4. The project

This section describes construction and operation of the project, where relevant to the traffic, transport and access impact assessment. Further information regarding the project is provided in section 1.2 and in the EIS.

4.1 Construction

4.1.1 Program and staging

Construction would commence once all necessary approvals are obtained and take about two years to complete.

The main construction works would broadly be undertaken in six stages, some of which would be undertaken concurrently as shown in the indicative program shown in Figure 4.1 which also shows when enabling works would be undertaken. Testing and commissioning would be undertaken over one weekend possession in November 2022 (or potentially January 2023, if required).

A summary of the proposed staging (including enabling works) is provided in Table 4.1. This would be subject to refinement and would be confirmed following engagement of the construction contractor.

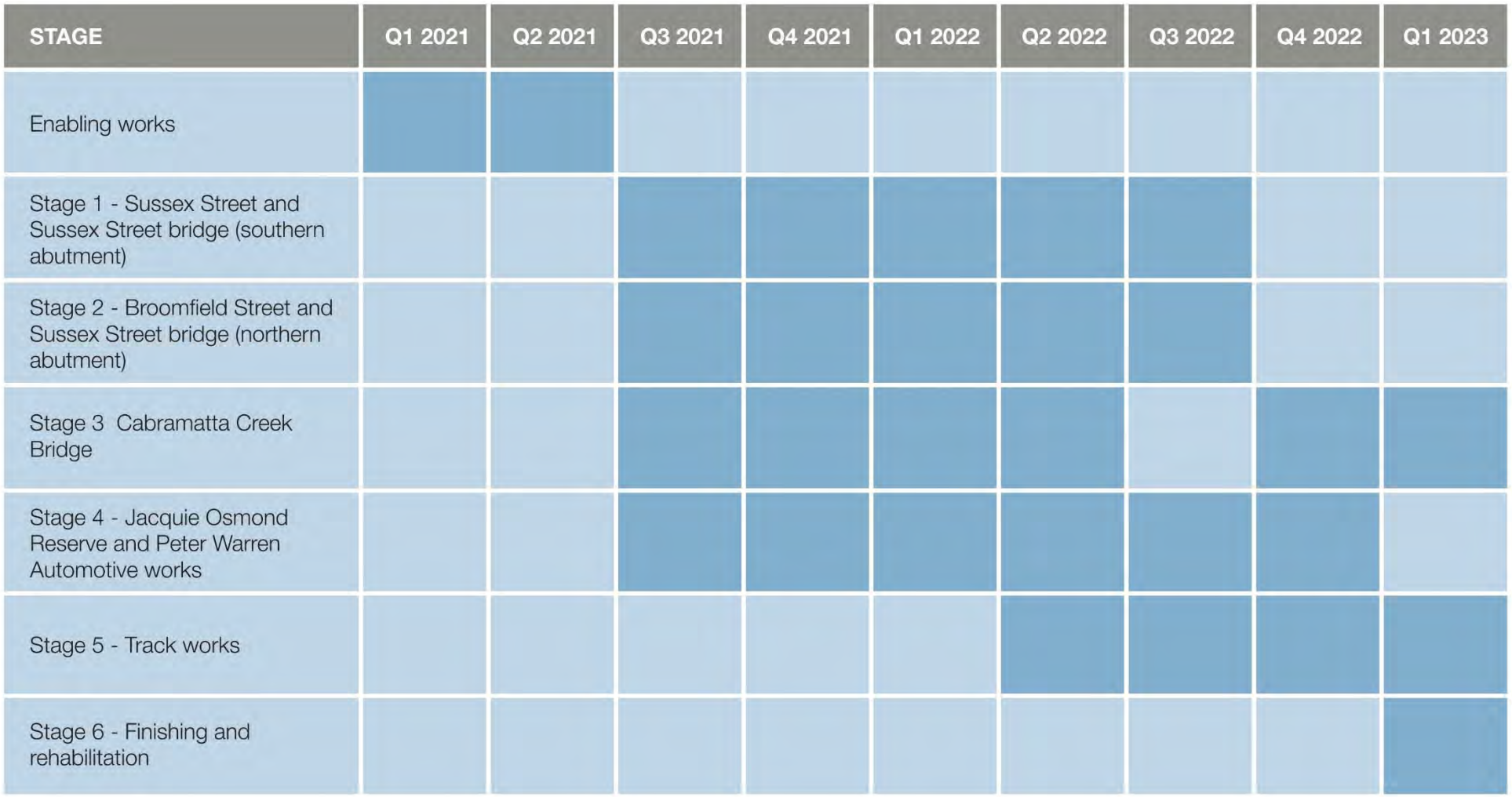

Figure 4.1 Indicative construction program

Table 4.1 Indicative staging

Stage	Feature constructed during stage	Main activities
Enabling works	Not applicable	• Site establishment including: – carrying out heritage investigations, protection and archival recordings, if required – installing site environment management and traffic controls (including pedestrian and cyclist management) – establishing construction compounds and work sites – establishing access to work areas where required, including regrading of surfaces where required – establishment of a temporary shared path to be used by pedestrians/cyclists during construction of Cabramatta Creek bridge – suppling power, water and other utilities to construction compounds and other areas within the project site – vegetation clearance and tree removal. • Protection and/or relocation of utilities.
Main construction works		
Stage 1 – Sussex Street and southern abutment of Sussex Street bridge	• Road works (changes in Sussex Street and reconfiguration of Broomfield Street) • Sussex Street bridge	• Close the southern side of Sussex Street and direct traffic along the northern side of the road. • Construct southern bridge abutment for the new bridge. • Widen the road to the east of Broomfield Street, using the existing road (southbound lane) as a construction area while maintaining traffic flow on the west of Broomfield Street (northbound lane) – the Broomfield Street realignment would be completed as a rolling closure, from Sussex Street northwards to Bridge Street, in 200 metre sections.
Stage 2 – Broomfield Street and northern abutment of Sussex Street bridge	• Road works (reconfiguration of Broomfield Street) • Retaining walls • Noise wall • Sussex Street bridge	• Redirect traffic through the southern side of Sussex Street Bridge and onto the east of Broomfield Street. • Temporarily close the western part of Broomfield Street (northbound lane and parking) to use as a construction area. • Construct northern abutment of the Sussex Street bridge. • Remove existing retaining wall and noise wall and construct new retaining wall. • Construct noise wall. • Reinstate Broomfield Street with new alignment. • Close Sussex Street over a weekend to construct the bridge.

Stage	Feature constructed during stage	Main activities
Stage 3 – Cabramatta Creek bridge	• Cabramatta Creek bridge	• Constructing the bridge. • Reinstating shared paths.
Stage 4 – Works at Jacquie Osmond Reserve and Peter Warren Automotive	• Retaining walls	• Clearance and site setup. • Install footing for retaining structure. • Build up sub-base and cap layer. • Construct embankment (Jacquie Osmond Reserve only). • Reinstate fence.
Stage 5 – Track works	• Track works • Signalling	• Construct track turnout and undertake realignment works at the northern end during the first available possession. • Construct track turnout and undertaken realignment at the southern end during the second available possession. • New track would be constructed progressively along the corridor in a linear sequence, with multiple teams operating concurrently. • Install signals. • Commission track during the last available possession.
Stage 6 – Finishing and rehabilitation	n/a	• Demobilisation, rehabilitation and finishing works.

4.1.2 Broomfield Street construction staging

As one of the key stages to facilitate the new loop, further information is provided on the Broomfield Street realignment works below. This would occur in stages to minimise the impact on traffic, transport and access. In addition, stages will occur concurrently to minimise construction time as follows:

- Stage 1A
- Stage 1B and Stage 2A
- Stage 1C and Stage 2B
- Stage 1D and Stage 2C
- Stage 2D.

Figure 4.2 shows how this staging of works is proposed to occur on Broomfield Street.

Figure 4.2 Construction stages along Broomfield Street

4.1.3 Construction traffic

The construction haulage traffic impact assessed comprises of trucks, delivery vehicles and light vehicles for site compounds and the wider project worksite.

4.1.4 Workforce

During non-possession periods, a peak workforce of about 80 people would be anticipated. During possession periods, it is estimated that a peak workforce of about 220 people would be anticipated, comprising 110 per 12 hour shift (two 12 hours shifts per day). This increase in workforce numbers during possession periods is a result of the need to ensure any works required within the rail corridor can be undertaken during the short possession periods, which are limited to four 48 hour periods throughout each year.

4.1.5 Vehicle movements

At this stage of the construction traffic assessment, a high level vehicle movement estimate was made of peak hour construction traffic (during possession) that would arrive and depart the compound, and travel between worksites and on the surrounding road network (haulage routes shown on Figure 4.3). The number of light and heavy vehicles generated by the construction was based on indicative estimates of the peak workforce attending the site, and indicative estimates of deliveries and haulage of spoil from the site.

It is estimated that up to 60 light vehicles associated with the workforce and six heavy vehicles would use the Hume Highway during peak periods to access the proposed site during possession (peak construction activity period). Heavy vehicles consist of delivery vehicles, haulage trucks and oversized vehicle movements that may occur within the peak hour period. Construction vehicles would then distribute at a number of side roads to enter and leave the compound and work sites, as shown in Table 4.2.

