS C	0.0	0.0	0.90	0.90	53.9	38.5	0.71
North: Tambourine Bay Rd Nth												
P3	Full	20	21	24.3	LOS C	0.0	0.0	0.90	0.90	50.4	33.9	0.67

West: River Rd West											
P4 Full	33	35	24.3	LOS C	0.1	0.1	0.90	0.90	54.0	38.5	0.71
All Pedestrians	96	101	24.2	LOS C	0.1	0.1	0.90	0.90	52.3	36.6	0.70

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: 1 [River_Fox_AM Ex (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fox St														
1	L2	108	0.0	114	0.0	0.129	7.6	LOS A	0.5	3.3	0.45	0.69	0.45	52.1
3	R2	5	0.0	5	0.0	1.000	1188.8	LOS F	2.7	18.9	1.00	1.06	1.30	2.9
Approach		113	0.0	119	0.0	1.000	59.8	LOS E	2.7	18.9	0.47	0.71	0.48	29.9
East: River Rd West														
4	L2	8	2.0	8	2.0	0.212	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.1
5	T1	689	2.0	725	2.0	0.212	1.8	LOS A	1.2	8.3	0.07	0.01	0.08	58.0
6	R2	6	2.0	6	2.0	0.212	36.5	LOS C	1.2	8.3	0.15	0.01	0.17	54.3
Approach		703	2.0	740	2.0	0.212	2.1	NA	1.2	8.3	0.07	0.01	0.08	57.9
North: Fox St														
7	L2	3	0.0	3	0.0	0.009	13.9	LOS A	0.0	0.2	0.74	0.81	0.74	47.8
9	R2	2	0.0	2	0.0	0.992	2500.4	LOS F	2.4	16.9	1.00	1.03	1.15	1.4
Approach		5	0.0	5	0.0	0.992	1008.5	LOS F	2.4	16.9	0.84	0.90	0.90	3.4
West: River Rd West														
10	L2	22	2.0	23	2.0	0.514	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.8
11	T1	1378	2.0	1451	2.0	0.514	1.8	LOS A	4.8	34.4	0.20	0.09	0.30	57.5
12	R2	153	2.0	161	2.0	0.514	13.8	LOS A	4.8	34.4	0.58	0.23	0.91	52.3
Approach		1553	2.0	1635	2.0	0.514	3.0	NA	4.8	34.4	0.23	0.10	0.36	57.0
All Vehicles		2374	1.9	2499	1.9	1.000	7.6	NA	4.8	34.4	0.20	0.10	0.28	53.2

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

MOVEMENT SUMMARY

Site: 1 [River_Fox_AM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fox St														
1	L2	100	0.0	105	0.0	0.108	7.0	LOS A	0.4	2.8	0.39	0.64	0.39	52.4
3	R2	2	0.0	2	0.0	0.216	374.2	LOS F	0.5	3.7	0.99	1.00	1.01	8.3
Approach		102	0.0	107	0.0	0.216	14.2	LOS A	0.5	3.7	0.40	0.65	0.40	47.5
East: River Rd West														
4	L2	4	2.0	4	2.0	0.166	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.1
5	T1	572	2.0	602	2.0	0.166	0.7	LOS A	0.4	2.8	0.03	0.01	0.04	59.1
6	R2	3	2.0	3	2.0	0.166	28.9	LOS C	0.4	2.8	0.07	0.01	0.08	56.7
Approach		579	2.0	609	2.0	0.166	0.9	NA	0.4	2.8	0.03	0.01	0.04	59.1
North: Fox St														
7	L2	6	0.0	6	0.0	0.013	11.2	LOS A	0.0	0.3	0.65	0.77	0.65	49.5
9	R2	2	0.0	2	0.0	0.329	635.9	LOS F	0.8	5.5	1.00	1.01	1.03	5.2
Approach		8	0.0	8	0.0	0.329	167.4	LOS F	0.8	5.5	0.74	0.83	0.74	15.9
West: River Rd West														
10	L2	31	2.0	33	2.0	0.442	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	57.8
11	T1	1303	2.0	1372	2.0	0.442	1.0	LOS A	2.8	20.1	0.14	0.07	0.20	58.3
12	R2	106	2.0	112	2.0	0.442	11.3	LOS A	2.8	20.1	0.35	0.13	0.49	55.0
Approach		1440	2.0	1516	2.0	0.442	1.9	NA	2.8	20.1	0.15	0.07	0.21	58.1
All Vehicles		2129	1.9	2241	1.9	0.442	2.8	NA	2.8	20.1	0.13	0.08	0.18	57.2

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

MOVEMENT SUMMARY

Site: 1 [River_Fox_PM Ex (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fox St														
1	L2	89	0.0	94	0.0	0.156	10.0	LOS A	0.5	3.8	0.59	0.83	0.59	50.3
3	R2	1	0.0	1	0.0	0.081	244.4	LOS F	0.2	1.4	0.99	0.99	0.99	11.9
Approach		90	0.0	95	0.0	0.156	12.6	LOS A	0.5	3.8	0.59	0.83	0.59	48.6
East: River Rd West														
4	L2	5	2.0	5	2.0	0.353	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	58.0
5	T1	1281	2.0	1348	2.0	0.353	0.1	LOS A	0.0	0.3	0.00	0.00	0.00	59.9
6	R2	1	2.0	1	2.0	0.353	13.0	LOS A	0.0	0.3	0.00	0.00	0.01	58.2
Approach		1287	2.0	1355	2.0	0.353	0.1	NA	0.0	0.3	0.00	0.00	0.00	59.9
North: Fox St														
7	L2	7	0.0	7	0.0	0.012	9.2	LOS A	0.0	0.3	0.53	0.69	0.53	50.9
9	R2	4	0.0	4	0.0	0.416	444.4	LOS F	1.0	7.3	0.99	1.01	1.06	7.2
Approach		11	0.0	12	0.0	0.416	167.4	LOS F	1.0	7.3	0.70	0.81	0.73	15.9
West: River Rd West														
10	L2	9	2.0	9	2.0	0.344	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	58.0
11	T1	673	2.0	708	2.0	0.344	1.6	LOS A	2.2	15.3	0.07	0.05	0.09	58.1
12	R2	73	2.0	77	2.0	0.344	24.9	LOS B	2.2	15.3	0.90	0.59	1.12	43.0
Approach		755	2.0	795	2.0	0.344	3.9	NA	2.2	15.3	0.15	0.11	0.19	56.2
All Vehicles		2143	1.9	2256	1.9	0.416	2.8	NA	2.2	15.3	0.08	0.08	0.10	57.2

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

MOVEMENT SUMMARY

Site: 1 [River_Fox_PM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fox St														
1	L2	84	0.0	88	0.0	0.130	9.1	LOS A	0.5	3.2	0.54	0.79	0.54	51.0
3	R2	1	0.0	1	0.0	0.057	179.0	LOS F	0.1	1.0	0.98	0.99	0.98	15.1
Approach		85	0.0	89	0.0	0.130	11.1	LOS A	0.5	3.2	0.55	0.79	0.55	49.6
East: River Rd West														
4	L2	8	2.0	8	2.0	0.314	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.0
5	T1	1128	2.0	1187	2.0	0.314	0.1	LOS A	0.1	0.7	0.01	0.01	0.01	59.8
6	R2	3	2.0	3	2.0	0.314	13.1	LOS A	0.1	0.7	0.02	0.00	0.02	58.1
Approach		1139	2.0	1199	2.0	0.314	0.2	NA	0.1	0.7	0.01	0.01	0.01	59.8
North: Fox St														
7	L2	2	0.0	2	0.0	0.003	8.9	LOS A	0.0	0.1	0.52	0.63	0.52	51.1
9	R2	4	0.0	4	0.0	0.297	287.7	LOS F	0.8	5.3	0.99	1.01	1.04	10.4
Approach		6	0.0	6	0.0	0.297	194.7	LOS F	0.8	5.3	0.83	0.88	0.87	14.2
West: River Rd West														
10	L2	17	2.0	18	2.0	0.335	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	57.9
11	T1	703	2.0	740	2.0	0.335	2.1	LOS A	2.5	18.1	0.13	0.08	0.16	57.5
12	R2	83	2.0	87	2.0	0.335	20.0	LOS B	2.5	18.1	0.84	0.43	1.06	46.4
Approach		803	2.0	845	2.0	0.335	4.0	NA	2.5	18.1	0.20	0.12	0.25	56.1
All Vehicles		2033	1.9	2140	1.9	0.335	2.7	NA	2.5	18.1	0.11	0.08	0.13	57.3

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

MOVEMENT SUMMARY

Site: 1 [River_Fox_Sat Ex (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fox St														
1	L2	65	0.0	68	0.0	0.072	7.1	LOS A	0.3	1.8	0.39	0.64	0.39	52.4
3	R2	1	0.0	1	0.0	0.011	39.6	LOS C	0.0	0.2	0.90	0.96	0.90	35.6
Approach		66	0.0	69	0.0	0.072	7.6	LOS A	0.3	1.8	0.40	0.64	0.40	52.0
East: River Rd West														
4	L2	10	2.0	11	2.0	0.180	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
5	T1	645	2.0	679	2.0	0.180	0.0	LOS A	0.0	0.1	0.00	0.01	0.00	59.9
6	R2	1	2.0	1	2.0	0.180	9.6	LOS A	0.0	0.1	0.01	0.00	0.01	58.2
Approach		656	2.0	691	2.0	0.180	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.8
North: Fox St														
7	L2	2	0.0	2	0.0	0.002	7.1	LOS A	0.0	0.1	0.40	0.56	0.40	52.4
9	R2	3	0.0	3	0.0	0.037	46.2	LOS D	0.1	0.8	0.92	0.97	0.92	33.5
Approach		5	0.0	5	0.0	0.037	30.6	LOS C	0.1	0.8	0.71	0.80	0.71	39.1
West: River Rd West														
10	L2	15	2.0	16	2.0	0.204	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
11	T1	552	2.0	581	2.0	0.204	0.9	LOS A	1.1	7.5	0.14	0.08	0.14	58.4
12	R2	62	2.0	65	2.0	0.204	10.2	LOS A	1.1	7.5	0.40	0.18	0.40	54.5
Approach		629	2.0	662	2.0	0.204	1.9	NA	1.1	7.5	0.16	0.09	0.16	58.0
All Vehicles		1356	1.9	1427	1.9	0.204	1.4	NA	1.1	7.5	0.10	0.08	0.10	58.4

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

MOVEMENT SUMMARY

Site: 1 [River_Fox_Sat 2019 (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Fox St														
1	L2	59	0.0	62	0.0	0.071	7.5	LOS A	0.3	1.8	0.43	0.67	0.43	52.1
3	R2	5	0.0	5	0.0	0.102	72.4	LOS F	0.3	2.0	0.95	0.98	0.95	27.0
Approach		64	0.0	67	0.0	0.102	12.6	LOS A	0.3	2.0	0.48	0.69	0.48	48.6
East: River Rd West														
4	L2	3	2.0	3	2.0	0.213	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.1
5	T1	774	2.0	815	2.0	0.213	0.0	LOS A	0.0	0.2	0.00	0.00	0.00	59.9
6	R2	1	2.0	1	2.0	0.213	11.4	LOS A	0.0	0.2	0.01	0.00	0.01	58.2
Approach		778	2.0	819	2.0	0.213	0.1	NA	0.0	0.2	0.00	0.00	0.00	59.9
North: Fox St														
7	L2	7	0.0	7	0.0	0.009	7.7	LOS A	0.0	0.2	0.45	0.62	0.45	52.0
9	R2	8	0.0	8	0.0	0.191	89.3	LOS F	0.5	3.7	0.96	0.99	0.99	24.0
Approach		15	0.0	16	0.0	0.191	51.2	LOS D	0.5	3.7	0.73	0.82	0.74	32.0
West: River Rd West														
10	L2	16	2.0	17	2.0	0.255	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
11	T1	679	2.0	715	2.0	0.255	1.3	LOS A	1.6	11.4	0.16	0.08	0.18	58.0
12	R2	69	2.0	73	2.0	0.255	12.2	LOS A	1.6	11.4	0.47	0.19	0.53	53.5
Approach		764	2.0	804	2.0	0.255	2.3	NA	1.6	11.4	0.18	0.09	0.21	57.6
All Vehicles		1621	1.9	1706	1.9	0.255	2.1	NA	1.6	11.4	0.11	0.08	0.12	57.8

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

MOVEMENT SUMMARY

Site: 1 [Tambourine_Riverview_AM Ex (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tambourine Bay Rd														
1b	L3	4	2.0	4	2.0	0.041	8.2	LOS A	0.2	1.4	0.51	0.67	0.51	50.6
1	L2	11	2.0	12	2.0	0.041	7.8	LOS A	0.2	1.4	0.51	0.67	0.51	50.7
3a	R1	18	2.0	19	2.0	0.041	9.2	LOS A	0.2	1.4	0.51	0.67	0.51	50.8
Approach		33	2.0	35	2.0	0.041	8.6	LOS A	0.2	1.4	0.51	0.67	0.51	50.8
NorthEast: Tambourine Bay Rd														
24a	L1	13	0.0	14	0.0	0.281	4.6	LOS A	1.8	12.5	0.09	0.58	0.09	53.1
25	T1	171	0.0	180	0.0	0.281	5.0	LOS A	1.8	12.5	0.09	0.58	0.09	53.3
26a	R1	226	0.0	238	0.0	0.281	6.8	LOS A	1.8	12.5	0.09	0.58	0.09	52.7
Approach		410	0.0	432	0.0	0.281	5.9	LOS A	1.8	12.5	0.09	0.58	0.09	52.9
West: Riverview St														
10a	L1	186	0.0	196	0.0	0.187	5.4	LOS A	1.1	7.4	0.35	0.56	0.35	53.3
12	R2	4	0.0	4	0.0	0.187	8.2	LOS A	1.1	7.4	0.35	0.56	0.35	53.0
12b	R3	5	0.0	5	0.0	0.187	8.9	LOS A	1.1	7.4	0.35	0.56	0.35	53.2
Approach		195	0.0	205	0.0	0.187	5.5	LOS A	1.1	7.4	0.35	0.56	0.35	53.2
SouthWest: College Access														
30b	L3	2	0.0	2	0.0	0.124	7.3	LOS A	0.6	4.3	0.44	0.60	0.44	51.9
31	T1	110	0.0	116	0.0	0.124	6.5	LOS A	0.6	4.3	0.44	0.60	0.44	52.8
32b	R3	3	0.0	3	0.0	0.124	9.7	LOS A	0.6	4.3	0.44	0.60	0.44	52.5
Approach		115	0.0	121	0.0	0.124	6.6	LOS A	0.6	4.3	0.44	0.60	0.44	52.7
All Vehicles		753	0.1	793	0.1	0.281	6.1	LOS A	1.8	12.5	0.23	0.58	0.23	52.9