Table 4.2 Peak construction vehicle trips

Street	Track Possession period (24 hours)	
	Heavy vehicle (per hour)	Light vehicle (per hour)
Hume Highway	6	60
Cabramatta Road East	3	20
Junction Street	3	20
Liverpool Street/Sussex Street	3	20
Broomfield Street	3	20
Mannix Parade/Lawrence Hargrave Road/Nicholls Street/ Station Street/Railway Parade	4	60
Sappho Road	3	20
Warwick Street	4	60

4.1.6 Construction haulage access routes

Haulage routes for construction heavy vehicles to and from the site compounds and access gates to the project site have been developed with the following objectives:

- Use local or residential streets only for direct access to compound locations. Local streets would only be used where there is no other suitable alterative to deliver or remove materials for a particular section of the works.
- Minimise potential safety impacts for pedestrians, cyclists and other road users.
- Maximise the use of the State Road network.

It is proposed that the Hume Highway would provide key access to and from the locality from the south and north, with Cabramatta Road East and Mannix Parade comprising the two major connection points from the Hume Highway. It is possible that Liverpool Street and Junction Street would be utilised as ‘left in, left out’ locations to and from Broomfield Street, while Sappho Road may be utilised in special circumstances to access the Jacqui Osmond Reserve.

The preliminary haulage and access routes are shown on Figure 4.3. These would be reviewed during detailed design and confirmed following appointment of the construction contractor.

Figure 4.3 Haulage routes

4.1.7 Timing/working hours

The majority of works (with the exception of during possession periods as described below) would be undertaken during recommended standard construction working hours as defined by the *Interim Construction Noise Guideline* (DECC, 2009), which are:

- Monday to Friday: .7.00 am to 6.00 pm
- Saturday: 8.00 am to 1.00 pm
- Sundays and public holidays: no work.

During these periods, there may be a need to undertake some limited activities outside recommended standard working hours. These could include:

- electrical connections and installation
- delivery and/or removal of oversized equipment
- works on key roads such as delivering cranes, to minimise impacts to traffic flow and access
- setting up traffic conditions for partial road closures
- works required by utility service providers or where impacts to services cannot be reasonably managed during standard working hours.

Possession periods

Throughout the majority of the construction period the SSFL and Sydney Trains lines would continue to operate in accordance with standard operations.

However, to ensure that works are carried out as efficiently as possible and that worker safety is maintained, some construction works would need to be undertaken during the scheduled rail maintenance possession periods, during which trains do not operate along the SSFL. ARTC currently schedules routine maintenance possessions on four weekends each calendar year. Each of these possession periods start at about 2.00 am on Saturday and end at 2.00 am on Monday.

Subject to detailed construction planning, these scheduled maintenance possessions would be used to complete certain construction works. Works that would need to be undertaken during possession periods include (but are not limited to):

- delivery of tracks by train
- site establishment activities such as erection of barrier fencing within the rail corridor
- installing new track that affects operational line
- realigning the existing track
- moving large components (such as bridge girders) into place above the rail line
- bridge tie-in works
- signalling works
- installing undertrack crossings such as drainage and signal routes
- testing and commissioning of rail systems.

Possession periods are part of standard Sydney Trains and ARTC operations, and Sydney Trains would organise replacement buses during these periods to replace existing train services. Therefore the impacts to Sydney Trains users as a result of the possession periods are considered beyond the scope of this assessment and are not considered further.

4.2 Operation

The project would operate as part of the SSFL and would continue to be managed by ARTC. ARTC is not responsible for the operation of rolling stock and train services are currently, and would continue to be, provided by a variety of operators, who operate in accordance with relevant regulatory requirements.

Following completion of the works, traffic along Broomfield Street would continue to operate as per the existing operations, with one travel lane in each direction, with kerb-side parking on both sides, a shared path (pedestrian/cycle) on the western side of the road and a footpath on the eastern side of the road.

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5. Construction impact assessment

This section outlines the traffic implications of the proposed works and summarises the traffic, transport and access impact analysis during construction.

5.1 Intersection performance during construction

Construction of the project would result in temporary impacts to traffic and access within the study area, and an increase in both heavy and light vehicle movements on the local road network. The extent of impacts will depend on the location of the works, and the origin of material and/or workers. A worst-case assessment of the impacts on intersection performance due to the increase in heavy and light vehicle movements is detailed below.

Construction traffic models were developed using the weekday AM and PM peak hours and the Saturday peak hour at Sappho Road/Hume Highway intersections based on the 2018 traffic survey data. A summary of the results is outlined in Table 5.1 and Table 5.2. Detailed SIDRA results are provided in Appendix B.

Table 5.1 Intersection operations during construction (Weekday)

Intersection	AM Peak				PM Peak			
	Ave Delay (s)	LoS	Control Type	Degree of Saturation	Ave Delay (s)	LoS	Control Type	Degree of Saturation
Site 1: Hume Highway/ Mannix Parade	29	C	Signals	0.910	48	D	Signals	0.965
Site 2: Lawrence Hargrave Road/ Nicholls Street	8	A	Roundabout	0.098	8	A	Roundabout	0.098
Site 3. Lawrence Hargrave Road/ Mannix Parade	7	A	Roundabout	0.133	8	A	Roundabout	0.128
Site 4: Hume Highway/ Junction Street	8	A	Priority	0.373	8	A	Priority	0.501
Site 5: Hume Highway/ Liverpool St	150+	F	Priority	1.0+	150+	F	Priority	1.0+
Site 6: Sappho Road/ Hume Highway	9	A	Signals	0.589	20	B	Signals	0.648
Site 7: Broomfield Street/ Cabramatta Road East	13	A	Signals	0.222	12	A	Signal	0.242
Site 8: Hume Highway/ Cabramatta Road East	26	B	Signals	0.703	27	B	Signal	0.836

Table 5.2 Intersection operations during construction (Saturday)

Intersection	Saturday Peak			
	Aver Delay (s)	LoS	Control Type	Degree of Saturation
Site 6: Sappho Road/ Hume Highway	23	B	Signal	0.875

Notes:

- *The average delay for priority-controlled intersections is selected from the movement on the approach with the highest average delay.*
- *The level of service for priority-controlled intersections is based on the highest average delay per vehicle for the most critical movement.*
- *The degree of saturation is defined as the ratio of the arrival flow (demand) to the capacity of each approach.*
- *Average delay is given in seconds per vehicle.*

Table 5.2 indicates that each of the signalised intersections and roundabouts analysed during construction operations is likely to operate with an acceptable LoS (ie better than LoS E), with spare capacity in both the weekday morning and evening peak periods, and during the Saturday peak period at Sappho Road/Hume Highway intersection. The right turn movements at the Hume Highway/Liverpool Street intersection are like to continue operating at LoS F both in the morning and evening peak periods, primarily as a result of the delays on the minor roads requiring to give way to traffic flow on the major road (Hume Highway), which is reflective of the existing situation.

Detailed SIDRA results of these intersections are provided in Appendix B.

5.2 Temporary road closures

The following traffic adjustments (see Table 5.3) are proposed during construction.

Table 5.3 Proposed road closures and impacts

Road	Proposed closure	Diversion/traffic management	Traffic Impact
Broomfield Street	Partial road closure during realignment of the road to the east.	Only one lane would be closed at any one time, allowing bi-directional traffic to be directed along the remaining open lane under 'stop and go' traffic control.	• Minor delay (est. 1-2 minutes) to vehicles on Broomfield Street with traffic control allowing one direction of traffic flow at one period of time. • Minor delays (est. 1-2 minutes) for residents that access property driveways.
	Full road closure for short periods for specific activities such as line marking.	Works to occur during night time to minimise disturbance. Potential diversions would include the adjacent local roads, such as National Street.	• Minor delay (est. 1-2 minutes) to vehicles due to local road diversions from Broomfield Street to adjacent roads (such as National Street). • Minor delays (est. 1-2 minutes) for residents accessing property driveways.
Sussex Street	Partial road closure during road alignment works and bridge construction works.	One lane would remain open with traffic management such as 'stop and go' traffic control.	• Minor delay (est. 1-2 minutes) to vehicles that travel via Sussex Street under the bridge. 'Stop and go' traffic control allowing one direction of traffic flow at one period of time
	Potential full closure during certain bridge construction works (such as girder positioning) for safety reasons (maximum 48 hours during weekend period or mid-week nights (Sunday to Thursday)).	Road closed from Sussex Street bridge to Junction Street. The most likely diversion would comprise of: • Western side of the railway line - Church Street (to the west) and Cabramatta Road (W) via Railway Parade to the east), • Eastern side of the railway line – Junction Cumberland Street with local access maintained.	• Moderate delay to vehicles that normally travel via Sussex Street (bridge underpass) can be diverted to Cabramatta Road. This would incur approximately a 5 minute additional travel time to vehicles that cross the rail line at this location (see Appendix D for travel time)

In addition, there may be temporary road closures within local streets around the work sites and compounds due to the delivery of oversized equipment, resulting in minor delays to drivers. However, given the amount of oversized vehicle movements likely to be used for the project, these impacts are considered to be minor.

As discussed in section 4.1.7 the delivery of oversized equipment would be undertaken outside of standard construction hours to minimise impacts on the surrounding road network.

5.3 Temporary pedestrian and bicycle path diversions

5.3.1 Broomfield Street construction

The existing shared path adjacent to the rail corridor would be impacted by the proposed works and a temporary diversion would be required. It is envisaged that for each stage of the Broomfield Street construction, the shared path would end where the construction zone commences, and pedestrians and bicycle riders would be diverted to the opposite side of Broomfield Street where there is no construction occurring. If this is on the side where there is no shared path (only footpath) and a temporary shared path cannot be established due to site constraints then there may be a requirement for bicycle riders to dismount. However, given the construction length of each stage is about 200 metres the impacts to cyclists due to the requirement to dismount is considered minor. Alternatively bicycle riders can utilise the on-street carriageway, where general traffic speeds will be low as a result of the construction zone environment.

During full road closures for specific activities, bicycle riders may need to be diverted around Broomfield Street, to adjacent roads such as National Street. Pedestrian management around the worksite would be maintained, where possible.

5.3.2 Sussex Street Bridge and Cabramatta Creek Bridge construction

The existing shared path between Sussex Street and Cabramatta Creek would be relocated around 3 metres east for most of the construction period. The diversion will start at the corner of Sussex Street and Broomfield Street and meet the existing path north of Cabramatta Creek. This is to allow for a work site to be established adjacent to the bridge structures. Pedestrian and bicycle access along this route would be maintained except for a period of up to two weeks, during works requiring a crane for Sussex Street bridge. Alternate routes would be provided during this period to cross Cabramatta Creek (ie via Hume Highway) which may incur significant additional travel time lays for pedestrians and bicycle riders.

Clear signage would be in place, communicating the diversion to pedestrians and bicycle riders. Detailed Traffic Control Plans outlining the appropriate traffic management measures (signage) would be developed and implemented on site (refer section 7.1.6 and section 7.1.7).

A summary of the proposed path closures and impacts are shown in Table 5.4.

Table 5.4 Proposed path closures and impacts

Road	Proposed closure	Diversion/traffic management	Impact
Broomfield Street	Partial shared path closure during each stage	• Pedestrians to be diverted to opposite side of the road. • Bicycle riders have the option of utilising the opposite footpath (but must dismount). Alternatively utilise the on-road carriageway	• Minor delay (est. 2-3 minutes) for bicycle riders may be required to dismount to use footpath or utilise the on-road carriageway. • Minor delay (est. less than 1 minute) to pedestrians.
	Full road closure for short periods for specific activities such as line marking	• Works to occur during night time to minimise disturbance. Potential diversions would include the adjacent local roads, such as National Street.	• Bicycle riders to use adjacent roads which have a minor increase travel times (est. 1-2 minutes) and an on road mixed environment.
Sussex Street and works on Cabramatta Creek bridge	Partial road closure during road alignment works and bridge construction works	• Divert bicycle riders and pedestrians to the temporary shared path (shown in Figure 5.1).	• No impact to bicycle riders or pedestrians (access maintained).
	Potential full closure (approximately 12 hours) during certain bridge construction works (such as girder positioning) for safety reasons. (maximum 48 hours during weekend period)	• Permanent and shared path likely closed at Sussex Street bridge (including temporary shared path adjacent to Cabramatta Creek)	• Delay to bicycle riders and pedestrians that use the shared path on the eastern side of Sussex Street Bridge. • Bicycle riders and pedestrians will need to be diverted to alternate crossings over Cabramatta Creek (ie via Hume Hwy) which may cause significant travel time delays.

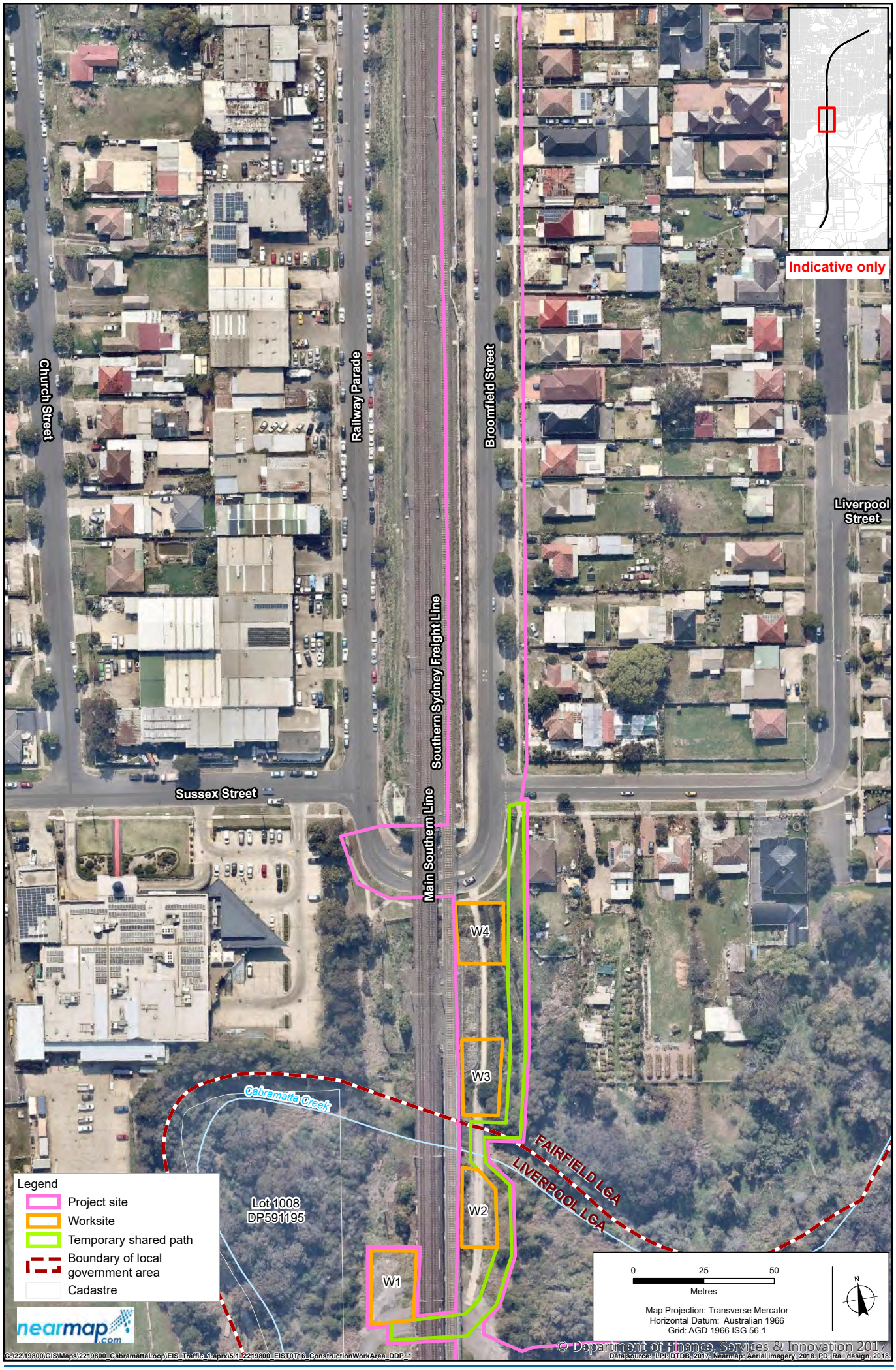

Figure 5.1 Temporary shared path diversion (around bridge construction)

5.4 Car parking impacts

There are likely to be parking impacts during construction as a result of the project. The following section discusses these impacts as they apply to Broomfield Street and surrounding roads.

5.4.1 Car parking impacts during construction stage

Broomfield Street realignment works would occur in stages as discussed previously in section 4.1.2 to minimise the impact on traffic and parking. Figure 5.2 shows the proposed order of delivery of each stage of the works on Broomfield Street, the approximate number of parking spaces likely to be impacted and spare capacity on Broomfield Street during construction. A number of the stages would occur concurrently to reduce the total construction period.