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

MOVEMENT SUMMARY

Site: 1 [Tambourine_Riverview_AM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tambourine Bay Rd														
1b	L3	4	2.0	4	2.0	0.029	7.4	LOS A	0.1	1.0	0.44	0.62	0.44	51.3
1	L2	13	2.0	14	2.0	0.029	7.1	LOS A	0.1	1.0	0.44	0.62	0.44	51.5
3a	R1	9	2.0	9	2.0	0.029	8.4	LOS A	0.1	1.0	0.44	0.62	0.44	51.5
Approach		26	2.0	27	2.0	0.029	7.6	LOS A	0.1	1.0	0.44	0.62	0.44	51.5
NorthEast: Tambourine Bay Rd														
24a	L1	12	0.0	13	0.0	0.209	4.6	LOS A	1.2	8.7	0.10	0.59	0.10	53.1
25	T1	110	0.0	116	0.0	0.209	5.0	LOS A	1.2	8.7	0.10	0.59	0.10	53.2
26a	R1	173	0.0	182	0.0	0.209	6.8	LOS A	1.2	8.7	0.10	0.59	0.10	52.6
Approach		295	0.0	311	0.0	0.209	6.0	LOS A	1.2	8.7	0.10	0.59	0.10	52.9
West: Riverview St														
10a	L1	114	0.0	120	0.0	0.123	5.3	LOS A	0.7	4.6	0.32	0.55	0.32	53.2
12	R2	6	0.0	6	0.0	0.123	8.1	LOS A	0.7	4.6	0.32	0.55	0.32	52.9
12b	R3	8	0.0	8	0.0	0.123	8.8	LOS A	0.7	4.6	0.32	0.55	0.32	53.1
Approach		128	0.0	135	0.0	0.123	5.6	LOS A	0.7	4.6	0.32	0.55	0.32	53.2
SouthWest: College Access														
30b	L3	4	0.0	4	0.0	0.117	6.9	LOS A	0.6	4.0	0.38	0.57	0.38	52.1
31	T1	109	0.0	115	0.0	0.117	6.1	LOS A	0.6	4.0	0.38	0.57	0.38	53.0
32b	R3	1	0.0	1	0.0	0.117	9.3	LOS A	0.6	4.0	0.38	0.57	0.38	52.7
Approach		114	0.0	120	0.0	0.117	6.2	LOS A	0.6	4.0	0.38	0.57	0.38	53.0
All Vehicles		563	0.1	593	0.1	0.209	6.0	LOS A	1.2	8.7	0.22	0.58	0.22	52.9

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

MOVEMENT SUMMARY

Site: 1 [Tambourine_Riverview_PM Ex (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tambourine Bay Rd														
1b	L3	3	2.0	3	2.0	0.035	7.1	LOS A	0.2	1.2	0.39	0.63	0.39	51.1
1	L2	1	2.0	1	2.0	0.035	6.7	LOS A	0.2	1.2	0.39	0.63	0.39	51.2
3a	R1	29	2.0	31	2.0	0.035	8.1	LOS A	0.2	1.2	0.39	0.63	0.39	51.3
Approach		33	2.0	35	2.0	0.035	7.9	LOS A	0.2	1.2	0.39	0.63	0.39	51.3
NorthEast: Tambourine Bay Rd														
24a	L1	27	0.0	28	0.0	0.175	4.6	LOS A	1.0	7.0	0.06	0.58	0.06	53.3
25	T1	107	0.0	113	0.0	0.175	4.9	LOS A	1.0	7.0	0.06	0.58	0.06	53.5
26a	R1	122	0.0	128	0.0	0.175	6.7	LOS A	1.0	7.0	0.06	0.58	0.06	52.9
Approach		256	0.0	269	0.0	0.175	5.8	LOS A	1.0	7.0	0.06	0.58	0.06	53.2
West: Riverview St														
10a	L1	134	0.0	141	0.0	0.141	5.6	LOS A	0.7	5.2	0.37	0.57	0.37	53.2
12	R2	2	0.0	2	0.0	0.141	8.4	LOS A	0.7	5.2	0.37	0.57	0.37	52.9
12b	R3	4	0.0	4	0.0	0.141	9.1	LOS A	0.7	5.2	0.37	0.57	0.37	53.1
Approach		140	0.0	147	0.0	0.141	5.7	LOS A	0.7	5.2	0.37	0.57	0.37	53.2
SouthWest: College Access														
30b	L3	3	0.0	3	0.0	0.136	6.7	LOS A	0.7	4.8	0.34	0.55	0.34	52.2
31	T1	133	0.0	140	0.0	0.136	5.9	LOS A	0.7	4.8	0.34	0.55	0.34	53.1
32b	R3	2	0.0	2	0.0	0.136	9.0	LOS A	0.7	4.8	0.34	0.55	0.34	52.8
Approach		138	0.0	145	0.0	0.136	5.9	LOS A	0.7	4.8	0.34	0.55	0.34	53.1
All Vehicles		567	0.1	597	0.1	0.175	5.9	LOS A	1.0	7.0	0.23	0.57	0.23	53.0

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

MOVEMENT SUMMARY

Site: 1 [Tambourine_Riverview_PM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tambourine Bay Rd														
1b	L3	4	2.0	4	2.0	0.029	6.8	LOS A	0.1	1.0	0.36	0.61	0.36	51.4
1	L2	6	2.0	6	2.0	0.029	6.5	LOS A	0.1	1.0	0.36	0.61	0.36	51.5
3a	R1	18	2.0	19	2.0	0.029	7.8	LOS A	0.1	1.0	0.36	0.61	0.36	51.6
Approach		28	2.0	29	2.0	0.029	7.4	LOS A	0.1	1.0	0.36	0.61	0.36	51.6
NorthEast: Tambourine Bay Rd														
24a	L1	12	0.0	13	0.0	0.142	4.6	LOS A	0.8	5.5	0.09	0.56	0.09	53.4
25	T1	110	0.0	116	0.0	0.142	5.0	LOS A	0.8	5.5	0.09	0.56	0.09	53.5
26a	R1	73	0.0	77	0.0	0.142	6.8	LOS A	0.8	5.5	0.09	0.56	0.09	52.9
Approach		195	0.0	205	0.0	0.142	5.6	LOS A	0.8	5.5	0.09	0.56	0.09	53.3
West: Riverview St														
10a	L1	114	0.0	120	0.0	0.124	5.3	LOS A	0.6	4.5	0.32	0.56	0.32	53.2
12	R2	6	0.0	6	0.0	0.124	8.2	LOS A	0.6	4.5	0.32	0.56	0.32	52.9
12b	R3	8	0.0	8	0.0	0.124	8.9	LOS A	0.6	4.5	0.32	0.56	0.32	53.1
Approach		128	0.0	135	0.0	0.124	5.7	LOS A	0.6	4.5	0.32	0.56	0.32	53.2
SouthWest: College Access														
30b	L3	4	0.0	4	0.0	0.106	6.3	LOS A	0.5	3.6	0.27	0.52	0.27	52.5
31	T1	109	0.0	115	0.0	0.106	5.5	LOS A	0.5	3.6	0.27	0.52	0.27	53.4
32b	R3	1	0.0	1	0.0	0.106	8.7	LOS A	0.5	3.6	0.27	0.52	0.27	53.1
Approach		114	0.0	120	0.0	0.106	5.5	LOS A	0.5	3.6	0.27	0.52	0.27	53.3
All Vehicles		465	0.1	489	0.1	0.142	5.7	LOS A	0.8	5.5	0.21	0.55	0.21	53.2

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

MOVEMENT SUMMARY

Site: 1 [Tambourine_Riverview_Sat Ex (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tambourine Bay Rd														
1b	L3	1	2.0	1	2.0	0.031	6.5	LOS A	0.1	1.0	0.29	0.60	0.29	51.4
1	L2	5	2.0	5	2.0	0.031	6.1	LOS A	0.1	1.0	0.29	0.60	0.29	51.6
3a	R1	26	2.0	27	2.0	0.031	7.4	LOS A	0.1	1.0	0.29	0.60	0.29	51.7
Approach		32	2.0	34	2.0	0.031	7.2	LOS A	0.1	1.0	0.29	0.60	0.29	51.6
NorthEast: Tambourine Bay Rd														
24a	L1	37	0.0	39	0.0	0.117	4.6	LOS A	0.6	4.3	0.10	0.55	0.10	53.5
25	T1	72	0.0	76	0.0	0.117	5.0	LOS A	0.6	4.3	0.10	0.55	0.10	53.7
26a	R1	48	0.0	51	0.0	0.117	6.8	LOS A	0.6	4.3	0.10	0.55	0.10	53.0
Approach		157	0.0	165	0.0	0.117	5.4	LOS A	0.6	4.3	0.10	0.55	0.10	53.4
West: Riverview St														
10a	L1	84	0.0	88	0.0	0.091	5.1	LOS A	0.4	3.1	0.26	0.55	0.26	53.3
12	R2	7	0.0	7	0.0	0.091	7.9	LOS A	0.4	3.1	0.26	0.55	0.26	53.0
12b	R3	7	0.0	7	0.0	0.091	8.6	LOS A	0.4	3.1	0.26	0.55	0.26	53.2
Approach		98	0.0	103	0.0	0.091	5.5	LOS A	0.4	3.1	0.26	0.55	0.26	53.3
SouthWest: College Access														
30b	L3	1	0.0	1	0.0	0.061	6.2	LOS A	0.3	2.0	0.23	0.51	0.23	52.5
31	T1	62	0.0	65	0.0	0.061	5.3	LOS A	0.3	2.0	0.23	0.51	0.23	53.4
32b	R3	3	0.0	3	0.0	0.061	8.5	LOS A	0.3	2.0	0.23	0.51	0.23	53.2
Approach		66	0.0	69	0.0	0.061	5.5	LOS A	0.3	2.0	0.23	0.51	0.23	53.4
All Vehicles		353	0.2	372	0.2	0.117	5.6	LOS A	0.6	4.3	0.18	0.55	0.18	53.2

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

MOVEMENT SUMMARY

Site: 1 [Tambourine_Riverview_Sat 2019 (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tambourine Bay Rd														
1b	L3	6	2.0	6	2.0	0.019	6.6	LOS A	0.1	0.6	0.32	0.60	0.32	51.4
1	L2	1	2.0	1	2.0	0.019	6.3	LOS A	0.1	0.6	0.32	0.60	0.32	51.6
3a	R1	12	2.0	13	2.0	0.019	7.6	LOS A	0.1	0.6	0.32	0.60	0.32	51.7
Approach		19	2.0	20	2.0	0.019	7.2	LOS A	0.1	0.6	0.32	0.60	0.32	51.6
NorthEast: Tambourine Bay Rd														
24a	L1	11	0.0	12	0.0	0.116	4.6	LOS A	0.6	4.4	0.06	0.58	0.06	53.4
25	T1	84	0.0	88	0.0	0.116	4.9	LOS A	0.6	4.4	0.06	0.58	0.06	53.6
26a	R1	71	0.0	75	0.0	0.116	6.7	LOS A	0.6	4.4	0.06	0.58	0.06	52.9
Approach		166	0.0	175	0.0	0.116	5.7	LOS A	0.6	4.4	0.06	0.58	0.06	53.3
West: Riverview St														
10a	L1	140	0.0	147	0.0	0.145	5.5	LOS A	0.8	5.3	0.36	0.56	0.36	53.3
12	R2	5	0.0	5	0.0	0.145	8.4	LOS A	0.8	5.3	0.36	0.56	0.36	53.0
12b	R3	1	0.0	1	0.0	0.145	9.0	LOS A	0.8	5.3	0.36	0.56	0.36	53.2
Approach		146	0.0	154	0.0	0.145	5.6	LOS A	0.8	5.3	0.36	0.56	0.36	53.2
SouthWest: College Access														
30b	L3	3	0.0	3	0.0	0.129	6.2	LOS A	0.6	4.5	0.25	0.52	0.25	52.6
31	T1	140	0.0	147	0.0	0.129	5.4	LOS A	0.6	4.5	0.25	0.52	0.25	53.5
32b	R3	1	0.0	1	0.0	0.129	8.6	LOS A	0.6	4.5	0.25	0.52	0.25	53.2
Approach		144	0.0	152	0.0	0.129	5.4	LOS A	0.6	4.5	0.25	0.52	0.25	53.4
All Vehicles		475	0.1	500	0.1	0.145	5.7	LOS A	0.8	5.3	0.22	0.56	0.22	53.2

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

MOVEMENT SUMMARY

Site: 1 [Riverview_College Access_AM Ex (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: College Access														
1	L2	8	0.0	8	0.0	0.149	5.7	LOS A	0.5	3.7	0.34	0.66	0.34	52.4
2	T1	17	0.0	18	0.0	0.149	5.4	LOS A	0.5	3.7	0.34	0.66	0.34	52.5
3	R2	93	0.0	98	0.0	0.149	7.6	LOS A	0.5	3.7	0.34	0.66	0.34	51.9
Approach		118	0.0	124	0.0	0.149	7.1	LOS A	0.5	3.7	0.34	0.66	0.34	52.0
East: Riverview St														
4	L2	142	0.0	149	0.0	0.163	5.6	LOS A	0.6	4.3	0.09	0.44	0.09	54.2
5	T1	57	0.0	60	0.0	0.163	0.1	LOS A	0.6	4.3	0.09	0.44	0.09	55.6
6	R2	84	0.0	88	0.0	0.163	5.6	LOS A	0.6	4.3	0.09	0.44	0.09	53.7
Approach		283	0.0	298	0.0	0.163	4.5	NA	0.6	4.3	0.09	0.44	0.09	54.3
North: Junior School Access														
7	L2	57	0.0	60	0.0	0.064	5.7	LOS A	0.2	1.7	0.10	0.55	0.10	53.5
8	T1	22	0.0	23	0.0	0.064	5.7	LOS A	0.2	1.7	0.10	0.55	0.10	53.7
9	R2	1	0.0	1	0.0	0.064	6.6	LOS A	0.2	1.7	0.10	0.55	0.10	53.0
Approach		80	0.0	84	0.0	0.064	5.7	LOS A	0.2	1.7	0.10	0.55	0.10	53.5
West: Riverview St														
10	L2	1	0.0	1	0.0	0.027	6.1	LOS A	0.1	0.4	0.12	0.11	0.12	57.0
11	T1	39	0.0	41	0.0	0.027	0.2	LOS A	0.1	0.4	0.12	0.11	0.12	58.5
12	R2	8	0.0	8	0.0	0.027	6.1	LOS A	0.1	0.4	0.12	0.11	0.12	56.4
Approach		48	0.0	51	0.0	0.027	1.3	NA	0.1	0.4	0.12	0.11	0.12	58.1
All Vehicles		529	0.0	557	0.0	0.163	5.0	NA	0.6	4.3	0.15	0.47	0.15	54.0

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

MOVEMENT SUMMARY

Site: 1 [Riverview_College Access_AM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: College Access														
1	L2	2	0.0	2	0.0	0.142	5.6	LOS A	0.5	3.5	0.33	0.65	0.33	52.6
2	T1	10	0.0	11	0.0	0.142	5.1	LOS A	0.5	3.5	0.33	0.65	0.33	52.7
3	R2	104	0.0	109	0.0	0.142	7.1	LOS A	0.5	3.5	0.33	0.65	0.33	52.0
Approach		116	0.0	122	0.0	0.142	6.9	LOS A	0.5	3.5	0.33	0.65	0.33	52.1
East: Riverview St														
4	L2	130	0.0	137	0.0	0.131	5.6	LOS A	0.5	3.3	0.09	0.48	0.09	53.8
5	T1	25	0.0	26	0.0	0.131	0.1	LOS A	0.5	3.3	0.09	0.48	0.09	55.2
6	R2	71	0.0	75	0.0	0.131	5.6	LOS A	0.5	3.3	0.09	0.48	0.09	53.3
Approach		226	0.0	238	0.0	0.131	5.0	NA	0.5	3.3	0.09	0.48	0.09	53.8
North: Junior School Access														
7	L2	45	0.0	47	0.0	0.059	5.7	LOS A	0.2	1.6	0.11	0.55	0.11	53.6
8	T1	27	0.0	28	0.0	0.059	5.3	LOS A	0.2	1.6	0.11	0.55	0.11	53.8
9	R2	1	0.0	1	0.0	0.059	6.2	LOS A	0.2	1.6	0.11	0.55	0.11	53.1
Approach		73	0.0	77	0.0	0.059	5.5	LOS A	0.2	1.6	0.11	0.55	0.11	53.7
West: Riverview St														
10	L2	3	0.0	3	0.0	0.026	5.8	LOS A	0.0	0.2	0.06	0.09	0.06	57.4
11	T1	40	0.0	42	0.0	0.026	0.1	LOS A	0.0	0.2	0.06	0.09	0.06	58.9
12	R2	4	0.0	4	0.0	0.026	5.9	LOS A	0.0	0.2	0.06	0.09	0.06	56.8
Approach		47	0.0	49	0.0	0.026	0.9	NA	0.0	0.2	0.06	0.09	0.06	58.6
All Vehicles		462	0.0	486	0.0	0.142	5.1	NA	0.5	3.5	0.15	0.49	0.15	53.8