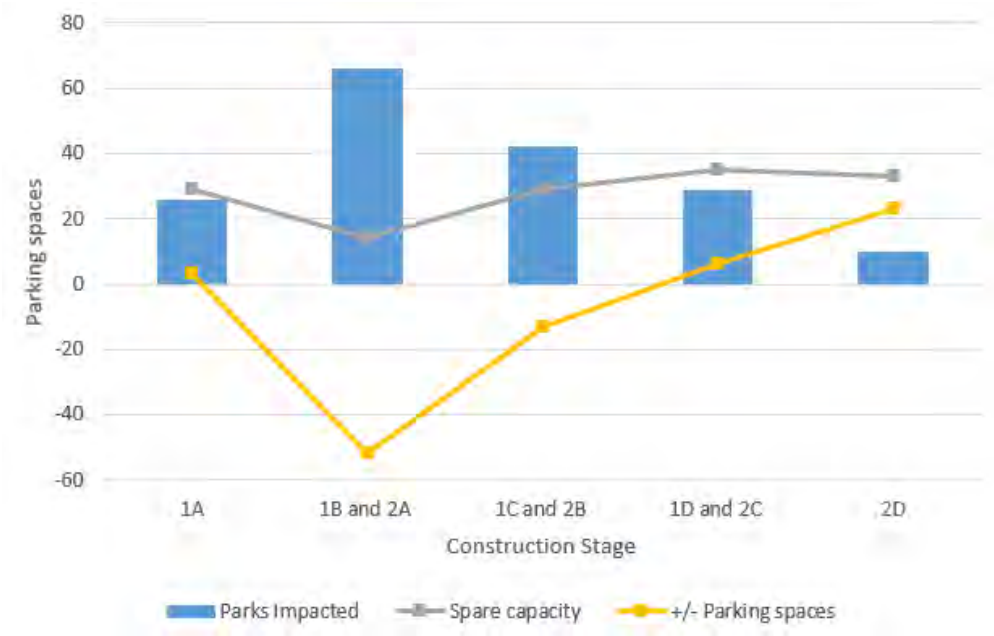

Figure 5.2 Construction parking impacts

Figure 5.2 shows that the peak number of car spaces lost (approximately 66 spaces) occurs during Stages 1B and 2A. As the parking along the length of Broomfield Street is not fully utilised (anticipated 72 percent as discussed in section 3.5) available parking on Broomfield Street would likely absorb some of the car spaces lost (about 14 spaces). However, it is likely that there would still be an impact as a result of the net loss of up to 46 spaces during stages 1B and 2A. In this case, available spare capacity in the local roads could absorb the remaining spaces, however this may translate to a potential impact to local residents and other uses of on-street parking in the adjacent streets. Alternatively, provision of a designated off-street temporary parking area within proximity to the site could minimise this impact (refer section 7.1.1).

5.4.2 Parking for construction workers

It is anticipated that construction worker parking will be kept to designated compounds and areas designated for construction workers only. As such, there should be minimal impact to on street parking.

5.5 Public transport impacts

5.5.1 Bus services

As described in section 4.1.2 vehicle access along Broomfield Street (south of Cabramatta Station) would be maintained during the realignment works with the exception of some temporary diversions during the construction of Sussex Street bridge.

As described in section 3.7.1, while bus service travel along Broomfield Street north of Cabramatta Station, no bus services travel south of the station. Therefore there are no impacts on existing bus services expected during the proposed works.

5.5.2 Train services

ARTC track works are to occur within the rail corridor which may have an impact on passenger train services. However, ARTC will co-ordinate with Sydney Trains scheduled track possession periods to carry out such works including Sussex Street Bridge, Cabramatta Creek Bridge and track works. Coordinating possessions will ensure no additional impacts are encountered on the rail network and the passenger trains that may have occurred as a result of the project.

5.6 Property and access to key facilities

5.6.1 Residential access

During the enabling works there may be access disruptions for properties directly fronting Broomfield Street due to the relocation and protection of utilities. Vehicular access to properties would be restricted for short periods as there are numerous driveways located along the affected section of Broomfield Street. Additionally, there may be property access impacts if utility relocation works are undertaken in the streets directly adjoining the project site, within the study area.

During the main construction works vehicle access to properties on Broomfield Street is anticipated to be maintained.

There is the potential for minor impacts on vehicle travel times to and from properties due to the imposed one lane directional travel, which may cause minor delays to property access and egress. Consultation with the residents is required by the contractor as outlined in the CTMP (see section 7).

5.6.2 School access

Lawrence Hargrave School is located adjacent to the western side of the railway corridor at the intersection of Lawrence Hargrave Road and Station Street. Given that the school is located on a haulage route, vehicle movements will need to be managed to minimise conflict between construction traffic and vehicles and pedestrians associated with the school. This is to be detailed by the contractor in the CTMP such that construction vehicle movements are minimised within the vicinity of the school as far as practical to maintain safety in the area. It is envisaged that construction traffic would not coincide with the peak period of school start and finish times, to minimise potential conflicts (see section 7.1).

5.6.3 Jacquie Osmond Reserve

There may be potential safety impacts to vehicles, pedestrian and cyclists that use the unnamed access track during construction due to the presence of construction vehicles using this track including where it crosses underneath the rail corridor (between Jacquie Osmond Reserve and Warwick Farm Recreation Reserve). Construction vehicle movements will need to be managed

to minimise conflict between construction traffic, vehicles and shared path users. This is to be detailed by the contractor in the CTMP such that adequate safety measures are used.

Due to the presence of the construction site and compounds there would be no vehicle access to Jacquie Osmond via the unnamed access road on the western side of the rail corridor while some components of the Cabramatta Creek bridge are being constructed. This would impact users of Jacquie Osmond Reserve who access the park for sporting or recreational activities and use the informal parking within Jacquie Osmond Reserve. This impact is considered minor as the works would be short-term (with a likely duration of two weeks) and would likely only impact users on the weekend when sporting events are held. During this time users would still be able to park within the adjacent Hometown Warwick Farm car park and access the park from the southern entry.

5.7 Emergency vehicles

In the event of an emergency within the study area, there may be some impacts to Emergency Vehicles that require access. Impacts may include minor to moderate delays and longer travel times to emergency vehicles caused by road diversions and 'stop and go' traffic control on Broomfield Street (see section 5.2 for proposed road closures). Additional construction traffic may also cause minor delays to Emergency Vehicles, particularly on local road haulage routes

5.8 Cumulative impacts

The following developments within 500 metres of the project site have the potential to occur at the same time as construction of the project, and therefore have the potential to contribute to cumulative traffic impacts within the study area:

- A multi-storey residential centre at the corner of Broomfield Street and Cabramatta Road adjacent to Cabramatta Station would be developed by Moon Investments. The site is zoned B4 Mixed Use and consists of 22 privately owned lots and a section of public laneway owned by Fairfield City Council and has a total area of approximately 12,487 square metres. The site is currently being rezoned to mixed use high density for up to 600 residential/commercial units.
- A new car park proposed in the Cabramatta town centre, on the corner of Hughes Street and Dutton Lane. Work on the new car park is expected to start in mid-2019 and take around nine months to complete. The 220 space car park connects to the existing multi-deck car park with access to a new lift and pedestrian connection to the existing Dutton Plaza lifts.
- Upgrade of Governor Macquarie Drive from Hume Highway to Newbridge Road.

Cumulative impacts of construction activities of nearby development may exacerbate the traffic impacts identified within this study. These include:

- an increased potential for poor intersection performance due to additional construction vehicles on the road leading to travel delays
- additional diversions due to the presence of construction works, compounds and work sites, leading to additional delays for vehicles, pedestrians, cyclists and public transport users
- an increased reduction in parking around compound sites leading to commuters and people accessing commercial and residential properties having to find parking further away.

The potential for cumulative impacts would be mitigated through implementation of the mitigation measures proposed in this report (section 7). However, to further minimise the

potential for cumulative impacts coordination would be undertaken with other stakeholders associated with those projects prior to construction to ensure construction activities are appropriately scheduled and undertaken to minimise impacts.

5.9 Key findings of construction impacts

The following summarises the key findings of the construction impact assessment:

- The intersection analysis outlines there would be a minor increase in average delay at signalised intersections such as at Hume Highway/Mannix Parade, with LoS B increasing to LoS C in AM peak and LoS C to LoS D in the PM peak. Sappho Road/Hume Highway increases from LoS A to LoS B in the PM peak. However, LoS D remains within acceptable limits of level of service.
- There would be some temporary impacts on parking and traffic flow on Broomfield Street, which are likely to be managed effectively by the CTMP, including:
  - parking lost during construction, which is likely to be absorbed by some free capacity on Broomfield Street, or on the surrounding road network. ARTC is to investigate alternative temporary parking lots close to Cabramatta Station which would support the reduction of parking spaces during construction
  - minor impacts to traffic flow on Broomfield Street with the closure of one lane of traffic, and one lane of traffic kept open (either northbound or southbound) under direction of traffic controllers.
- Temporary diversion of the shared path on Broomfield Street at each stage of construction:
  - pedestrians and cyclists to leave shared path at the point of construction zone and directed to cross to the adjacent footpath on Broomfield Street
  - cyclists may be required to dismount.
- During bridge construction of Cabramatta Creek Bridge (up to two weeks), bicycle riders and pedestrians that desire access to the creek crossing would need to be diverted to Cabramatta Road to cross to the western side causing longer travel times.

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6. Operational impact assessment

This section outlines the traffic implications after the completion of the proposed works and summarises the traffic, transport and access impacts during operation. It is envisaged that there will be minor impacts to parking at the operation stage as outlined in the following sections.

6.1.1 Traffic and transport impacts

There are no changes expected to occur as a result of the project to the existing road network. . The project is also not expected to generate any additional traffic movements. Therefore, the existing intersections reviewed within the study area are anticipated to remain at their current level of operation following the completion of the works.

6.1.2 Public transport and active transport impacts

The project would not change the current access arrangements or movement of public transport.

With regards to active transport, the existing footpath would be reinstated as would the shared path which would continue to form part of the Parramatta to Liverpool Rail Trail Cycleway. The project would result in the shifting of the shared path about five metres to the east however the connection to the shared path either side of the alignment would not change Therefore, there would be no ongoing impacts to pedestrian and cycling networks within the project site.