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

MOVEMENT SUMMARY

Site: 1 [Riverview_College Access_PM Ex (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: College Access														
1	L2	2	0.0	2	0.0	0.117	5.7	LOS A	0.4	2.9	0.31	0.63	0.31	52.8
2	T1	5	0.0	5	0.0	0.117	4.8	LOS A	0.4	2.9	0.31	0.63	0.31	52.9
3	R2	93	0.0	98	0.0	0.117	6.7	LOS A	0.4	2.9	0.31	0.63	0.31	52.2
Approach		100	0.0	105	0.0	0.117	6.6	LOS A	0.4	2.9	0.31	0.63	0.31	52.3
East: Riverview St														
4	L2	50	0.0	53	0.0	0.077	5.6	LOS A	0.3	2.1	0.11	0.40	0.11	54.5
5	T1	35	0.0	37	0.0	0.077	0.1	LOS A	0.3	2.1	0.11	0.40	0.11	55.9
6	R2	48	0.0	51	0.0	0.077	5.6	LOS A	0.3	2.1	0.11	0.40	0.11	53.9
Approach		133	0.0	140	0.0	0.077	4.2	NA	0.3	2.1	0.11	0.40	0.11	54.6
North: Junior School Access														
7	L2	68	0.0	72	0.0	0.058	5.7	LOS A	0.2	1.6	0.12	0.54	0.12	53.4
8	T1	12	0.0	13	0.0	0.058	4.9	LOS A	0.2	1.6	0.12	0.54	0.12	53.6
9	R2	1	0.0	1	0.0	0.058	6.1	LOS A	0.2	1.6	0.12	0.54	0.12	52.9
Approach		81	0.0	85	0.0	0.058	5.6	LOS A	0.2	1.6	0.12	0.54	0.12	53.4
West: Riverview St														
10	L2	1	0.0	1	0.0	0.025	5.7	LOS A	0.0	0.1	0.02	0.04	0.02	57.9
11	T1	43	0.0	45	0.0	0.025	0.0	LOS A	0.0	0.1	0.02	0.04	0.02	59.6
12	R2	2	0.0	2	0.0	0.025	5.7	LOS A	0.0	0.1	0.02	0.04	0.02	57.3
Approach		46	0.0	48	0.0	0.025	0.4	NA	0.0	0.1	0.02	0.04	0.02	59.4
All Vehicles		360	0.0	379	0.0	0.117	4.7	NA	0.4	2.9	0.15	0.45	0.15	54.2

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

MOVEMENT SUMMARY

Site: 1 [Riverview_College Access_PM 2019 (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: College Access														
1	L2	1	0.0	1	0.0	0.099	5.6	LOS A	0.3	2.4	0.32	0.63	0.32	52.7
2	T1	5	0.0	5	0.0	0.099	5.0	LOS A	0.3	2.4	0.32	0.63	0.32	52.8
3	R2	76	0.0	80	0.0	0.099	6.9	LOS A	0.3	2.4	0.32	0.63	0.32	52.1
Approach		82	0.0	86	0.0	0.099	6.7	LOS A	0.3	2.4	0.32	0.63	0.32	52.2
East: Riverview St														
4	L2	130	0.0	137	0.0	0.130	5.6	LOS A	0.5	3.3	0.08	0.49	0.08	53.9
5	T1	25	0.0	26	0.0	0.130	0.1	LOS A	0.5	3.3	0.08	0.49	0.08	55.3
6	R2	71	0.0	75	0.0	0.130	5.6	LOS A	0.5	3.3	0.08	0.49	0.08	53.3
Approach		226	0.0	238	0.0	0.130	5.0	NA	0.5	3.3	0.08	0.49	0.08	53.9
North: Junior School Access														
7	L2	46	0.0	48	0.0	0.047	5.6	LOS A	0.2	1.3	0.09	0.55	0.09	53.6
8	T1	15	0.0	16	0.0	0.047	5.3	LOS A	0.2	1.3	0.09	0.55	0.09	53.8
9	R2	1	0.0	1	0.0	0.047	6.1	LOS A	0.2	1.3	0.09	0.55	0.09	53.1
Approach		62	0.0	65	0.0	0.047	5.6	LOS A	0.2	1.3	0.09	0.55	0.09	53.6
West: Riverview St														
10	L2	1	0.0	1	0.0	0.019	5.9	LOS A	0.0	0.1	0.04	0.05	0.04	57.8
11	T1	32	0.0	34	0.0	0.019	0.0	LOS A	0.0	0.1	0.04	0.05	0.04	59.4
12	R2	2	0.0	2	0.0	0.019	5.9	LOS A	0.0	0.1	0.04	0.05	0.04	57.1
Approach		35	0.0	37	0.0	0.019	0.5	NA	0.0	0.1	0.04	0.05	0.04	59.2
All Vehicles		405	0.0	426	0.0	0.130	5.0	NA	0.5	3.3	0.13	0.49	0.13	53.9

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

MOVEMENT SUMMARY

Site: 1 [Riverview_College Access_Sat Ex (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

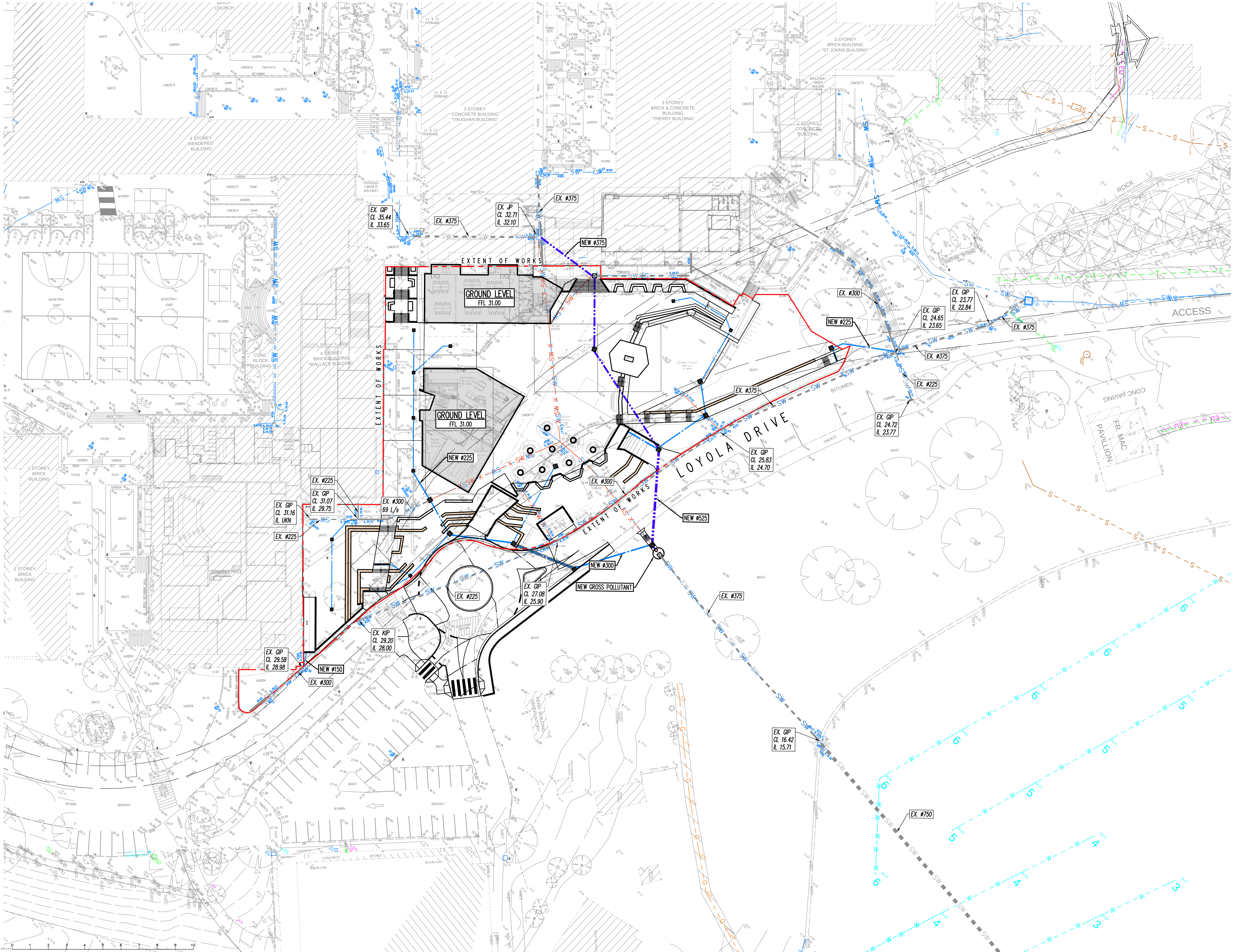
Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: College Access														
1	L2	2	0.0	2	0.0	0.033	5.7	LOS A	0.1	0.8	0.21	0.57	0.21	53.1
2	T1	2	0.0	2	0.0	0.033	4.5	LOS A	0.1	0.8	0.21	0.57	0.21	53.3
3	R2	28	0.0	29	0.0	0.033	6.0	LOS A	0.1	0.8	0.21	0.57	0.21	52.6
Approach		32	0.0	34	0.0	0.033	5.9	LOS A	0.1	0.8	0.21	0.57	0.21	52.7
East: Riverview St														
4	L2	18	0.0	19	0.0	0.044	5.6	LOS A	0.1	0.5	0.04	0.21	0.04	56.4
5	T1	51	0.0	54	0.0	0.044	0.0	LOS A	0.1	0.5	0.04	0.21	0.04	58.0
6	R2	10	0.0	11	0.0	0.044	5.6	LOS A	0.1	0.5	0.04	0.21	0.04	55.9
Approach		79	0.0	83	0.0	0.044	2.0	NA	0.1	0.5	0.04	0.21	0.04	57.3
North: Junior School Access														
7	L2	16	0.0	17	0.0	0.014	5.6	LOS A	0.1	0.4	0.11	0.54	0.11	53.5
8	T1	3	0.0	3	0.0	0.014	4.6	LOS A	0.1	0.4	0.11	0.54	0.11	53.6
9	R2	1	0.0	1	0.0	0.014	5.9	LOS A	0.1	0.4	0.11	0.54	0.11	52.9
Approach		20	0.0	21	0.0	0.014	5.5	LOS A	0.1	0.4	0.11	0.54	0.11	53.5
West: Riverview St														
10	L2	1	0.0	1	0.0	0.021	5.6	LOS A	0.0	0.1	0.01	0.03	0.01	58.1
11	T1	37	0.0	39	0.0	0.021	0.0	LOS A	0.0	0.1	0.01	0.03	0.01	59.7
12	R2	1	0.0	1	0.0	0.021	5.6	LOS A	0.0	0.1	0.01	0.03	0.01	57.4
Approach		39	0.0	41	0.0	0.021	0.3	NA	0.0	0.1	0.01	0.03	0.01	59.6
All Vehicles		170	0.0	179	0.0	0.044	2.8	NA	0.1	0.8	0.07	0.27	0.07	56.4

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

11. Appendix C - Plans of Proposed Stage 2 Development

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0 4 8 12 16 20 24 28 32m

1:400 A1 1:800 A3

PRELIMINARY
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FileName: SKC20.dwg – USER: duncanm – Plot File Created: Oct 14, 2020 – 10:57am

A1 0 1 2 3 4 5 6 7 8 9 10

Rev	Description	Eng	Draft	Date
P4	FOR COORDINATION	DM	DM	14.10.20
P3	ISSUE FOR INFORMATION	DM	DM	06.10.20
P2	DRAFT FOR APPROVAL	DM	DM	30.07.20
P1	PRELIMINARY	DM	DM	26.03.20

Architect
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612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
SAINT IGNATIUS' COLLEGE RIVERVIEW - STAGE 2

Sheet Subject
CONCEPT LOCALITY PLAN

Scale : A1	Drawn	Authorised
1:400	DM	-

Job No	Drawing No	Revision
191740	SKC20	P4

Plot File Created: Oct 14, 2020 - 10:57am

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STORMWATER LEGEND

- F22.20 — Finished surface level
- F22.00 — Finished contour
- Stormwater pit, flow direction and line
  - IL6.04
  - ø375 'Z'
  - 0.5%
  - 25 L/s
  - IL5.84
- IR — Intermediate riser with subsoil drainage line (100 dia)
- FP — Flushing point with subsoil drainage line (100 dia)
- DP — Downpipe
- RWO — Rainwater outlet
- Surface water drainage
- Roof water drainage
- Stormwater diversion
- SW — Existing stormwater to be retained
- X SW X — Existing stormwater to be removed
- GD — Grated drain
- RW — Blockwork retaining wall
- Extent of structure above
- Extent of structure below

4 STOREY BRICK BUILDING "WALLACE BUILDING"

BASEMENT LEVEL FFL 26.50

DOWNPIPE COLLECTOR

EXISTING STORMWATER PIPE TO BE REMOVED

10kL RAINWATER TANK

300ø uPVC

150ø uPVC

375ø PIPE FROM GROUND LEVEL

225ø PIPE FROM GROUND LEVEL

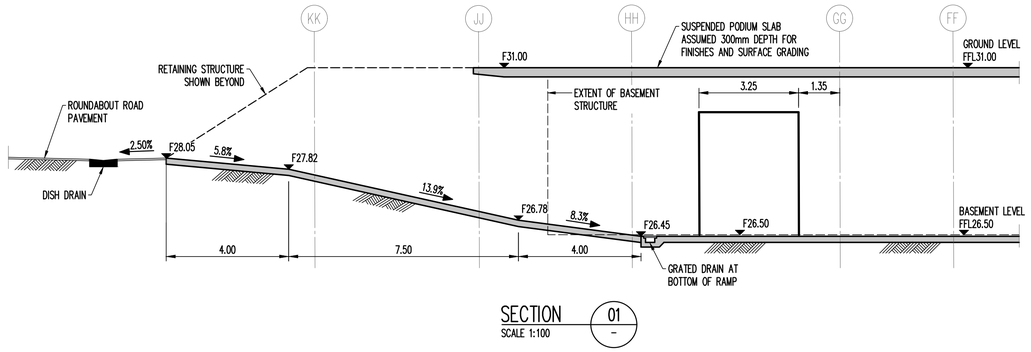
525ø PIPE TO GPT. REFER GROUND LEVEL PLAN

IL 25.50 ø300 6.7% 93 L/s IL24.50

EXTENT OF BUILDING ABOVE

EXTENT OF PODIUM ABOVE

01 SKC21



SECTION 01
SCALE 1:100

0 2 4 6 8 10 12 14 16m
1:200 A1 1:400 A3

PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

Rev	Description	Eng	Draft	Date
P6	DRAFT FOR APPROVAL	DM	DM	30.07.20
P5	ISSUE FOR QS	DM	DM	13.07.20
P4	ISSUE FOR QS	DM	DM	08.07.20
P3	PRELIMINARY	DM	DM	05.06.20
P2	PRELIMINARY	DM	DM	26.03.20
P1	PRELIMINARY	DM	DM	12.03.20
P9	FOR COORDINATION	DM	DM	14.10.20
P8	FOR INFORMATION ONLY	DM	DM	06.10.20
P7	FOR INFORMATION ONLY	DM	DM	29.09.20

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Project
SAINT IGNATIUS' COLLEGE
RIVERVIEW - STAGE 2

Sheet Subject
CONCEPT STORMWATER MANAGEMENT PLAN
BASEMENT LEVEL

Scale : A1	Drawn	Authorised
1:200	DM	-

Job No	Drawing No	Revision
191740	SKC21	P9

Plot File Created: Oct 14, 2020 - 10:57am

FileName: SKC21.dwg - USER: duncanm - Plot File Created: Oct 14, 2020 - 10:57am

A1 0 1 2 3 4 5 6 7 8 9 10

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STORMWATER LEGEND

- F22.20 — Finished surface level
- F22.00 — Finished contour
- IL6.04 / ⌀375 '2' / 0.5% / 25 L/s / IL5.84 — Stormwater pit, flow direction and line; Invert level upstream; Pipe size and class; Pipe grade; Flow rate (Litres per second); Invert level downstream
- IR — Intermediate riser with subsoil drainage line (100 dia)
- FP — Flushing point with subsoil drainage line (100 dia)
- DP — Downpipe
- RWO — Rainwater outlet
- Surface water drainage
- Roof water drainage
- Stormwater diversion
- SW — Existing stormwater to be retained
- X SW X — Existing stormwater to be removed
- GD — Grated drain
- RW — Blockwork retaining wall
- Extent of structure above
- Extent of structure below

DEMOLISH EXISTING STORMWATER PIPE AND PROVIDE NEW DIVERSION PIPE

DEMOLISH PIT. REROUTE ANY INLET CONNECTIONS TO NEW PIT

DEMOLISH PIT. REROUTE ANY INLET CONNECTIONS TO NEW PIT

CONNECTION FROM BASEMENT LEVEL

PROPOSED SUBSTATION LOCATION

GAS MAINS TO BE ADJUSTED

NEW ⌀525 PIPE TO PASS UNDER EXISTING PIPE.