The project site is located at a distance from links to other active transport networks within the study area (as described in section 3.8.2). The project would not introduce any obstructions or result in disconnection of the pedestrian and cycle network, therefore the project would reinstate like for like within the project site only. The development of an urban design landscape concept identified an opportunity to integrate cycling and pedestrian elements with surrounding networks through the provision of wayfinding signage. This would result in improved awareness of the Parramatta to Liverpool Cycle Trail and an improved user experience. Provision of signage would also consider other features within proximity of the project that may be useful to reference for users of the cycle trail. The provision of wayfinding signage would be explored as part of development of the urban design and landscape plan during detailed design. This is described further in Technical Report 10 – Landscape and visual impact assessment.

6.1.3 Access impacts

There would be no changes to access arrangements for properties located along Broomfield Street.

6.1.4 Parking impacts

The realignment of Broomfield Street is required to accommodate the widened rail corridor and new track which will run as the Cabramatta Loop. As a result of space constraints, this realignment would see angled parking along the western side of Broomfield Street converted to parallel parking. This could result in a permanent loss of up to 11 spaces. The permanent loss in parking would be considered a minor impact as parking surveys (see Appendix C) indicated Broomfield Street has capacity to absorb the potential loss. Capacity of up to 76 spaces south of Cabramatta Station was observed (see section 3.5) particularly between Sussex Street and Junction Street. As Broomfield Street between Sussex Street and Junction Street is within walking distance (up to 800 metres) the spare capacity is considered appropriate to offset parking lost as a result of the project.

6.1.5 Maintenance vehicle impacts

Maintenance vehicles will need to access the rail corridor to undertake routine maintenance activities on the passing loop as per existing maintenance arrangements. Maintenance works would be undertaken during possessions and would be managed in accordance with ARTC's existing EPL and standard operating procedures. As a result there are no additional impacts anticipated.

7. Mitigation and management measures

7.1 Construction traffic management

A Construction Traffic Management Plan (CTMP) should be developed and implemented prior to works to minimise the construction impacts identified as part of this assessment. The CTMP should be prepared in accordance with the Australian Standard 1742.3-2002: Traffic Control for Works on Roads and the NSW Roads and Maritime Services QA Specification G10 “Traffic Control at Worksites”.

The CTMP is to be developed in consultation with governing authorities including but not limited to Fairfield City Council, Liverpool City Council, Transport for NSW, Roads and Maritime Services, and transport/emergency services.

All site workers should be inducted into the relevant requirements of the CTMP as part of the site induction.

The primary objectives of the CTMP are to:

- minimise the impact of construction vehicle traffic on the overall operation of the road network
- provide continuous, safe and efficient movement of traffic for both the general public and construction workers
- define the use of appropriate advance warning signs to inform users of the changed traffic condition
- outline a description of the construction vehicles and the volume of these construction vehicles accessing/egressing the construction site
- provide measures to mitigate traffic, transport and access impacts
- provide information regarding changed access arrangements and also a description of the proposed external routes for vehicles including the construction vehicles accessing the site
- establish a safe pedestrian and bicycle riding environment in the vicinity of the site.

Mitigation measures that should be included in the CTMP at a minimum to mitigate the impacts identified within this assessment are provided below. The headings of the below sections denote the impacts that these mitigation measures are addressing.

7.1.1 On-street parking

Mitigation measures for the loss of on-street parking due to construction impacts is discussed in this section.

Parking during the construction period

Loss of parking could potentially be absorbed by available parking within surrounding streets. On street parking available in streets adjacent to Broomfield Street (ie National and Cumberland Streets) are outside the study area, but have the potential to assist in absorbing the temporary loss of parking in Broomfield Street during construction. The walking distance to the station from these roads is comparable to Broomfield Street.

Where practicable, alternative off-street parking would be provided. In addition, some works may be required to adjust the property to ensure its suitability as a temporary car park, such as constructing a hard stand, installing temporary lighting, providing temporary fencing, and ensuring appropriate driveway access and suitable visibility is provided upon access and egress

to the car park. The following sites have been identified as potential alternative parking locations, and would be subject to agreement with landholders and consultation with Fairfield Council:

Option 1 – Broomfield Street in proximity of Cabramatta Station: This location is a vacant block of land situated in proximity of Cabramatta Station. The vacant block is bordered by commercial use, an educational institution and a multi-storey car park. The lot, which was vacant at the time of writing could potentially accommodate approximately 40 temporary parking spaces.

Option 2 – Bridge Street: This location is around 200 metres from Cabramatta Station and is predominantly surrounded by high density residential lots. The lot would allow dual entry/exit points via Bridge Street and Boundary Lane and could accommodate approximately 40 temporary parking spaces.

Option 3 – Broomfield Street: at around 500 metres from Cabramatta Station, this lot is surrounded predominantly by low density residential dwellings. The lot would be ideal for temporary parking. However, while Fairfield City Council suggested a walking limit of 500 metres to Cabramatta Station would be appropriate, the NSW Planning Guidelines for Walking and Cycling (2004) has identified that commuter parking could be considered acceptable up to 800 metres from the station. This lot could potentially accommodate up to 40 spaces; however, entering and exiting the lot could be constrained during the reconfiguration of Broomfield Street. This is not considered a preferred option if other options are available as it would provide temporary additional parking where there is already parking capacity in the network.

Option 4 – Railway Parade: This location is on the western side of the rail corridor and within 150 metres of Cabramatta Station. The site is currently hardstand and would therefore require minimum works to utilise it as a temporary parking area. The lot would likely accommodate around 100 temporary parking spaces.

Construction Worker Parking

Construction workers are to be encouraged not to use on street parking where practically possible, as there are designated compounds to be allocated for construction workers (see section 7.1.4). Sustainable transport options should be encouraged to reduce traffic and parking demands including car pooling and the use of public transport within proximity of the site.

7.1.2 Reduced road network performance

Where possible, heavy vehicle traffic movements should be minimised during the road network peak periods. This includes during the weekday AM and PM peak periods and during the middle of the day on weekends when higher traffic volumes occur.

Heavy vehicle activity should be avoided, where possible, during school pick-up and drop-off periods (8:00 am to 9:30 am and 2:30 pm to 4:00 pm school days) in the vicinity of schools, when pedestrian and vehicle activity is generally greater.

Proposed construction vehicle access routes are shown in section 4.1.6.

Public access around the site is expected to be maintained on the surrounding road network (with the excption of short term road closures). Vehicles will be permitted to travel past the work site, controlled by traffic signage as prescribed by a Traffic Control Plan (TCP) to be developed in accordance with Roads and Maritime's *Traffic Control at Works Sites* and AS1742.3 – Traffic Control for Works on Roads. This will advise motorists of changes in road network or vehicle movements to/from the site, including any 'truck turning' activities.

Road closures

Partial or full road closures are anticipated during the works on Broomfield Street as outlined in section 5.2. The extent and duration of temporary road closures are to be minimised, with diversions in place to the adjoining road network.

Roadworks speed zones

Work areas are to provide safe clearances from through traffic lanes in line with Roads and Maritime's *Traffic Control at Works Sites Manual*.

Should road works speed zones be required, the contractor will develop necessary plans and obtain approvals by the governing authority (Roads and Maritime) in consultation with the local council.

7.1.3 Delays due to oversize vehicle movements

It is assumed that there are to be cranes and semi-trailers that will assist in transportation and construction of the proposed bridges. Delays to road users due to the delivery of oversized vehicles would be mitigated through implementation of the CTMP.

Oversized vehicles would use designated heavy vehicle routes or routes approved by Roads and Maritime. Additionally, oversized traffic movements should be carried out, where possible, outside peak road network periods, minimising the impacts on the road network.

Major road networks such as Cabramatta Road East and the Hume Highway are proposed to be used for access to the site. Should oversized vehicles be required, the contractor would be responsible to obtain necessary permits/approvals and provide site specific Traffic Control Plans for the major road networks from the governing authority such as Roads and Maritime Services and the local Council.

7.1.4 Parking for construction workers

It is proposed that the following parking areas for workers would also be established along the project site. These sites are listed below:

- part of Jacquie Osmond Reserve adjacent to the rail corridor
- behind Hyundai on Sappho Road (within Hometown, Warwick Farm)
- within Stroud Park, west of the rail corridor
- within the vacant grassed verge of the rail corridor just south of Warwick Farm Station
- parking within the rail corridor (where permitted).

It is anticipated that access to the site by site personnel from the surrounding road network may occur outside the AM and PM peak hour periods. Construction contractors should be encouraged not to park within the road network or commuter parking facilities, but in designated construction parking areas. A car parking area is to be allocated to accommodate the peak site construction personnel. It is anticipated that approximately 60 to 80 worker's vehicles could be accommodated within the site compounds.

Because there is limited parking within the immediate vicinity of the site, alternative transport options should be considered to support construction workers on the project.

Encouraging carpooling between workers will reduce traffic activity and parking demand. The site is located near Cabramatta and Warwick Farm Stations. Promoting the use of such public transport options will greatly assist in reducing traffic movements associated with staff arrival and departure and parking demands to be accommodated within the worksite.