SURCHARGE PIT

APPROXIMATE LOCATION OF EXISTING ⌀375 PIPE

577 L/s

GROSS POLLUTANT TRAP TO BE DESIGNED

NEW ⌀300 PIPE TO PASS OVER EXISTING PIPE. ALLOW FOR CONCRETE ENCASEMENT FOR REDUCED PIPE COVER.

LOYOLA DRIVE

BITUMEN

GROUND LEVEL FFL 31.00

0 2 4 6 8 10 12 14 16m

1:200 A1 1:400 A3

PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

Rev	Description	Eng	Draft	Date
P6	DRAFT FOR APPROVAL	DM	DM	30.07.20
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Project
SAINT IGNATIUS' COLLEGE
RIVERVIEW - STAGE 2

Sheet Subject
CONCEPT STORMWATER MANAGEMENT PLAN
GROUND LEVEL

Scale : A1 1:200 | Drawn DM | Authorised -
Job No 191740 | Drawing No SKC22 | Revision P9
Plot File Created: Oct 14, 2020 - 10:57am

FileName: SKC22.dwg - USER: duncanm - Plot File Created: Oct 14, 2020 - 10:57am

12. Appendix D – Draft Construction Traffic Management Plan

CONSTRUCTION & ENVIRONMENTAL

MANAGEMENT PLAN

(CMP)

For Development Approval at

St Ignatius College, Riverview Sydney

Stage 1 Works

Prepared by:

Novati Constructions Pty Limited

On Behalf of:

St Ignatius' College Riverview

Tambourine Bay Road,

Lane Cove NSW 2066

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1. INTRODUCTION

This CONSTRUCTION MANAGEMENT PLAN (CMP), has been developed on behalf of St Ignatius College Riverview to address construction items that relate to the proposed Stage 1 development.

The Implementation of a CMP is key to the successful completion of a project and ensures that a project is carried out adopting the highest quality, safety & environmental standards.

All construction activities will be undertaken in accordance with the relevant sections from the WHS Act 2011 & WHS Regulations 2011, Associated Codes of Practice, Building Code of Australia, Australian Standards and Lane Cove Council Approval.

2. PROJECT DESCRIPTION

Project Address:	Tambourine Road Lane Cove
D.P.:	D.P. 234296
Client:	St Ignatius' College Riverview

2.1. Existing Site

The existing site fronts Tambourine Bay Road and Riverview Street with the main vehicular access to the school via Riverview Street.
The Site comprises multiple buildings including Administration building, Chapel library, classroom buildings and boarding houses, playing fields and wharf access.

2.2. Proposed Works

The proposed Stage 1 Development comprises the partial demolition construction of additional floors and extension of the existing Therry and O'Neill building's, extension of the existing Therry building to the North & West, extension of the O'Neill building to the North East, refurbishment of the Therry & parts of O'Neill and additional landscaping works.

2.3. Expected Duration of Works

The expected construction duration is approximately 14 months from commencement Building Works, with the following key stages of procurement;

- **Demolition / Excavation:**
  - Erection of Scaffold & Demolition of structure
  - Completion of additional geotech & environmental testing
  - Erection of crane

- FRP concrete slab on ground

- **Structure:**
  - Progressive erection of building perimeter scaffold
  - FRP concrete framed structure in typical concrete pour cycles
- **Façade:**
  - Erection of façade
  - Erect balustrades & windows
  - Progressive removal of scaffold from the perimeter of the structure
- **Fit-out:**
  - Installation of services
  - Installation of internal walls
  - Internal floor, wall & ceiling finishes
  - Internal fixtures
  - Commissioning internal works
- **External Works:**
  - Hard Landscaping
  - Soft Landscaping
  - Commissioning external services

3. SITE SET-UP & ESTABLISHMENT

3.1. General Layout

Refer to Appendix *2: Preliminary Site Management Plan* for the location of offices, amenities, hoardings and construction zones.

It is proposed to erect a "A" Class hoarding surrounding the building and ATF fencing to Gorman Field with a gated site access point for all deliveries and materials handling movements.

The site office and amenities will be in portable sheds and existing St Johns Building. Temporary amenity services will be connected to the nearby services lines.

The majority of trucks will be loaded & unloaded within the site compound in Gorman field in a designated area.

3.2. Site Offices and Amenities

The Site Office will be located on the northern side of Gorman field. All visitors will be directed to the Novati Constructions Site office for enquiries, registrations and inductions.

This area will be segregated from the construction zone to facilitate easy access without the need for PPE, however all construction works will require full PPE compliance as per the site WHS Management Plans and Policy.

3.3. Vehicular Site Access

Vehicular site access will be restricted to construction vehicles entering the site for unloading and loading only.

The proposed entry will be via Riverview Street entry gate. This will then lead vehicles to the internal traffic path and the construction zone in Gorman field, which will also service the parking and transfer for all Concrete Trucks during concrete pours.

3.4. Subcontractor and Personnel Access

The main personnel entry into the site will be via Riverview Street and gates at Gorman field.

The following temporary hydraulic services will be provided, in compliance with statutory and industrial requirement;

- Drinking fountain
- Toilets

Hydraulic services to the site sheds will be brought via the existing services and connected to the stormwater and sewer lines.

The following temporary electrical services will be provided, in compliance with Work Cover acts and regulations;

- Temporary Electrical Boards located on each floor
- Task and egress lighting as required
- Temporary electrical services will be brought to the site sheds from nearby points.

3.5. Waste Management

Throughout the construction works, a comprehensive waste management and waste removal plan will be followed. Rubbish and trade waste will be removed from each floor prior to the end of each working day and placed into either the Recycling or Sorting Station or into a General Waste Station. A dedicated rubbish removal contractor will remove the dedicated skip bins from site, as required, where they are taken to their yard for further sorting and recycling of concrete, metals bricks, timber, gyprock and soil.

A waste removal summary will be provided monthly by the rubbish removal contractor and will be analysed to ensure the ongoing maximum efficiency and sustainability of all construction waste removal activities / management.

4. CONSTRUCTION METHODOLOGY

4.1. Materials Handling

4.1.1. Cranage

Generally the intent is to use the site compound for materials handling during construction.

An effective material handling strategy has been centred on the implementation of an onsite tower crane, which will be implemented for the duration of the construction works.

The Crane will be erected early in the construction programme as it will be used for materials handing for the majority of the construction of the building.

4.1.2. Concrete Handling

It is our intention to pump the majority of the Concrete on site with the possibility of using the Tower Crane to pour some of the vertical elements such as columns and walls depending on availability.

4.1.3. Vertical Materials Handling

The majority of vertical lifting will be via the Loading platforms located at each level of the structure, and will utilise the tower crane for each movement.

Throughout the construction of the structural phase of the project, it is envisaged that there will be limited horizontal movement of materials. All deliveries will be unloaded directly where required by the tower crane.

During the fit out stage, materials will landed on loading platforms at various locations, and then manhandled to the work face using pallet trollies.

4.2. Scaffolding and Fall Prevention

For the duration of the construction to the completion of the external works, an external scaffolding system will be implemented. This will provide not only the necessary height safety and construction personnel egress systems necessary during the construction phase, but will also provide an external screening system, protecting the surrounding areas from falling objects and dust escape / extraction.

Scaffolding will be erected on above the “A” Class Hoardings surrounding the building. Scaffolding will also be used on the upper levels where the building steps out. All external scaffolds will have chain wire and shade cloth as well as stretcher access stairs for easy and safe access to the work face and in case of emergency for stretcher access.

4.3. Excavation & Remediation

All excavation & geotechnical procedures will be carried out in accordance with the Site Geotechnical Investigations.

4.4. Protection of Trees during Construction

Tree protection measures will be implemented to any trees that may be affected by construction work.

5. TRAFFIC MANAGEMENT

5.1. Traffic Management Guidelines and Principals

An Authorised traffic management consultant will be engaged to develop “Traffic Control Plans” (TCP’s) applicable to the Lane cove Council Standard requirements for Construction Traffic Management, Australian Standards and Traffic control at Work Site Guidelines.
General guidelines for traffic / pedestrians management that will be in effect over the entire duration of the constructions and development works are to be carried out in full accordance with the following principles;

- Provision of a convenient and safe environment for pedestrians.
- Minimise effects on pedestrian movements and amenity.
- Manage and control all construction traffic movements on the internal road network and vehicle movements to and from the construction site.
- Maintain existing on-street parking in the vicinity of the site where practical.
- Restrict heavy vehicle activity to designated routes through the area.
- Fastidiously maintain the upmost safety for all Students, teachers and workers directly affected by the development works;
- Provide appropriate access to the site for construction traffic.
- Construction vehicles, associated with the construction process, will be accommodated on-site or within a dedicated "Construction Zone".
- Construction access driveways and the on-street "Construction Zone" to be managed and controlled by qualified site personnel.

- Pedestrian movements adjacent to the construction activity to be protected with the erection of ATF fencing, containment fencing and all required signage provisions.
- Pedestrian movements across the construction access driveway to be managed and controlled by qualified site personnel when the driveway is in use.
- Construction activity to be carried out in accordance with Council's approved hours of work.

5.2. Traffic Routes and Hours of Work

The head contractor will be responsible for the communication and general control of sub-contractors and visitors associated with the development in relation to Lane Cove Council approved hours of work.

To facilitate an efficient program, the arrival and departure of trucks associated with construction works will be regulated and onsite works will be carefully managed and controlled by site personnel.

During construction, trucks transporting material to/from the site will be accommodated on site or within the designated internal traffic paths and designated construction zones waiting areas. These areas will be managed and controlled by site personnel.

The designated vehicular access routes to and from the site are proposed to restrict vehicular traffic to the main road network through the area. In particular, these routes are proposed to prevent vehicles accessing local roads and surrounding residential areas in the vicinity of the site. Truck drivers will be inducted and advised of the designated truck routes to and from the site.

5.3. Vehicle Movements upon arrival / Exit

The arrival and departure of trucks to and from the site and pedestrian movements adjacent to the construction activity will be carefully managed and controlled by site personnel. These personnel will manage the movement of construction vehicles to and from the site.

All work personnel will be required to wear high visibility fluorescent safety vests and Personnel Protective Equipment (PPE). Wet weather clothing will be made of fluorescent high visibility material.

All trucks leaving the site will be loaded to prescribed weight limits and loose material will be covered during transport from the site. Loose material will be removed from all vehicles and / or machinery before leaving the site and entering the road system.

5.4. Traffic Flow

Site personnel controlling traffic are at all times to consider workplace safety when vehicles enter or leave site. Vehicles already on the road have right of way.

5.5. Internal “Construction Waiting Zone” and Signage

As referenced in Appendix 1, a "Construction Waiting Zone" on the internal road to Gorman field is proposed. The extent and length of "Construction Waiting Zone" required will be subject to a close co-ordination with the school The "Construction Waiting Zone" will be required during the construction period for the multiple delivery of construction material and large stage concrete pours.

All “Construction Waiting Zone" will be signposted to alert all campus users of possible construction vehicle movement.

6. CONSTRUCTION WORKS

6.1. Neighborhood Relations

In the initial stages of the project, all neighbours will be notified of the coming construction works. This will be undertaken by the distribution of fliers throughout the neighbourhood.

At all times, all attempts will be made to ensure good neighbourhood relations. In the event that a dispute takes place it is the responsibility of the Site Manager to attend and resolve in the first instance.

6.2. Site Industrial Relations

In the event of any industrial issues, all queries / concerns will be handled by the Site Manager on site in the first instance. All attempts will be made to resolve issues as quickly as possible. A Site Delegate will also be present on the project to assist in resolving issues.

6.3. Working Hours, Shiftwork and Overtime Plan

The site will operate on a six (6) day working week basis as follows;

- Monday – Friday In accordance with Development Consent
- Saturday In accordance with Development Consent
- No Works on Sundays or Public Holidays.

6.4. Noise Control

The main concern regarding noise will be during the demolition, detailed excavation stage of the project and during concrete pours. The proposals have been designed to work with the existing site levels to ensure excavation is reduced to a minimum. All other works will fall into general fit out works. There are a number of school buildings in close proximity to the project the Site Manager and School representative will liaise on a regular basis to ensure the staff and students made aware of upcoming noisy works.

6.5. Temporary Weather Proofing – Storm water Control

To ensure the adequate water proofing of each stage of the newly constructed works for the period of construction and prior to the erection of roof structures and external façade systems, a means of waterproofing is to be established. On each level, all penetrations will be protected and capped until a permanent connection is established. Prior to installation of windows and glazed doors there will be a necessity for temporary waterproofing to window openings exposed to rain and wind.

6.6. Sediment and Dust Control

Adequate measures will be employed to for sediment control and to prevent the generation of excessive dust during these activities including;

- Exposed ground surfaces affected by heavy vehicle movements will be wetted down to suppress the excess generation of dust with excess run-off from wetting and/or wash-downs will be directed to the sediment control system not create excessive run-off from the site.
- A wash-down area using manual sprayers will be provided at the site entry / exit to facilitate removing loose material from vehicles before leaving the site.
- All heavy vehicles involved in removing demolition, site clearing or excavated material from site will be loaded to their prescribed weight limits and loads covered at all times during transportation.
- Gates shall be fitted with shade cloth and closed between vehicle movements.
- Pedestrian footpaths; roadways and crossovers shall be cleaned daily.

6.7. Site Safety and Environmental Management

An Environmental and Quality Management Plan will be adhered to at all times on this project. All site workers shall be site inducted by the site supervisors and informed of any on site environmental hazards and/or controls, with each having to sign a site induction form. Site supervisors shall assist where necessary to educate and inform

every contractor of the environmental hazards and controls and shall ask each contractor to provide their own work method statements that must demonstrate the following;

- All reasonable steps have been taken to prevent pollution and protect the environment.
- Promote action to prevent or minimize potential environmental damage.
- Implement rules and methods of work that prevent an incident from occurring.
- Ensure that all precautionary measures are in place and regularly check and maintain the potential risks of an adverse environmental incident.

6.8. Signage and Public Protection.

Site personnel shall supervise traffic in and out of site. Adequate signage warning the public that the area is a construction zone and that no one is permitted on site without proper safety gear (hard hat, boots etc) shall be enforced.

6.9. Languages

Printed material in various languages shall be available on site.

6.10. Air Quality Management

The following procedures and controls shall be strictly enforced on site;

- Cover materials and stockpiles.
- Fit dust catchers to equipment.
- When excavating into rock, we shall keep the surface moist to minimize dust.
- Put up dust screens around the edges of the site.
- Wear Facemasks and respirators to protect health.
- Use wet, hydro or vacuum blasting as an alternative to dry blasting when possible.
- No burning is permitted on site.
- Welding shall be carried out in well-ventilated spaces.

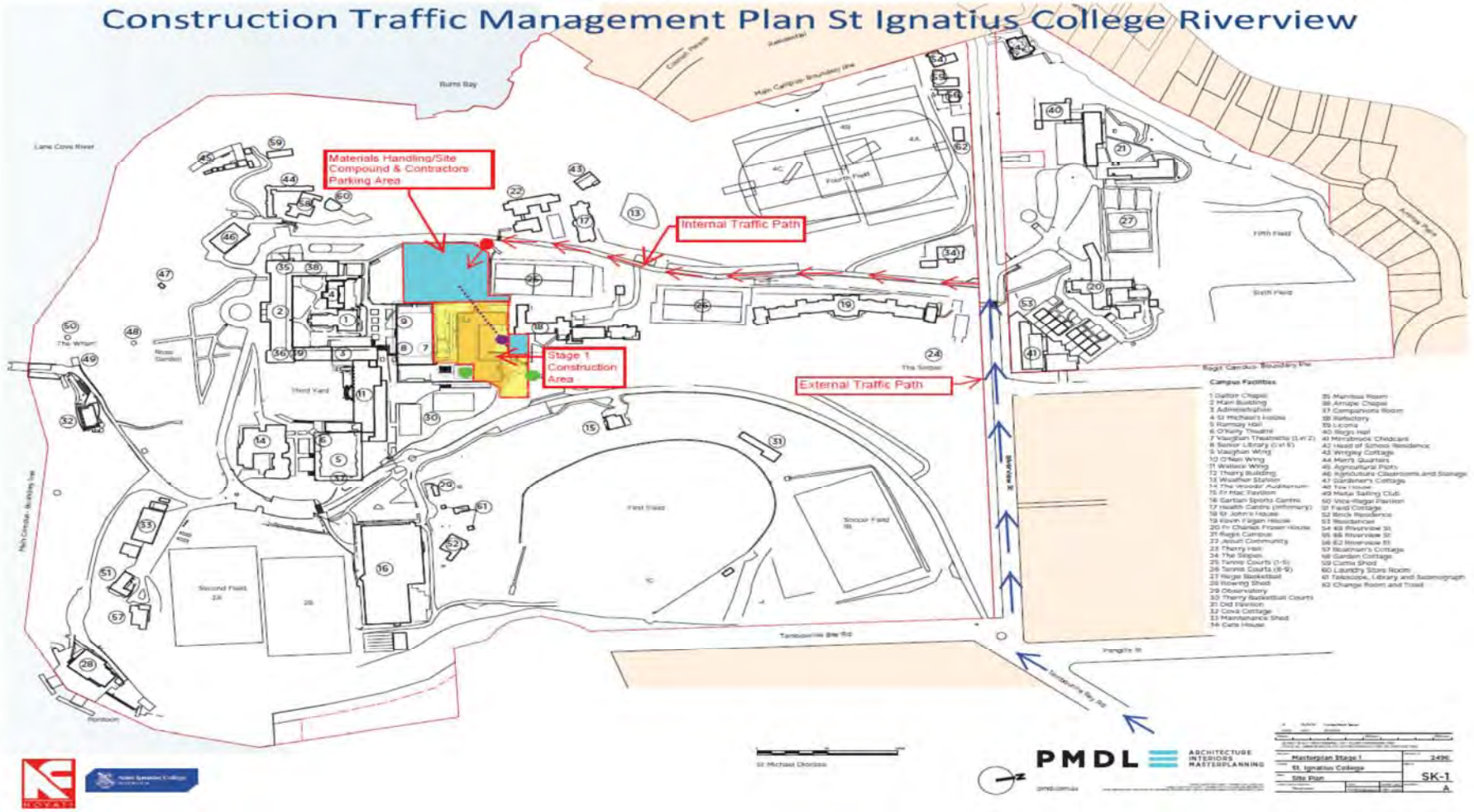
6.11. Noise Management

The following procedures and controls shall be strictly enforced on site;

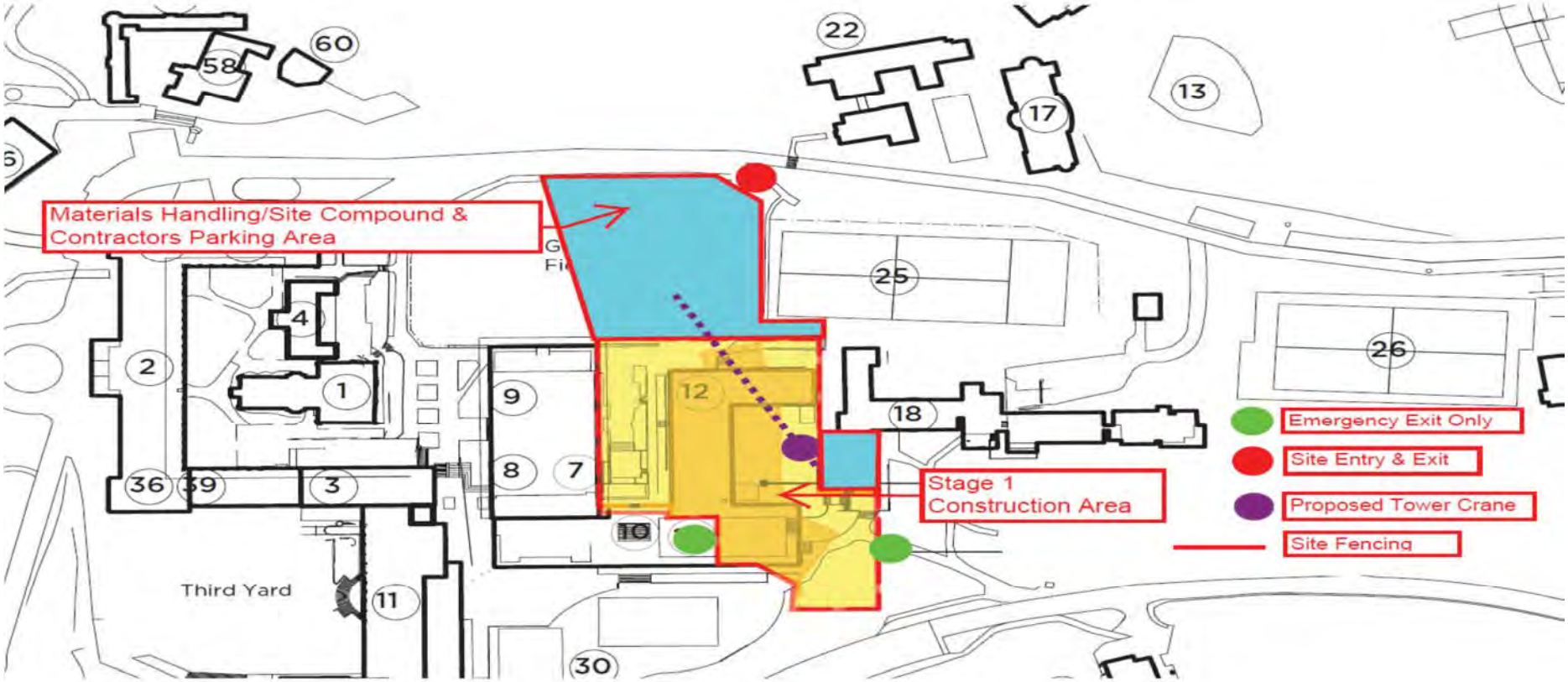
- Work shall only be carried out between council approved times.
- Perform noisy work during less sensitive time periods
- If noisy work cannot be avoided i.e. concrete pours advise the school in advance so that appropriate action and mitigation can.

- Select low-noise plant & equipment
- Ensure equipment has mufflers installed
- Use quieter and less vibration emitting construction methods
- Regulations limiting the noise that machines and accessories can lawfully emit shall be enforced.

APPENDIX 1 – PRELIMINARY CONSTRUCTION TRAFFIC MANAGEMENT PLAN



APPENDIX 2 – PRELIMINARY SITE LAYOUT PLAN



13. Appendix E – Green Travel Plan Report

Saint Ignatius College, Riverview, Green Travel Plan FINAL

Prepared for Positive Traffic/Saint Ignatius College
20-563

PREPARED BY HIGH RANGE ANALYTICS PTY LTD

August 24, 2020

THIS REPORT HAS BEEN PREPARED BY:

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Saint Ignatius College, Riverview – GTP FINAL

Prepared for Positive Traffic/St Ignatius College

1.0 Introduction

Positive Traffic on behalf of St Ignatius College (the College) commissioned High Range Analytics Pty Ltd (HRA) to prepare a Green Travel Plan (GTP) for the Redevelopment Stage 2 (SSD-10424).

This report provides a GTP, with the following chapters:

- existing conditions around the site in Chapter 2
- describes future conditions around the site in Chapter 3
- describes the proposal in Chapter 4
- formulates targets and summarises aspects of the transport investigation in Chapter 5
- the green travel plan is described in Chapter 6.

This GTP was prepared to address the Secretary's Environmental Assessment Requirements (SEARs) (dated 5 February 2020) for the Redevelopment Stage 2 and addressed to Saint Ignatius College Riverview.

> ***7 Transport and Accessibility, dot point 7***
>
> *Details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan) and the provision of facilities to increase the non-car mode share for travel to and from the site.*

This report draws on transport-related information contained in *Traffic and Access Assessment Report, Saint Ignatius College Riverview, Saint Ignatius College Riverview Redevelopment Stage 2 (SSD-10424)*, March 2020, prepared by Positive Traffic Pty Ltd, including student travel survey results. It also draws on information about the site and transport conditions from:

- State and local government websites regarding transport services and land use projections
- Census of population and households conducted by the Australian Bureau of Statistics
- Site visit to the surrounding area (not on site) and professional experience.

Version

This final GTP version is provided to the client representatives for planning submission purposes.

COVID-19 Statement: implications for this study and forward-looking statements

This GTP, as a plan, is a forward-looking document, seeking to influence travel behavior to and from the College. It is based on travel systems and behaviours from prior to the start of the pandemic.

Therefore, as the COVID-19 'situation' recedes, the applicability of mode share targets, land use projections and previous travel behaviour are uncertain.

Due to uncertainty surrounding so many aspects of life, including:

- much of the public health situation, its management and active prevention measures (e.g., will there be a vaccine? will it be a practical community-wide prevention measure? when would it be available and how long would it take to roll-out?),
- the subsequent linkages to aspects of society, including:
    - strategic effects impacting international trade and investment patterns, defence, fiscal settings, migration, etc;
    - social effects (e.g., will people avoid crowds? will a substantial proportion of people move out of large cities? will video calls replace a material proportion of individuals' social interactions?);
    - demography (e.g., as of August 2020, no one can see what the ground-truthed effect on birth rates is likely to be and net overseas migration, a key driver of the Australian economy for generations, has fallen dramatically); and,
    - economic effects (e.g., the depth and duration of the recession is unknown, with economic forecasts being updated substantially every few months; longer term impacts on consumer sentiment and willingness to take on risk, such as debt, is unknown; impacts on retirement incomes are uncertain);

this situation is considered to be unforecastable – certainly within the confines of this study.

Therefore, our working assumption in this study has been that when the COVID-19 situation recedes, there would be a return to a situation within the urban fabric and transport system of Sydney that largely, but not completely, reflects the situation prior to the onset of the pandemic.

This may take two years, or, possibly, substantially longer.

In the more immediate term, the implementation of the GTP is recommended to occur after COVID has run its course and public health situation is stable. The key reason for this is that at present, most schools are dealing with an ever-changing set of very serious circumstances affecting their broad communities. The implementation requirements for the GTP probably should be determined in consultations between the Department of Planning and the College.

2.0 Existing Conditions

2.1 Site location

The subject site is located in the suburb of Riverview, within Lane Cove local government area (LGA) in Sydney's inner north, with frontage to Riverview Street, Tambourine Bay Road, Tambourine Bay, Lane Cove River and Burns Bay.

FIGURE 1 – ST IGNATIUS COLLEGE LOCATION



Source: Google maps

The school includes two campuses:

- The Junior School is located on the northern side of Riverview Street, west of College Road south. The Junior School is not subject to any improvement works as part of the masterplan application.
- The Senior School is located on the southern side of Riverview Street with its main vehicular access via the existing roundabout at the intersection of Riverview Street/Pengilly Street/Tambourine Bay Road. The Senior campus also has direct ferry access via Riverview College Wharf (stop id: 2066271).

2.2 Site general description

The College was founded in 1880, commencing operations on the current site in February of that year[1].

The Senior School has an existing student population of approximately 1,400 students and 320 staff. Of the 320 staff, 288 are full time/part time with the remained (32 staff) casual staff. The College also included at the time of data collection for Positive Traffic, some 241 full time boarders at the school.

It is noted from the audit of formal parking provision the College includes a total of 261 formal parking spaces, six (6) accessible spaces and capacity for some 800 vehicles in overflow grassed parking areas.

[1] https://www.riverview.nsw.edu.au/our-school/#history_of_riverview

In addition to onsite boarding for a proportion of students, the College has a number of features that assist to reduce travel overall. These include:

- Extensive educational facilities onsite
- Playing fields, tennis courts, basketball courts onsite
- Boatshed (for rowing), on site, which for Sydney, is probably unique
- Ferry wharf with service to support student access to and from the Campus
- The ability to accommodate school bus services accessing directly into the site
- The broad range of co-curricular and extra-curricular activities available at the College would tend to spread peak loads generated by the school on the general transport system – team based activities after and before school can lend themselves to car pooling.

2.3 Road network

The key roads around the site are discussed below.

Tambourine Bay Road – is a local collector road providing access to River Road West in the north and the school in the south. It generally includes a single travel lane in each direction with unrestricted parallel parking on either side of the street. The intersection of Tambourine Bay Road/River Road West is controlled by traffic signals. The street has a posted speed limit of 60km/hr with a 40km/hr school zone in place commencing at Pengilly Street.

Riverview Street – is a local street which provides frontages to both the Junior School and Senior School of St Ignatius Riverview College. Whilst considered a local street (as it provides access to adjacent residential properties) it is expected peak flows would be higher that that which would be typical of a local street, also the street supports several public bus services. During school peak periods, a 40 km/hr speed zone is in place. Outside these periods the street includes a posted speed limit of 50km/hr. On street parking is not permitted in the street. However, off street parking on a grassed area adjacent to the Junior School is available.

River Road West – is an east-west sub-arterial through the area linking Burns Bay Road (sub-arterial) I the west with the Pacific Highway (arterial road) in the east. It carries large volumes of traffic in the AM and PM peak periods. It generally includes two travel lanes in each direction and parallel parking is available in certain locations at certain times of the day.