7.1.5 Site establishment plan

A detailed site establishment plan is to be developed in future detail design stages. The plan should incorporate sufficient area to allow vehicle queuing within the site to minimise impacts on the surrounding road network, and suitable turning areas within the site to allow vehicles to enter and exit in a forward direction. Swept path analysis would be required to confirm that manoeuvrability throughout the site plan is satisfactory for designated design construction vehicles.

Vehicles are not to park or queue within the surrounding round network.

7.1.6 Bicycle rider management

Bicycle riders will be managed by temporary diversions around construction and work zones as described in section 5.3.

Appropriate traffic management is to be in place to direct bicycle riders past the work site(s). This may include creating a mixed vehicle/bicycle environment on local low volume, low speed roads and providing advanced warning of changed conditions for bicycle riders. Worksite traffic control plans in accordance with Roads and Maritime's *Traffic Control at Works Sites Manual* and AS1742.3 – Traffic Control for Works on Roads must include guidance for managing bicycle riding routes.

7.1.7 Pedestrian management

Pedestrians will be managed by temporary diversions around construction and work zones as described in section 5.3.

Construction site access is to be restricted to authorised personnel only. Pedestrian access around the site areas will be maintained at all times. This will be particularly important during the AM and PM peak periods, as a result of pedestrian demands associated with the local shopping precinct and workers travelling to and from key employment areas such as Sydney CBD and Parramatta CBD.

A designated safe path of travel for pedestrians should be maintained near all worksites. Appropriate signage will be in place should pedestrian diversions be required.

Within the site, safe walking paths for site personnel should be maintained to key access areas, and should be outlined in the detailed CTMP.

A TCP will be required to be developed to be in accordance with Roads and Maritime's *Traffic Control at Works Sites* manual and AS1742.3 – Traffic Control for Works on Roads and it is to consider the pedestrian activity adjacent to the construction site.

7.1.8 Access to properties

Driveway and pedestrian access to properties adjoining the works is to be maintained as far as practicable throughout the works. Any temporary closures, if required, are to be of short duration (up to one day) with the agreement of the property owner.

As these works would be undertaken progressively, this would minimise the duration of time that driveways would be impacted. Potential impacts would be managed through the development of a CTMP. Potentially affected property owners and residents will be contacted before the commencement of works. Residents will be notified via door knocks, newsletters or letter box drops providing information on the proposed works, working hours and a contact name and number should any complaints wish to be registered.

Open trenches will be filled or covered using road plates at the end of each day to minimise impacts on vehicular access to properties.

Jacquie Osmond Reserve

Traffic will need to be managed in and around Jacquie Osmond Reserve through consultation between the contractor and local council and sporting associations that utilise the reserve. This will minimise conflict between construction traffic, vehicles and pedestrians at the reserve particularly during weekend periods when sporting activities are likely to occur.

The contractor will consult with Liverpool City Council and the relevant sporting associations with regards to scheduling and access arrangements when works are being undertaken on Cabramatta Creek bridge, to minimise the potential impacts associated with the loss of access to informal parking in Jacquie Osmond Reserve.

7.1.9 Road hazards

The proposed works within the road network and rail corridor may present hazards for workers, the public and surrounding facilities. Such relevant issues have been raised and addressed within the assessment. The CTMP should identify specific mitigation measures for identified road hazards associated with the works with consideration to the Traffic, Transport and Access Impact Assessment including:

- Environmental:
  - fog
  - wet weather
  - frost.
- Transport infrastructure:
  - bus infrastructure
  - railway line and train services
  - bicycle facilities
  - general traffic
  - pedestrian activity.
- Public facilities:
  - shops fronting Broomfield Street (opposite Cabramatta Station)
  - Cabramatta Sports Ground off Sussex Street.
- Education facilities:
  - Lawrence Hargrave School – 3 Station Street, Warwick Farm
  - Cabramatta Public School – Cabramatta Road East/Cumberland Street.
  - Jacquie Osmond softball reserve
  - the above road hazard can be mitigated with communication to workers via tool box talks and inductions, while members of the public can be advised by advanced on road and advance notification of works as outlined below.

7.1.10 Method of communicating traffic changes

Advance notification of upcoming works is paramount to safety and the efficient delivery of the project. The following outlines communication measures to be considered in the detailed CTMP.

On road communication

TCPs are to be developed in accordance with Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and Roads and Maritime's *Traffic Control at Worksites Manual* to

identify appropriate signage (and location) to advise motorists of upcoming changes in the road network.

Sign size should be a minimum size ‘A’ on roads with traffic speeds up to 90 km/h (sign location up to eight metres offset from the traffic lane) or 110 km/h (sign location up to 4.5 metres offset from the traffic lane). In other locations where the above offsets are exceeded, signs are to be a minimum size ‘B’.

The use of variable message signs (VMS) provides benefit to the local community and visitors to convey messages of upcoming impacts on the road network as the result of construction activity. VMS (if required) should be installed in locations and used in accordance with relevant guidelines with the necessary approvals from governing authorities.

Advance notification of works

Access to properties adjoining the works is to be maintained throughout the works. Any temporary closures, if required, are to be of short duration (up to one day) with the agreement of the property owner.

Prior to commencement of works on site, the contractor is to inform neighbouring properties of proposed works, impacts and site contact information. Notification can be provided by various means including:

- letterbox distribution
- local paper
- Transport for NSW and local council websites.

7.1.11 Emergency services

While hospitals are not directly impacted by the proposed works, ambulance services and other emergency services (i.e. fire and police) should be considered in developing the CTMP. The road network within the site area should facilitate the access of emergency service vehicles by providing minimum lanes width of 3.5 metres (where possible). Emergency services are required to be notified by the contractor of ongoing works and changes to the road network.

7.2 Operational mitigation measure

7.2.1 Permanent parking

Eleven car spaces are likely to be lost at the operational stage. Broomfield Street has additional parking capacity, particularly between Sussex Street and Junction Street (up to 74 spaces) and Broomfield Street south of Junction Street where existing utilisation is less than 50 percent. As Broomfield Street between Sussex Street and Junction Street is within walking distance (up to 800 metres) and has spare capacity, it is considered appropriate that there is available efficiencies within the area to offset parking lost as a result of the project.

No further mitigation is proposed for operation with other road network operations being reverted to exiting conditions upon completion of the project.

8. Conclusions and recommendations

This report details the traffic, parking and transport impacts during the construction and operation of the proposed Cabramatta Loop. In addition, a preliminary CTMP is provided for future contractors when developing a detailed CTMP prior to construction.

8.1 Construction impacts

A review of the expected construction impacts identified the following:

- Based upon the adopted assumptions, the intersection analysis outlines there would be a minor increase in average delay at signalised intersections such as at Hume Highway/Mannix Parade, with LoS B increasing to LoS C in AM peak and LoS C to LoS D in the PM peak. Sappho Road/Hume Highway increases from LoS A to LoS B in the PM peak. However, LoS D remains within acceptable limits of level of service.
- There would be some temporary impacts on parking and traffic flow on Broomfield Street, which are likely to be managed effectively by the CTMP, including:
  - Parking lost during construction. This is likely to be absorbed by some free capacity on Broomfield Street, or on the surrounding road network. ARTC is investigating options for temporary parking lots close to Cabramatta Station which would support the reduction of parking spaces during construction.
  - One lane of traffic would be closed. The other would be kept open (either northbound or southbound) under direction of traffic controllers. These traffic impacts are expected to be minor.
- Temporary diversion of the shared path on Broomfield Street at each stage of construction:
  - Bicycle riders to leave the shared path at point of construction zone and directed on road to mixed traffic conditions.
  - Pedestrians to leave shared path at the point of construction zone and directed to cross Broomfield Street from the west to the east side.
- A temporary shared path would be built to divert around the proposed bridge works at Cabramatta Creek during Cabramatta Creek Bridge abutment works.
- During bridge construction of Cabramatta Creek Bridge (up to two weeks), bicycle riders and pedestrians that desire access to the creek crossing would need to be diverted to Cabramatta Road to cross to the western side causing longer travel times.

8.2 Operation impacts

There are no changes expected to occur to the existing road network, access arrangements to public transport or the road network as a result of the project. The project is also not expected to generate any additional traffic movements or impacts to public and active transport. Therefore the existing intersections reviewed within the study area are anticipated to remain at their current level of operation following the completion of the works. In addition, permanent locations for parking are being explored by ARTC and local council to provide additional parking spaces.

8.3 Construction traffic and pedestrian management

A detailed CTMP is required to be prepared before the start of works, with site induction for construction personnel being undertaken to outline the requirements of the CTMP. The aim of the CTMP is to maintain the safety of all workers and road users within the vicinity of the site and outline mitigation measures for construction traffic impacts.

The plan is to include such items as:

- vehicle approach routes
- traffic management and TCP
- workers transportation and on-site parking provisions
- pedestrian and bicycle rider management
- oversize vehicle permit requirements
- road hazards (including environmental, transportation infrastructure, emergency services and public facilities etc)
- methods of communicating traffic changes to the local community and visitors to the area.