As a general observation in relation to the local area street network, as in many parts of Sydney, topography has dictated the structure of the road network, with both Tambourine Bay and Burns Bay, and their associated creeks and valleys, creating a peninsula. This restricts access to the suburb of Riverview to a relatively narrow length of land, approximately 700m long. The implications of this from a transport perspective are:

- Limited access – very unlikely that any additional roads across Tannery Creek or Tambourine Creek would be contemplated
- No meaningful through traffic with a trip end unrelated to an activity within the suburb of Riverview
- Potential for non-car modes to have relatively higher accessibility for some trips, such as walking across adjoining reserves to local residential areas; and ferry trips
- Challenging vertical and horizontal road alignments, potentially restricting larger vehicles

2.4 Transit

2.4.1 Rail

The College is located between approximately 3.5km and 4.5 km of:

- Chatswood Station on the T1 North Shore Line, T9 Northern Line, and Metro services on the north west Metro
- Artarmon Station and St Leonards Station on the T1 North Shore Line, T9 Northern Line

These stations offer high frequency rail services along the North Shore Line, north west Metro Line out to Rouse Hill and Tallawong, and into the CBD, where services connect to the remainder of the metropolitan rail network.

Access between the College and the rail system is via bus services – regular scheduled passenger services and school services. Bus services are described in the next section.

2.4.2 Buses

There are regular passenger services and school services in the suburb of Riverview[2].

Regular passenger services

Scheduled bus routes 253 and 254 serve the College and environs.

Rt 253 runs between Riverview and the CBD (City Wynyard) via the Gore Hill Freeway. Services run into town in the morning peak period and out from town in the afternoon peak. A short bus trip from Yallambee Road to the College is possible.

Rt 254 runs between Riverview and McMahons Point, Blues Point Road, Pacific Highway, St Leonards Station, Longueville Road and then Riverview – AM peak there is one, possibly two services that would bring students to the College; in the PM peak there are a handful of services which coincide with the end of school, as well as after school activities.

These services use the following bus stops:

- Miramont Avenue at Tambourine Bay Road (Stop ID: 2066166)
- Riverview Street opposite Warilla Place (Stop ID: 2066167)
- Riverview Street before Loyola Drive (Stop ID: 2066168)

These three stops are immediately adjacent to the College.

In addition to these services, there is a bus corridor along Longueville Road and Epping Road, providing direct access to areas remote from the Metro rail system, such as North Ryde and Marsfield and along the Pacific Highway. These services can be accessed at Lane Cove (via, for example, rt 254). For other areas, to the west of Marsfield, the heavy rail system in combination with access bus services supports access.

School bus services

Sydney Buses run a number of school bus services to and from the College, which use stop facilities within the grounds. These services include:

[2] The information in this section was drawn from https://transportnsw.info/routes/bus during August 2020. The information is subject to change, and is provided here in order to characterise bus services, rather than provide travel planning information.

- 686w between the College (Regis Campus [Junior]) via Tambourine Bay Road, Burns Bay Road, Longueville Road and the Pacific Highway. Connects with wider bus network at Lane Cove Interchange (Longueville Road stop). This runs one trip in the afternoon.
- 687w between the College (Regis Campus [Junior] and Senior Campus) via a similar route to 686w, with an additional stop before Lane Cove. This runs eight trips in the morning and six in the afternoon.
- 688w between the College (Regis Campus [Junior] and Senior Campus) and Taronga Zoo via Tambourine Bay Road, River Road West, River Road, Falcon Street, Military Road and Bradley Head Road. This runs two trips in the morning and two trips in the afternoon.
- 689w between the College (Senior Campus) and Crows Nest (on Tuesdays only) via Tambourine Bay Road, Longueville Road (including calling at Lane Cove Interchange), and Pacific Highway to Crows Nest. This runs one afternoon trip on Tuesdays.
- 690w between the College (Regis Campus [Junior] and Senior Campus) and East Willoughby via Tambourine Bay Road, River Road West, River Road, Pacific Highway, Clarke Street, Willoughby Road, Burlington Street, Alexander Lane, Ernest Street, Miller Street, Strathallen Avenue, Sailors Bay Road, Eastern Valley Way, McClelland Street, First Avenue and Stan Street. This runs two trips in the morning and two trips in the afternoon.
- 691w between the College (Regis Campus [Junior] and Senior Campus) and Warringah Mall via Tambourine Bay Road, River Road West, River Road, Falcon Street, Military Road, Spit Road, Manly Road, Sydney Road, Condamine Street to Warringah Mall. This runs one trip in the morning and one trip in the afternoon.
- 692w between the College (Regis Campus [Junior] and Senior Campus) and Drummoyne via Tambourine Bay Road, River Road West, Ross Smith Parade, Burns Bay Road, Victoria Road to just north of Lyons Road. This runs one trip in the morning and one trip in the afternoon.

Other school services in the general area include:

- 693w Pengilly Street & Sofala Avenue to Lane Cove Public – this runs past the College, but serves a very small local catchment.
- 775w Lane Cove West to Milsons Point – this could support travel between the College and Lane Cove West, but its closest stop to the College is on Yallambee Road near Tambourine Bay Road some 500m from the College entrance and 800m from the College's main buildings.
- 793w Lane Cove West to Miller and Falcon Street – similar alignment to rt 775w.

2.4.3 Ferry

A private ferry service operated by Captain Cook Cruises[3] provides the Lane Cove Ferry Service, Monday to Friday between Darling Harbour, Balmain east, Jeffrey Street Wharf North Sydney, Circular Quay, Long Nose Point Wharf Birchgrove, Greenwich Point, Bay Street Wharf Birchgrove, Northwood Wharf, Longueville Wharf, Alexandra Street Wharf Hunters Hill and Riverview College Wharf Lane Cove.

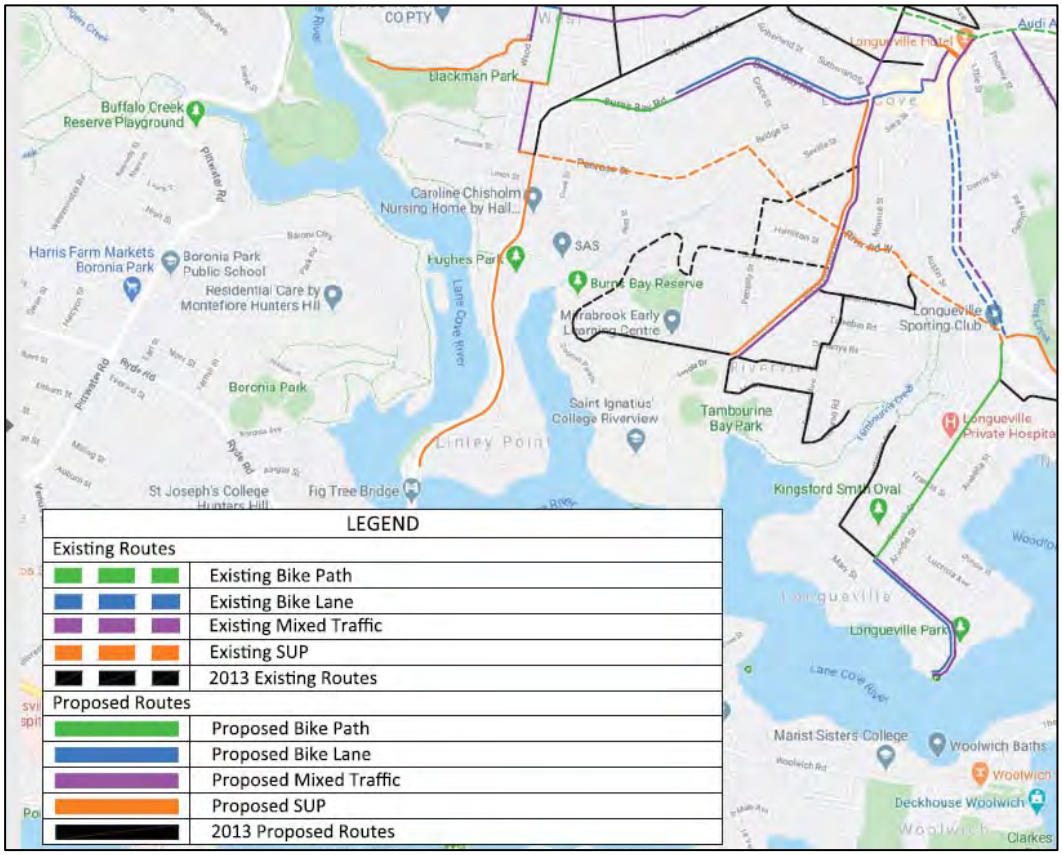
There are two trips to the College in the morning and two trips from the College in the afternoon.

[3] Refer to https://www.captaincook.com.au/sydney-harbour-cruises/ferries/lane-cove-ferry/?utm_source=matilda.com.au&utm_medium=Website&utm_content=Lane%20Cove%20River%20-%20Text%20Link&utm_campaign=Ferry%20Services%20Card

2.5 Bicycles

Lane Cove Council published an updated Bike Plan in 2019[4]. The following figure provides a summary of the bicycle network in the general area around the College, including proposals to improve the network in the short term. Note that SUP in the legend stands for 'Shared User Path'.

FIGURE 2 – EXISTING BICYCLE FACILITIES WITH KEY BELOW[5]



The above figure indicates a 2013 proposed route along Riverview Street and a proposed shared user path along Tambourine Bay Road.

2.6 Pedestrians

The College occupies a large site, with a loop road (Loyola Drive) connecting to Riverview Street at its eastern end at the intersection of Riverview Street and Tambourine Bay Road, running south/south west into the site, looping around the main clusters of buildings to then head north out of the site, to its other access point located on Riverview Street, approximately 300 m west of Tambourine Bay Road.

Riverview Street has a concrete footpath along its southern side, and one along its northern side from College Road South to Regis Drive. Immediately east of the western access of Loyola Drive and Riverview Street there is a marked foot crossing (a 'zebra' crossing).

[4] Refer to http://ecouncil.lanecove.nsw.gov.au/TRIM/documents_TE/367646107/TRIM_LCC_Bike_Plan_2019_1419634.PDF

[5] Source http://ecouncil.lanecove.nsw.gov.au/TRIM/documents_TE/367646109/TRIM_LCC_Proposed_Bike_Routes_1419633.PDF

Tambourine Bay Road, south of Riverview Street has a concrete footpath along its west side (and parts of its east side).

The College's frontage along Riverview Street and Tambourine Bay Road is generally porous with limited fencing. This is an advantage for students walking to and from school, as it permits them to use access paths through the surrounding local street network to cross the school's boundary via the shortest overall path. To illustrate this advantage when compared with a single or two consolidated school access points, say at Loyola Drive's two access locations, then a local student may be forced to walk considerably further, than simply crossing the school boundary at the point their street met the boundary, such as walking directly into the College from Miramont Avenue area to the east of the College.

This porous boundary of the site is a feature that provides a clear advantage for non-car mode access, as cars are restricted to using the consolidated access points to the College.

There are also some off-road links[6] in the area immediately around the College which improve the accessibility of non-car modes when compared with car travel via the street network:

- Between Flaumont Avenue and Tambourine Bay Road.
- Between Kallaroo Road and the southern end of Tambourine Bay Road (through a foreshore reserve).
- Between Karingal Road and Dettmann Avenue and William Edward Street, across Tambourine Creek in Warraroon Reserve, which provides a relatively direct link between most of the adjoining suburb of Longueville and the College, when compared with walking via River Road West and Tambourine Bay Road.
- To the west of the College there are links between the north end of Kooyong Road and two places on Best Street (the cadastral layer available to us suggests that a short section of both paths might be on private land). These would provide a shorter walk between the College and residential areas to the northwest (the area between Burns Bay Road, Penrose Street and Tannery Creek, as well as the southern part of Lane Cove West)

Between the College and River Road West, Tambourine Bay Road provides a reasonably direct path with a concrete footpath along both sides; it has a small set of shops at its intersection with Hamilton Street. The intersection of River Road West and Tambourine Bay Road is traffic signal controlled with pedestrian crossing facilities on all four approaches to the intersection.

Tambourine Bay Road continues north of River Road West, providing access to Lane Cove shopping centre via Burns Bay Road. This centre also is a hub for bus services. This alignment also connects into the broader residential street network of the surrounding area.

2.7 Travel choices

2.7.1 Student mode choice for travel to school

Positive Traffic undertook surveys of student travel mode in 2015, and as part of the update of their studies more recently, they considered that the 2015 survey was still considered to be reflective of travel characteristics of students.

At the time the survey was undertaken there were some 241 boarders at the College, so the survey covered day students only.

[6] People should confirm that these links are available for public use and that using them is not considered trespass and is safe

The following table reproduces reporting by Positive Traffic.

TABLE 1 – RESULTS OF DAY STUDENT TRAVEL SURVEY, 2015 (COUNT & % OF THOSE WHO TRAVELLED)

	How did you travel to school today? #	Day student mode share to school %	How will you travel home today? #	Day student mode share from school %
Bus	408	50.9%	454	56.7%
Car drop off/pick up	207	25.8%	152	19.0%
Cycle	3	0.4%	4	0.5%
Ferry	65	8.1%	61	7.6%
Self-drive	37	4.6%	37	4.6%
Walk	81	10.1%	93	11.6%
Total	**801**		**801**	

Source: Positive Traffic

An important feature of this school's impact on the surrounding road network is that the boarding component of students do not travel to and from school during the peak on a regular basis. Applying the above percentages to the day student component of enrolments and recalculating mode shares based on total enrolments provides another indicator of the degree of sustainable modes being used to and from school.

As noted previously, there are approximately 1,400 students, of which 241 are boarders. The following table presents the mode shares, as a proportion of total students (i.e., including boarders).

TABLE 2 – APPLICATION OF DAY STUDENT TRAVEL SURVEY MODE SHARES TO TOTAL DAY STUDENT POPULATION AND INCLUSION OF BOARDERS IMPACT ON DAY TO DAY TRAVEL TO AND FROM THE COLLEGE, 2015 (COUNT & %)

	How did you travel to school today? #	Travel mode share to school %	How will you travel home today? #	Travel mode share from school %
Bus	590	42.2%	657	46.9%
Car drop off/pick up	300	21.4%	220	15.7%
Cycle	4	0.3%	6	0.4%
Ferry	94	6.7%	88	6.3%
Self-drive	54	3.8%	54	3.8%
Walk	117	8.4%	135	9.6%
Total day students	**1,159**	**82.8%**	**1,159**	**82.8%**
Boarders (did not travel)	**241**	**17.2%**	**241**	**17.2%**
Total students	**1,400**	**100%**	**1,400**	**100%**

Within the context of loading the urban transport system, clearly the boarding component of the school's enrolment (approximately 17%), reduces travel demand and eliminates a substantial amount of travel to and from the College, when compared with secondary schools of this size without boarders.

The salient features of the travel mode shares are:

- Bus is the main access and egress mode – this would include direct bus as well as rail and bus. This volume of bus use suggests:
  - That access offered by the system is meeting the needs of many students
  - The system is high capacity
- Car drop off in the morning is larger than the car pick up in the afternoon. This pattern is seen at a number of secondary schools in Sydney, and it is likely to reflect that a proportion of students are dropped at school by parents/care givers as part of their journey to work, where school and work start times are more compatible than in the afternoon, when school and work finish times can be quite different. The increase in the number of students using bus in the afternoon (when compared with the morning) roughly corresponds to the reduction in car pick up when compared with car drop off.
- There is a very low rate of cycling to and from school. This is a similar finding to previous surveys at other schools in Sydney. There are likely to be various reasons for this. In the case of the College, the topography of the surrounding area is a challenge to cycling, as well as issues common across many schools, including the need to carry books, laptops etc to and from school.
- Clearly the ferry service at the school is attractive, and provides coverage of parts of the College's catchment in a more direct manner than other modes. This is likely to be heavily dependent on the proportion of students who live close to the ferry wharves along the ferry route.
- Walk's share of access and egress is relatively solid – generally this would be expected to come from within a catchment of some 20 to 25 minutes' walk.