A number of mitigation measures have been provided in this report to mitigate the traffic, transport and access impacts identified in this assessment. These mitigation measures would need to be incorporated into the CTMP which would be developed in consultation with Liverpool City Council, Fairfield Council, Transport for NSW and Roads and Maritime Services.

8.4 Conclusion

Construction

Based on the assumptions and investigations undertaken by GHD and the conclusions drawn in this report, it is considered that the proposed Cabramatta Loop works provide satisfactory amenity and that the road and transport network operations would be retained at an acceptable LoS during construction. This would be subject to the implementation of a detailed CTMP by the contractor (addressing the impacts identified in this Traffic, Transport and Access Impact Assessment), before construction.

Operation

There are no changes expected to occur to the existing road network, access arrangements to public transport or the road network as a result of the project. The project is also not expected to generate any additional traffic movements or impacts to public and active transport. Therefore the existing intersections reviewed within the study area are anticipated to remain at their current level of operation following the completion of the works.

While there is a minor loss in parking in Broomfield Street following completion of the works, there is spare capacity within the parking provision within the study area. The available spaces are within 800 m of the station, which is considered suitable walking distance to key nodes of transport for the use of commuters, visitors and residents in the area.

Appendices

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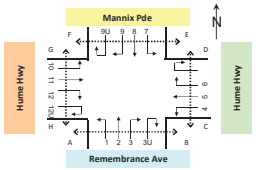
Appendix A – Traffic count surveys

Job No.	: N4541
Client	: GHD
Suburb	: Cabramatta
Location	: 1. Hume Hwy / Mannix Pde
Day/Date	: Tue, 23rd October 2018
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	**Class 1**	**Class 2**	**Class 3**	**Class 4**
	Lights	Heavies	Buses	Cyclists



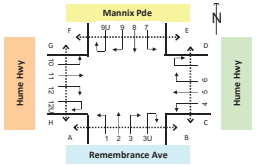
MATRIX Traffic and Transport Data

Approach	Remembrance Ave																				Hume Hwy																			
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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	8	0	0	0	**8**	1	0	0	0	**1**	23	1	0	0	**24**	0	0	0	0	**0**	26	1	0	0	**27**	301	19	0	0	**320**	1	0	0	0	**1**	0	0	0	0	**0**
6:45 to 7:00	6	0	0	0	**6**	0	0	0	0	**0**	18	1	0	0	**19**	0	0	0	0	**0**	34	0	0	0	**34**	245	23	2	0	**270**	3	0	0	0	**3**	0	0	0	0	**0**
7:00 to 7:15	9	0	0	0	**9**	1	0	0	0	**1**	21	0	0	1	**22**	0	0	0	0	**0**	23	0	0	0	**23**	250	25	2	0	**277**	1	0	0	0	**1**	0	0	0	0	**0**
7:15 to 7:30	15	1	0	0	**16**	1	0	0	0	**1**	10	0	0	0	**10**	0	0	0	0	**0**	27	1	0	0	**28**	252	26	2	0	**280**	11	0	0	0	**11**	0	0	0	0	**0**
7:30 to 7:45	21	0	0	0	**21**	3	0	0	0	**3**	20	0	0	0	**20**	0	0	0	0	**0**	28	0	0	0	**28**	311	32	1	0	**344**	4	1	0	0	**5**	0	0	0	0	**0**
7:45 to 8:00	16	2	0	0	**18**	3	0	0	0	**3**	15	0	0	0	**15**	0	0	0	0	**0**	32	1	0	0	**33**	259	12	3	0	**274**	11	2	0	0	**13**	0	0	0	0	**0**
8:00 to 8:15	18	1	0	0	**19**	5	0	0	0	**5**	21	0	0	0	**21**	0	0	0	0	**0**	37	0	0	0	**37**	317	32	3	0	**352**	18	1	0	0	**19**	0	0	0	0	**0**
8:15 to 8:30	15	0	0	0	**15**	10	0	0	0	**10**	19	0	0	0	**19**	0	0	0	0	**0**	34	0	0	0	**34**	313	42	1	0	**356**	13	0	0	0	**13**	0	0	0	0	**0**
8:30 to 8:45	18	0	0	0	**18**	14	0	0	0	**14**	35	2	0	0	**37**	0	0	0	0	**0**	20	1	0	0	**21**	288	61	0	0	**349**	3	0	0	0	**3**	0	0	0	0	**0**
8:45 to 9:00	10	1	0	0	**11**	13	1	0	0	**14**	13	0	0	0	**13**	0	0	0	0	**0**	26	1	0	0	**27**	356	45	0	0	**401**	11	0	0	0	**11**	0	0	0	0	**0**
9:00 to 9:15	11	0	0	0	**11**	1	0	0	0	**1**	17	0	0	0	**17**	0	0	0	0	**0**	14	0	0	0	**14**	335	43	2	0	**380**	11	0	0	0	**11**	0	0	0	0	**0**
9:15 to 9:30	8	0	0	0	**8**	2	0	0	0	**2**	18	0	0	0	**18**	0	0	0	0	**0**	12	0	0	0	**12**	278	47	0	0	**325**	0	0	0	0	**0**	0	0	0	0	**0**
AM Totals	**155**	**5**	**0**	**0**	**160**	**54**	**1**	**0**	**0**	**55**	**230**	**4**	**0**	**1**	**235**	**0**	**0**	**0**	**0**	**0**	**313**	**5**	**0**	**0**	**318**	**3,505**	**407**	**16**	**0**	**3,928**	**87**	**4**	**0**	**0**	**91**	**0**	**0**	**0**	**0**	**0**
15:30 to 15:45	28	0	0	0	**28**	0	0	0	0	**0**	36	0	0	0	**36**	0	0	0	0	**0**	22	0	0	0	**22**	481	31	1	0	**513**	13	0	0	0	**13**	0	0	0	0	**0**
15:45 to 16:00	33	0	0	0	**33**	4	0	0	0	**4**	39	1	0	0	**40**	0	0	0	0	**0**	16	0	0	0	**16**	464	28	2	0	**494**	13	1	0	0	**14**	0	0	0	0	**0**
16:00 to 16:15	25	0	0	0	**25**	7	0	0	0	**7**	32	0	0	0	**32**	0	0	0	0	**0**	12	0	0	0	**12**	455	20	2	0	**477**	17	0	0	0	**17**	0	0	0	0	**0**
16:15 to 16:30	33	0	0	0	**33**	3	0	0	0	**3**	44	1	0	0	**45**	0	0	0	0	**0**	15	0	0	0	**15**	482	25	0	0	**507**	10	0	0	0	**10**	0	0	0	0	**0**
16:30 to 16:45	38	0	0	0	**38**	6	0	0	0	**6**	33	0	0	0	**33**	0	0	0	0	**0**	13	0	0	0	**13**	543	28	1	0	**572**	14	0	0	0	**14**	0	0	0	0	**0**
16:45 to 17:00	37	0	0	0	**37**	10	0	0	0	**10**	36	0	0	0	**36**	0	0	0	0	**0**	21	1	0	0	**22**	458	19	1	0	**478**	13	1	1	0	**15**	0	0	0	0	**0**
17:00 to 17:15	46	1	0	0	**47**	6	0	0	0	**6**	54	0	0	0	**54**	0	0	0	0	**0**	14	0	0	0	**14**	423	13	0	0	**436**	21	0	0	0	**21**	0	0	0	0	**0**
17:15 to 17:30	39	0	0	0	**39**	5	0	0	0	**5**	43	0	0	0	**43**	0	0	0	0	**0**	9	0	0	0	**9**	459	21	0	0	**480**	11	0	0	0	**11**	0	0	0	0	**0**
17:30 to 17:45	33	0	0	0	**33**	3	0	0	0	**3**	41	0	0	0	**41**	0	0	0	0	**0**	22	0	0	0	**22**	455	18	1	0	**474**	11	0	0	0	**11**	0	0	0	0	**0**
17:45 to 18:00	32	0	0	0	**32**	6	0	0	0	**6**	28	0	0	0	**28**	0	0	0	0	**0**	9	0	0	0	**9**	465	13	0	0	**478**	7	0	0	0	**7**	0	0	0	0	**0**
18:00 to 18:15	38	0	0	0	**38**	3	0	0	0	**3**	37	0	0	0	**37**	0	0	0	0	**0**	12	0	0	0	**12**	361	14	0	0	**375**	12	0	0	0	**12**	0	0	0	0	**0**
18:15 to 18:30	57	0	0	0	**57**	7	0	0	0	**7**	23	0	0	0	**23**	0	0	0	0	**0**	20	0	0	0	**20**	355	13	0	0	**368**	9	0	0	0	**9**	0	0	0	0	**0**
PM Totals	**439**	**1**	**0**	**0**	**440**	**60**	**0**	**0**	**0**	**60**	**446**	**2**	**0**	**0**	**448**	**0**	**0**	**0**	**0**	**0**	**185**	**1**	**0**	**0**	**186**	**5,401**	**243**	**8**	**0**	**5,652**	**151**	**2**	**1**	**0**	**154**	**0**	**0**	**0**	**0**	**0**