2.7.2 Journey to Work – 2016 Census

The Census of Population and Housing, conducted by the Australian Bureau of Statistics (ABS), collects information about commuters' mode of travel to work, which is then processed and presented as part of the Census reporting[7]. Whilst this information relates to commuters it can provide an indication of the broader relative accessibility of an area. In the table below we summarise the journey to work mode shares for commuters traveling out of:

- The suburb of Riverview
- The local government area of Lane Cove for sub-regional context
- The greater Sydney area for regional context

[7] As a note for readers expecting travel zone level JTW data – unlike the previous five censuses, the 2016 JTW data was not post-processed by the NSW agency responsible for travel data (currently TPA) due to privacy considerations. However, the state suburb of Riverview, for which reporting is available, generally covers the travel zone 1830.

TABLE 3 – JOURNEY TO WORK FOR RESIDENT WORKERS TRAVELLING FROM SELECTED AREAS, 2016 (COUNT & % OF THOSE WHO TRAVELLED)

Area	Train	Bus	Tram/ Ferry	Vehicle	Other Mode	Bicycle	Walked Only
Riverview	87	222	24	826	12	10	60
Lane Cove LGA	2,149	3,776	186	9,229	294	217	847
Greater Sydney	369,368	136,740	12,125	1,266,875	10,598	16,353	90,853
Mode shares of those who travelled to work on census day…							
Area	Train	Bus	Tram/ Ferry	Vehicle	Other Mode	Bicycle	Walked Only
Riverview	7.0%	17.9%	1.9%	66.6%	1.0%	0.8%	4.8%
Lane Cove LGA	12.9%	22.6%	1.1%	55.3%	1.8%	1.3%	5.1%
Greater Sydney	19.4%	7.2%	0.6%	66.6%	0.6%	0.9%	4.8%

Source: ABS Tablebuilder; for Riverview state suburb, Lane Cove LGA, Greater Sydney

The suburb of Riverview has vehicle use and walk only for the journey to work at the same share as the whole of Sydney. The suburb has higher bus use than Sydney as a whole, but less than Lane Cove LGA and its use of rail is lower than Lane Cove LGA and Sydney as a whole. Bicycle use by commuters in the suburb is similar to Sydney as a whole.

The following table reports JTW mode shares for workers travelling to employment within the suburb of Riverview and Lane Cove LGA, with Greater Sydney's mode shares included as a reference.

TABLE 4 – JOURNEY TO WORK FOR WORKERS TRAVELLING TO SELECTED AREAS, 2016 (COUNT & % OF THOSE WHO TRAVELLED)

Area	Train	Bus	Tram/ Ferry	Vehicle	Other Mode	Bicycle	Walked Only
Riverview	21	10	0	419	14	0	50
Lane Cove LGA	2,152	863	17	9,719	290	88	6,332
Greater Sydney	369,368	136,740	12,125	1,266,875	10,598	16,353	90,853
Mode shares of those who travelled to work on census day…							
Area	Train	Bus	Tram/ Ferry	Vehicle	Other Mode	Bicycle	Walked Only
Riverview	4.1%	1.9%	0.0%	81.5%	2.7%	0.0%	9.7%
Lane Cove LGA	15.6%	6.3%	0.1%	70.5%	2.1%	0.6%	4.8%
Greater Sydney	19.4%	7.2%	0.6%	66.6%	0.6%	0.9%	4.8%

Source: ABS Tablebuilder; for place of work DZN 114003247(approximating Riverview state suburb), Lane Cove LGA, Greater Sydney

For workers travelling into the suburb of Riverview car is the most important mode at 81.5%, with train and bus accounting for 6%. For the suburb, walk only accounts for about twice the Greater Sydney and Lane Cove LGA shares.

2.7.3 School catchment

The College kindly provided a listing of postcodes of where enrolled students live[8]. This information indicates that students are drawn from across a broad area of Sydney. This is a substantially larger catchment than would be expected for a non-selective state high school, which generally have defined local catchments, preventing enrolments from outside the catchment except in specific circumstances.

[8] This was provided to us as a list of postcodes only – in line with our request for information, no identifying or personal information was provided.

2.7.4 Summary

The College has a number of features that are supportive of travel demand management and low impacts of travel on the road network. These include:

- Onsite facilities covering a range of activities in addition to academic education, including playing fields, sports centres and boatshed
- A proportion of students who board at the school
- A well-integrated system of school bus services, that connect with transport nodes (such as Chatswood Station, Lane Cove interchange and key bus corridors of Longueville Road/Epping Road, Victoria Road, Military Road/Spit Road, and run into the College grounds, close to key activity points
- A ferry wharf with access from within the site, with a regular service
- A porous site boundary, improving local non-car mode accessibility, by relating well to the surrounding street network and off-road pedestrian links.

The relatively high mode shares of day students to bus, walking and ferry, reflect a number of these features.

2.8 Local land use

Based on Census information and sophisticated demographic models, TfNSW produces projections of population and employment for small areas (which are called travel zones). This information was extracted for the zones around the site, to provide a demographic baseline for this area, which is in Table 5.

TABLE 5 – POPULATION AND EMPLOYMENT IN TRAVEL ZONES AROUND SITE, 2011 AND 2016 (COUNT)

Travel Zone	ERP 2011	ERP 2016	Jobs 2011	Jobs 2016
1830	3,329	3,501	680	793
Lane Cove LGA	32,666	36,722	15,773	15,587

Note: ERP is estimated resident population; Source: TfNSW 2016v1.51 small area land use; travel zone 1830 approximates the suburb of Riverview

Between 2011 and 2016 there was population growth in travel zone 1830 of approximately 1% per annum, whilst Lane Cove LGA as a whole experienced a bit more than twice that level of growth. The balance of residential population and jobs in travel zone 1830 indicates this area is largely in residential use and would expect to see a substantial daily outflow of commuters to jobs elsewhere in Sydney.

The rate of growth in jobs in travel zone 1830 was very high at a bit over 3% per annum, but this is off a low base. Lone Cove LGA experienced a small loss of employment.

In summary, there are approximately 3,500 residents and 800 jobs within the local environs of the College.

Projections of population and employment are presented in Chapter 3.

3.0 Future Conditions

3.1 Land use projections

Small area land use projections over the twenty-year planning horizon produced by TfNSW for the local area surrounding the site are summarised in the two tables below.

TABLE 6 – PROJECTED POPULATION IN TRAVEL ZONES AROUND SITE, 2016 TO 2036 (COUNT)

Travel Zone	ERP 2016	ERP 2021	ERP 2026	ERP 2031	ERP 2036
1830	3,501	3,550	3,585	3,725	4,021
Lane Cove LGA	36,722	39,967	42,784	46,701	50,659

Note: ERP is estimated resident population Source: TfNSW 2016v1.51 small area land use projections

TABLE 7 – PROJECTED EMPLOYMENT IN TRAVEL ZONES AROUND SITE, 2016 TO 2036 (COUNT)

Travel Zone	Jobs 2016	Jobs 2021	Jobs 2026	Jobs 2031	Jobs 2036
1830	793	873	923	979	1,034
Lane Cove LGA	15,587	15,942	16,422	16,948	17,463

Source: TfNSW 2016v1.51 small area land use projections

Over this period, these projections indicate low population growth in the suburb of Riverview of around 15% in total (about 500 additional people in total) and more substantial employment growth (albeit off a low base) of 30% in total (about 200 additional jobs). For Lane Cove LGA, modest population growth is projected of approximately 37% in total, and slower employment growth of around 12% in total.

3.2 Transit changes

3.2.1 Ongoing rail and light rail development

In addition to ongoing improvements to rail services, such as additional rolling stock, upgrades to stations and additional capacity, such as duplications, third tracks and crossovers, very large rail projects have recently opened and more are in the pipeline[9].

Sydney Metro has opened in the north west, connecting the Rouse Hill area, through Norwest Business Park, Castle Hill, Macquarie University and Macquarie Park to Chatswood, with heavy rail connections at Epping and Chatswood. While still in its 'COVID-interrupted' ramp-up stage (as at August 2020), indications are that it has had a substantial beneficial impact on travel in that part of Sydney.

The Sydney Metro City & South West is a project currently under construction to provide substantial increases in passenger capacity and service levels, with the alignment running from Rouse Hill to Bankstown via the CBD – as mentioned above, the section from Rouse Hill to Chatswood is complete and in operation. In the broader area around the subject site this Metro will provide an additional station at Crows Nest. The project's indicative timeline has completion by 2024[10].

The Sydney Metro West project is in planning and would provide additional capacity between the CBD and Parramatta[11].

[9] It should be noted that these rail and light rail projects are very costly – in the multiple billions of dollars – it is unclear whether, due to COVID, these projects will be accelerated to boost aggregate demand to support recovery from the recession, or whether they will be slowed to repair state government's fiscal position.

[10] https://www.sydneymetro.info/citysouthwest/project-overview

[11] https://www.sydneymetro.info/west/project-overview

Recently completed CBD & South East Light Rail commenced operations in December 2019, and serves corridors out to Kingsford (including UNSW) and to Randwick. Whilst remote from Riverview, it provides additional transit accessibility from the City, which might make some travel to and from Riverview more attractive by transit. Further light rail projects are in the pipeline, such as at Parramatta, and these are likely to have similar network effects.

These projects would all contribute to an improvement in transit accessibility for Sydney as a whole, thereby reducing overall car dependence in their broader corridors, further transitioning Greater Sydney to a 'transit city'.

3.2.2 Bus networks and services

Bus networks are amended and service levels adjusted in response to changes in demand and land use, as part of normal bus network operation, under operators' contracts with TfNSW.

3.2.3 School transport arrangements

The NSW Government operates a School Student Transport Scheme which provides free travel to and from school on public transport, if the students meet certain eligibility criteria in terms of the distance from their home to school[12]. This scheme covers the private ferry to Riverview Ferry Wharf. Generally, if students live close to their school, they do not qualify for free travel to and from school under the scheme. However, they can obtain a School Term Bus Pass which provides bus travel at a discounted price for the whole school term.

[12] For high school students the criteria are: straight line distance from home address to is more than 2km; the walking distance from home to school is 2.9 km or further. Refer to: https://apps.transport.nsw.gov.au/ssts/#/whoIsEligible#scrollTarget3

4.0 Proposed Development

4.1 Proposal description

This material was extracted from Positive Traffic's Traffic and Access Assessment Report (pg 34, March 2020):

> The key components of the proposed Stage 2 Development relating to traffic, parking and access matters are presented below.
>
> Of note is none of the proposals include ***any increase in student population of the Senior School***. Further, none of the proposals included in this Stage 2 Development Application include any items which would be considered traffic generators in their own right. That is, all elements of the proposal are considered ancillary uses of the existing College functions.
>
> - Construction of kitchen facilities to serve school operations.
> - Ground level loading dock facility which includes parking provision for two (2) Small Rigid Trucks at any one time and lift/storage facilities for goods.
> - Height clearance of 3.5m within the loading dock area.
> - New entry only road connection from existing roundabout in Loyola Drive.
> - New exit only driveway connection to Loyola Drive north of existing internal roundabout.

(Emphasis in the original)

4.2 Traffic and Transport Implications

Positive Traffic addresses the potential traffic impacts of the proposal in their report (pg 35) and states:

> As none of the proposals in the masterplan include any increase in student population at the Senior School, the traffic conditions in and around the school are not expected to change. Given that intersections immediately surrounding the school currently operate at a satisfactory level of service and mid-block flows on surrounding streets are within expected flows, no external road works are required to support the masterplan.

5.0 GTP Objectives and Mode Share Target Formulation

5.1 General

This chapter sets out objectives for the GTP and then formulates mode share targets.

For travel to school by non-car modes, establishing targets was considered useful to provide a benchmark against which outcomes can be compared. This would provide a starting point for diagnostic action should the outcomes not meet expectations.

5.2 Objectives

The key objectives of this GTP relate to travel demand management and are to:

- reduce reliance on the car within the school community by encouraging walking, cycling and use of transit
- raise awareness of travel alternatives to ensure that, as a far as practical, students, staff and visitors make the most of the transport options available at this site
- reduce overall vehicle trips for journeys to and from the site
- reduce impacts on transport networks and services by seeking to spread peak demands over time.

5.3 Mode Share Target Formulation

5.3.1 Approach and considerations

Mode share targets were set with respect to the existing access mode shares, for day students, which are noted in Chapter 2. The reasons for this 'marginal adjustment' approach are primarily:

- Existing mode shares from Positive Traffic's survey are a good indicator of the relative attractiveness of each of the modes and are considered to embody much information content about how the school community responds to the current arrangements,
- The College is extremely well established in its location (after 140 years) and has been active in working with bus operators, regulators/planners over many years to achieve safe, efficient and attractive bus services for the site.

In addition, it is acknowledged that mode choice for the journey to and from school is:

- A collectively made decision, taking place within a family between students and parents/care givers, thereby including consideration of the experiences and perceptions of risk of each member of the family,
- Made within the framework of the broader activity schedule of the family, including siblings, work locations of parents,
- Must take account of practical matters, such as the need to take books, laptops, sports gear, musical instrument, etc; to and from the College,
- As well as reflecting the usual mode choice variables that transport planners are familiar with, reflecting availability and attractiveness of alternative mode/mode combinations for the trip.

It is this mode share decision making process that will contribute toward these mode share targets.

The process applied was:

- to identify modes which appeared to be "underperforming", whilst bearing in mind that the school's day students are drawn from a broad catchment of Sydney (e.g., boosting walking mode share targets for people who live more than 3 km from the College is not considered realistic).

- to apply marginal increases in mode share targets for other non-car modes, where there are factors that would be considered to support some measure of increased use of the mode, whilst reducing dependence on the private car.

5.3.2 Mode share targets

Bus mode share target

Bus is the most important access mode under existing conditions. As the NSW Government's extensive rail system renovation programme and network development proceeds, transit will offer improved accessibility, across large parts of Sydney. Therefore, it is expected that a greater proportion of students would arrive at the College by bus.

It is proposed to set a target of increased bus mode share by two percentage points in each of the morning and afternoon, equivalent to about 20 to 25 additional students traveling by bus.

Bicycle mode share target

Bicycle is considered to be under performing. The survey reported in Chapter 2 indicates some 0.5% of day students use cycle as a mode to travel to and from the College. Surveys at other secondary schools also indicate low mode shares to bicycle of between 1% and 3%.

There is potential for bicycle to carry more of the access and egress travel for the College.

The College has a number of sports change rooms on site, which could be used by cyclists to shower and dress on their arrival at school. Opportunities to provide additional secure cycle parking facilities on-site should be explored[13].

Whilst we acknowledge there are challenges faced by cyclists in Sydney, based on topography and a heavily loaded main road network, the emerging networks of cycle facilities, as well as the increasing popularity of the mode, suggests that an underlying increase in bicycle use is not implausible.

It is proposed to set a target mode share of 4% by bicycle, this approximates to an additional 45 to 50 students per day using bicycle as an access and egress mode.

Ferry mode share

We have left ferry with the current mode share as a target, because the actual mode share to ferry is likely to be heavily influenced by the number of students who live close to ferry wharves on the service's route, and this number is likely to fluctuate from time to time as the distribution of residential addresses of students fluctuates.

Whilst providing additional information about the ferry service to students and their families may attract a small increase in patronage, it is the distribution of the student population within the catchment that is likely to dominate mode choice decisions.

It is proposed to adopt the current ferry mode share as the target mode share – no change.

[13] During the preparation of this plan we did not go onto the site of the school due to COVID. From a distance it seems that finding several locations to install a small number of secure cycle parking facilities may be feasible.

Walk mode share

This mode is only relevant for students who live relatively close to the College. There may be the possibility to draw some students who currently use car drop off/car pick up to choose to walk, by virtue of better information about options to get to and from the College. Also, there is potential over the next few years for the wider NSW community to perceive walking to and from school as a safer activity, resulting from the NSW Government's Towards Zero road safety aspirations and programme.

It is proposed to increase walk mode share by two percentage points in in each of the morning and afternoon, again, equivalent to about 20 to 25 additional students.

Implications for car mode shares

These above increases in non-car mode shares are 'taken from' the car drop off/car pick up mode shares.

Student self-drive to secondary schools is a privilege and almost a 'rite of passage' for students. If this mode share drops, it would be beneficial in terms of meeting targets, but it would be surprising.

Timeframe

The aim of the GTP would be to see these targets met within five years of the implementation of the plan. Beyond that timeframe, a review of these targets would be appropriate.

5.3.3 Summary of Mode Share Targets

The following table summarises the mode share targets as a percentage of all travel.

TABLE 8 – MODE SHARE TARGETS

	How did you travel to school today?		How will you travel home today?	
	Current	**Target**	**Current**	**Target**
Bus	50.9%	52.9%	56.7%	58.7%
Car drop off/pick up*	25.8%	18.3%	19.0%	11.5%
Cycle	0.4%	4.0%	0.5%	4.0%
Ferry	8.1%	8.1%	7.6%	7.6%
Self-drive*	4.6%	4.6%	4.6%	4.6%
Walk	10.1%	12.1%	11.6%	13.6%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

*Note * that car mode share for car drop off/car pick up and for self-drive are not so much 'targets' as 'results' of meeting non-car mode share targets.*

The reduction in car mode shares for the drop off and pick-up are considerable, and the difficulty of achieving this should not be under-estimated.

6.0 Green Travel Plan

6.1 General

The above sections have collated information about existing and likely future travel and transport conditions around the College.

This analysis has indicated:

- good levels of public transport accessibility, across bus, ferry and access to the broader metropolitan transit system, via bus connections to rail
- free public transport available to students who meet requirements relating to distance between school and home
- the College site has good pedestrian permeability, especially given its large scale, and connects into a reasonably local pedestrian network, including facilities that are off road and that improve pedestrian accessibility relative to car
- features of the College's operation which further the objectives of this plan include:
    - on-site residential boarding
    - broad range of extra-curricular activities and facilities on site, which reduces travel during the peak, and reduces the need to travel off-site to these activities
    - a ferry wharf with an active ferry service and school bus service stops within the site
    - the College provides transport advice on its website
    - the College is well established, and has worked closely with the bus providers over the years to achieve safe, efficient and attractive bus services for the site
- bicycle facilities within an expanding network.

The proposal's design, as noted by Positive Traffic, does not include changes which would increase the current traffic and transport loads placed on existing services and infrastructure, including no increase in student population.

The key areas which could benefit from attention, based on this analysis, are:

- Ensuring that site users are aware of travel choices available to them
- That there is a process to monitor travel behaviour and identify issues, as they arise, and work to resolve them
- Setting mode share targets, which are then subject to review and update for the school community.

6.2 Objectives

The key objectives of this GTP, as stated in Chapter 5, are to:

- reduce reliance on the car within the school community by encouraging walking, cycling and use of transit
- raise awareness of travel alternatives to ensure that, as a far as practical, students, staff and visitors make the most of the transport options available at this site
- reduce overall vehicle trips for journeys to and from the site
- reduce impacts on transport networks and services by seeking to spread peak demands over time.

6.3 Targets

In summary the targets set in the previous chapter for this GTP are tabulated below.

TABLE 9 – MODE SHARE TARGETS

	How did you travel to school today?		How will you travel home today?	
	Current	**Target**	**Current**	**Target**
Bus	50.9%	52.9%	56.7%	58.7%
Car drop off/pick up*	25.8%	18.3%	19.0%	11.5%
Cycle	0.4%	4.0%	0.5%	4.0%
Ferry	8.1%	8.1%	7.6%	7.6%
Self-drive*	4.6%	4.6%	4.6%	4.6%
Walk	10.1%	12.1%	11.6%	13.6%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

*Note * that car mode share for car drop off/car pick up and for self-drive are not so much 'targets' as 'results' of meeting non-car mode share targets.*

6.4 Actions

6.4.1 Information about available travel choices

Even with the improved availability of travel information, including real-time apps, and interactive online multi-modal travel planners, there is still a need to make site users aware of the specific services and infrastructure available and their relative benefits to themselves and, more generally, to society and the environment. This would be through several mechanisms:

- Transport Access Guide to be prepared and made available on the school website (accessed via a link at the existing transport information page[14]) and/or via a non-public facing intranet system available to students (such as Google Classroom or similar). The Transport Access Guide would provide specifics about bus, rail access, pedestrian links and bicycle facilities available. It would also provide links to sources of information about travel choices, including various Apps and journey planners.
- A printed copy of the Transport Access Guide would be provided to all new and potential students and staff on their orientation day and or first day at the College.
- There may be space within the Personal Development, Health and Physical Education (PDHPE) syllabus to spend part of a lesson on availability of transport options, possibly tying this into material relating to the importance of physical activity.[15]
- The Transport Access Guide would need to be updated on a regular basis as services and networks are amended. It could also be updated to reflect targets and results of surveys. These are opportunities to further promote the Transport Access Guide.

6.4.2 Review provision for bicycles

The College has a number of sports change rooms on site, which could be used by cyclists to shower and dress on their arrival at school.

Opportunities to provide additional secure cycle parking facilities on-site should be explored[16].

[14] https://www.riverview.nsw.edu.au/contact-us/#transport_information

[15] How this material is presented to students and whether it forms part of a PDHPE lesson or possibly a geography lesson, or not, is something that the College executive and staff would need to consider in the context of education guidelines and their responsibilities more generally to cover the syllabus.

6.4.3 Monitor transit service availability, capacity and applicability

Checking that services are arriving to schedule, that the scheduled services have adequate capacity, and that the services cover appropriate parts of the College's catchment. For example, the school buses services currently 'hub' off rail stations on the North Shore Line (notably, Chatswood). In the future, if, for example, relatively more students live further west, then possibly considering bringing a school bus service past North Ryde Station on the North West Metro Line, might be appropriate.

This is a process which the College currently engages in.

6.4.4 Set mode share targets and monitor progress

We see the process of setting mode share targets, and monitoring progress towards the targets, as a key action of the plan in terms of achieving these targets.

It is proposed that annually a survey of how student s travel to and form the College is undertaken, and that the overall results are provided as part of the transport information for the College.

6.5 Plan mechanics

For the GTP to be effective there is a need to:

Implement the plan

In order to achieve the objectives of the GTP and its target mode share, there needs to be strong support from the College and the College community. We recommend that a senior member of staff be given carriage of the promotion, implementation and monitoring of the Plan.

Resources should be provided to develop and maintain a comprehensive Transport Access Guide.

As the proposal is a school environment, there is an opportunity for a group of students who are interested in sustainability issues and associated policy, to participate in actions, such as updating elements of the Transport Access Guide, and being involved in organising promotional events, such as Walk Safely to School Day and National Ride2School Day.

As noted in the introduction to this report, the consideration should be given to delaying the implementation of the plan to a time when COVID-19 is a less pressing issue for schools, and have suggested that the timing of GTP implementation be subject to consultation between Department of Planning and the College.

Monitor priority areas and progress of the plan

This would involve on-going monitoring of transit capacity and transit coverage of the College's catchment. This would generally be the result of parents raising concerns with the College, and the College keeping a log of the concerns and providing this information to TfNSW/Bus Contract Operator.

Periodically (every year) surveying the College population to estimate mode shares for the journey to school and the journey from school and comparing this against the mode share target. The annual survey should consider the following:

[16] During the preparation of this plan we did not go onto the site of the school due to COVID. From a distance it seems that finding several locations to install a small number of secure cycle parking facilities may be feasible.

- Cover all staff and students
- All analysis and reporting should be anonymous
- Student year should be recorded as part of the survey, its analysis and reporting, as this is likely to have some impact on mode choice
- Single day snapshot survey, capturing how students and staff arrived at the College and how they intend to depart, using web-based survey administration methods (undertaken by College administration staff)
- The survey should be conducted during a 'normal' time of the school year: it should avoid the start and end of year, as well as August (HSC trial exams), but should be generally consistent from year to year (to avoid seasonal factors introducing additional variance in comparisons of surveys over the years). It is suggested that sometime during Term 2, perhaps in mid-May (depending on the timing of likely excursions etc); unusual events should be avoided (e.g., wet weather, train strikes, parliamentary elections, etc;).

If GTP targets are not being met, then diagnostic actions would be required. The starting point for this would be undertaking additional analysis of how and why students travel the way they do. The use of small focus groups would be a good place to start, to explore reasons for car-based travel and possibly areas of concern in the transit network. This may assist to identify why use of car is higher than expected, such as timing of before and after school activities, transit reliability, the need to carry books and equipment, and so forth. Such social research should include students, parents and caregivers, and staff in order to capture a wide range of perspectives on how travel choices are being determined. In conjunction with feedback from the school community, this information could provide evidence to engage with TfNSW about the need for specific measures, such as bus service adjustments, or some other practical measures.

Identify impediments to meeting the plan's mode share targets

On-going feedback from the College community in relation to concerns about relevant transport infrastructure and services and, where appropriate, relaying this to the appropriate agency[17].

Update the plan for relevance and focus

As transit services change and new parts of the bicycle network open, there is a need to update the Transport Access Guide.

As travel behaviour changes more generally, there is a need to consider modifications to the GTP to ensure it retains relevance. This type of review would be appropriate at intervals of five years.

6.6 GTP Summary

6.6.1 Key roles

Travel Plan Champion

This would be a delegate of the College's Principal.

[17] This is generally done by schools as part of business as usual.

Travel Plan Co-ordinator

Appointed by the College

Preference for this person to be a member of the school's staff (frequently and regularly on-site) with an active interest in sustainability issues and transport

Role:

- Organise Transport Plan Co-ordination Committee meetings, including preparation of agenda items and minutes (with administration staff support)
- Act as a focal point for:
    - Feedback from school community regarding issues such as capacity, reliability, etc;
    - Feedback from transport providers, TfNSW and Lane Cove Council
    - Ideas on promotion of active transport from the school community as well as from external parties (e.g., groups promoting relevant campaigns, such as Ride 2 School, and government agencies such as Department of Health promoting healthy life choices)
    - Information about forthcoming changes to transport services and or infrastructure from TfNSW, or Lane Cove Council
- Develop a working relationship (established through the Transport Plan Co-ordination Committee) with TfNSW, Council, transport providers to facilitate issue definition and process to resolve issues
- Overview the conduct of an annual travel survey and collation of results (the survey would be prepared and administered by College administration support staff).

6.6.2 Administration mechanism

A committee, with representatives from the school, school community, education, transport regulator/funder and Lane Cove Council, would provide a useful mechanism to administer the GTP. It is described below:

Travel Plan Co-ordination Committee

Constituted by:

- Travel Plan Champion - chair
- Travel Plan Co-ordinator
- Representatives to be invited from:
    - Education
    - Council
    - TfNSW (as transport regulator and funder of service providers, as well as roles in road safety and operation, via their subsidiary organisation, RMS)
    - Possible parent representative

Role is to focus on implementation of the GTP, including:

- on-going monitoring
- acting as a clearinghouse for further ideas and opportunities to promote sustainable transport
- connection with changing and emerging government policies and strategies
- in addition to these ongoing actions, the committee would also be responsible for re-examining the applicability and appropriateness of the GTP and its targets. In the event that the operation of the College changed markedly, for example, due to technology, or there was some other paradigm shift in

education or transport, then re-consideration of the GTP would make sense, and the Transport Plan Co-ordination Committee would be the appropriate body to guide this change in an advisory capacity.

Suggested meeting schedule:

- Prior to commencement of school year
- After the conduct and reporting of the annual travel survey (suggested this was held in May, so meeting to review would be possibly in June); if required, as a result of anomalous travel survey results, this meeting would review any diagnostic actions
- As required in advance of major changes the Travel Plan Champion considers it necessary.

6.6.3 GTP actions summary

The following table draws together actions outlined in the GTP and specifies operational features of these actions.

TABLE 10 – GTP ACTIONS SUMMARY

Information about travel choices	*Owner*	*Timeframe*	*Indicative resourcing*
Prepare transport access guide: To include information about local activities	The College		Budget estimate $6k to $12k Travel Plan Co-ordinator
Consider inclusion of travel choices into PDHPE (or other appropriate subject) to highlight travel choices and physical activity	The College		Staff time to identify specific subject/Year to deliver Staff time to prepare and deliver material
Update transport access guide	The College	When there are major changes to transport operations around the school – try to keep to no more than one per year	
Provision for bicycle parking			
Investigate opportunity for more secure bicycle parking	The College	With completion of development	
Schedule additional bicycle parking, if required, into ongoing works programme	The College	To provide additional bicycle parking, should current provision proves to be insufficient, within 2 years of implementation of GTP	To be determined
Monitor transit coverage of school catchment			
Trap issues raised by school community – use Transport Plan Co-ordination Committee as the mechanism for this, as well as direct, ongoing contact with TfNSW officers, as required	The College/Travel Plan Co-ordinator	Ongoing	Staff time to trap issues/ Travel Plan Co-ordination Committee's time and Travel Plan Co-ordinator's time flag/resolve issues
Monitor transit capacity			
Trap issues raised by school community, as well as from bus operator and TfNSW. Action required would depend on nature of issue – use Transport Plan Co-ordination Committee as the mechanism for this, as well as direct, ongoing contact with TfNSW officers, as required	Travel Plan Co-ordinator	Ongoing	Staff time to trap issues/ Travel Plan Co-ordination Committee's time and Travel Plan Co-ordinator's time flag/resolve issues

Information about travel choices	*Owner*	*Timeframe*	*Indicative resourcing*
Monitor plan progress			
Conduct an annual travel survey of school students and staff to determine their mode of travel to and from school. The survey would be administered via internet, using a simple and standard wording and format. Survey analysis would be undertaken by school administrative staff and results reported to Transport Co-ordination Committee. Anomalous results would trigger a diagnostic process.	The College/Travel Plan Co-ordinator	Annual	Staff time: Travel Plan Co-ordinator to prepare survey Administrative staff to administer the survey & analyse it Travel Plan Co-ordination Committee time to review results
Diagnostic process would be triggered if the results of the survey were poor.	The College	Triggered by adverse survey result	Definition of scope would vary with type and scale of issues identified by the survey

6.7 GTP Communications

The specific elements of communication identified in the GTP are summarised below.

GTP

Once finalised, this document should be made available on the College's website

Transport access guide

Purpose is to identify transport options for the College.

This would be available:

- on the College's website or internally facing intranet
- provided to students and staff as part of site orientation

The transport access guide would be updated regularly, but only as required.

Feedback

- Feedback regarding transport issues (e.g., lack of capacity, lack of coverage) would be received from the College community and trapped by the Travel Plan Co-ordinator
- Feedback from transport operators/TfNSW in relation to students use of services would also be trapped by the Travel Plan Co-ordinator
- These issues would be addressed through the Travel Plan Co-ordination Committee, or directly with transport providers/TfNSW if they are more pressing.