Approach	Mannix Pde																				Hume Hwy																				Crossing Pedestrians								
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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	A	B	C	D	E	F	G	H	Total
6:30 to 6:45	7	0	0	0	**7**	2	0	0	0	**2**	11	1	0	0	**12**	0	0	0	0	**0**	0	0	0	0	**0**	502	41	3	0	**546**	66	0	0	0	**66**	0	0	0	0	**0**	1	0	0	0	0	0	1	1	**3**
6:45 to 7:00	11	0	0	0	**11**	3	0	0	0	**3**	12	0	1	0	**13**	0	0	0	0	**0**	3	0	0	0	**3**	472	40	1	0	**513**	97	0	0	0	**97**	0	0	0	0	**0**	2	0	0	0	0	0	0	3	**5**
7:00 to 7:15	9	0	0	0	**9**	1	0	0	0	**1**	11	0	0	0	**11**	0	0	0	0	**0**	7	0	0	0	**7**	472	40	2	0	**514**	67	0	0	0	**67**	0	0	0	0	**0**	0	0	0	0	3	0	0	0	**3**
7:15 to 7:30	12	0	0	0	**12**	4	0	0	0	**4**	6	0	1	0	**7**	0	0	0	0	**0**	13	0	0	0	**13**	510	32	0	0	**542**	58	1	0	0	**59**	0	0	0	0	**0**	2	1	0	0	2	1	0	3	**9**
7:30 to 7:45	6	0	0	0	**6**	4	0	0	0	**4**	16	0	0	0	**16**	0	0	0	0	**0**	10	0	0	0	**10**	504	34	2	0	**540**	47	2	1	0	**50**	0	0	0	0	**0**	2	0	0	0	1	2	1	6	**12**
7:45 to 8:00	18	1	0	0	**19**	3	0	0	0	**3**	14	0	1	0	**15**	0	0	0	0	**0**	11	0	0	0	**11**	458	28	0	0	**486**	32	0	0	0	**32**	0	0	0	0	**0**	1	3	0	0	1	0	1	8	**14**
8:00 to 8:15	18	2	0	0	**20**	5	0	0	0	**5**	9	0	0	0	**9**	0	0	0	0	**0**	7	1	0	0	**8**	447	37	3	0	**487**	33	0	0	0	**33**	0	0	0	0	**0**	1	0	0	0	1	0	1	10	**13**
8:15 to 8:30	18	0	0	0	**18**	5	0	0	0	**5**	18	0	1	0	**19**	0	0	0	0	**0**	5	0	0	0	**5**	467	32	3	0	**502**	46	0	0	0	**46**	0	0	0	0	**0**	1	0	0	0	0	0	5	19	**25**
8:30 to 8:45	14	1	0	0	**15**	13	0	0	0	**13**	25	0	0	0	**25**	0	0	0	0	**0**	10	1	0	0	**11**	378	29	0	0	**407**	47	0	0	0	**47**	0	0	0	0	**0**	2	1	0	0	1	1	27	6	**38**
8:45 to 9:00	16	0	0	0	**16**	4	0	0	0	**4**	15	0	0	0	**15**	0	0	0	0	**0**	9	0	0	0	**9**	442	17	5	0	**464**	30	0	0	0	**30**	0	0	0	0	**0**	1	0	0	0	1	2	14	11	**29**
9:00 to 9:15	26	0	0	0	**26**	6	0	0	0	**6**	20	1	0	0	**21**	0	0	0	0	**0**	6	0	0	0	**6**	364	33	0	0	**397**	11	0	0	0	**11**	0	0	0	0	**0**	2	1	0	0	1	0	3	4	**11**
9:15 to 9:30	9	0	0	0	**9**	5	0	0	0	**5**	10	1	0	0	**11**	0	0	0	0	**0**	12	0	0	0	**12**	357	36	1	0	**394**	11	0	0	0	**11**	0	0	0	0	**0**	1	0	0	0	0	2	7	0	**10**
AM Totals	**164**	**4**	**0**	**0**	**168**	**55**	**0**	**0**	**0**	**55**	**167**	**3**	**4**	**0**	**174**	**0**	**0**	**0**	**0**	**0**	**93**	**2**	**0**	**0**	**95**	**5,373**	**399**	**20**	**0**	**5,792**	**545**	**3**	**1**	**0**	**549**	**0**	**0**	**0**	**0**	**0**	**16**	**6**	**0**	**0**	**8**	**11**	**60**	**71**	**172**
15:30 to 15:45	15	0	0	0	**15**	2	0	0	0	**2**	14	0	1	0	**15**	0	0	0	0	**0**	7	0	0	0	**7**	396	29	0	0	**425**	17	0	0	0	**17**	0	0	0	0	**0**	1	4	0	0	1	0	8	7	**21**
15:45 to 16:00	11	0	0	0	**11**	0	0	0	0	**0**	14	0	1	0	**15**	0	0	0	0	**0**	13	0	0	0	**13**	368	17	2	0	**387**	7	0	1	0	**8**	0	0	0	0	**0**	1	0	0	0	2	2	7	0	**12**
16:00 to 16:15	15	0	0	0	**15**	5	0	0	0	**5**	14	0	0	0	**14**	0	0	0	0	**0**	12	0	1	0	**13**	383	20	2	0	**405**	13	0	0	0	**13**	0	0	0	0	**0**	1	0	0	0	0	1	2	1	**5**
16:15 to 16:30	7	0	0	0	**7**	1	0	0	0	**1**	10	0	1	0	**11**	0	0	0	0	**0**	6	0	0	0	**6**	368	17	1	0	**386**	11	0	0	0	**11**	0	0	0	0	**0**	3	0	2	0	5	1	8	6	**25**
16:30 to 16:45	13	0	0	0	**13**	3	0	0	0	**3**	19	0	0	0	**19**	0	0	0	0	**0**	10	0	0	0	**10**	326	21	1	0	**348**	12	0	0	0	**12**	0	0	0	0	**0**	0	1	0	0	3	0	15	1	**20**
16:45 to 17:00	15	2	1	0	**18**	8	1	0	0	**9**	20	0	1	0	**21**	0	0	0	0	**0**	8	3	0	0	**11**	371	22	1	0	**394**	11	0	0	0	**11**	0	0	0	0	**0**	0	2	0	0	1	2	10	3	**18**
17:00 to 17:15	12	0	0	1	**13**	3	0	0	0	**3**	21	0	0	0	**21**	0	0	0	0	**0**	10	0	0	0	**10**	340	18	1	0	**359**	10	0	0	0	**10**	0	0	0	0	**0**	0	0	0	0	4	0	10	2	**16**
17:15 to 17:30	23	0	0	0	**23**	2	0	0	0	**2**	19	0	0	0	**19**	0	0	0	0	**0**	10	0	0	0	**10**	356	24	1	0	**381**	14	0	0	0	**14**	0	0	0	0	**0**	0	0	0	1	2	2	3	3	**11**
17:30 to 17:45	12	0	0	0	**12**	3	0	0	0	**3**	12	0	1	0	**13**	0	0	0	0	**0**	12	0	0	0	**12**	329	16	0	0	**345**	13	0	0	0	**13**	0	0	0	0	**0**	3	2	0	0	1	2	3	2	**13**
17:45 to 18:00	16	0	0	0	**16**	1	0	0	0	**1**	15	0	1	0	**16**	0	0	0	0	**0**	5	0	0	0	**5**	334	16	1	0	**351**	15	1	0	0	**16**	0	0	0	0	**0**	0	0	0	0	5	0	8	2	**15**
18:00 to 18:15	10	0	0	0	**10**	4	0	0	0	**4**	20	0	0	0	**20**	0	0	0	0	**0**	3	0	0	0	**3**	309	33	0	0	**342**	10	0	0	0	**10**	0	0	0	0	**0**	1	0	0	0	1	3	4	4	**13**
18:15 to 18:30	9	1	1	0	**11**	6	0	0	0	**6**	21	0	0	0	**21**	0	0	0	0	**0**	16	1	0	0	**17**	296	18	0	0	**314**	13	1	0	0	**14**	0	0	0	0	**0**	3	0	0	0	0	1	2	2	**8**
PM Totals	**158**	**3**	**2**	**1**	**164**	**38**	**1**	**0**	**0**	**39**	**199**	**0**	**6**	**0**	**205**	**0**	**0**	**0**	**0**	**0**	**112**	**4**	**1**	**0**	**117**	**4,176**	**251**	**10**	**0**	**4,437**	**146**	**2**	**1**	**0**	**149**	**0**	**0**	**0**	**0**	**0**	**13**	**9**	**2**	**1**	**25**	**14**	**80**	**33**	**177**

Job No. : N4541
Client : GHD
Suburb : Cabramatta
Location : 1. Hume Hwy / Mannix Pde

Day/Date : Tue, 23rd October 2018
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



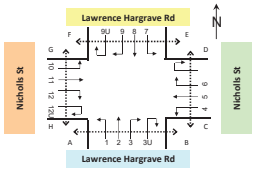
MATRIX Traffic and Transport Data

Approach	Remembrance Ave																				Hume Hwy																			
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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 7:30	38	1	0	0	**39**	3	0	0	0	**3**	72	2	0	1	**75**	0	0	0	0	**0**	110	2	0	0	**112**	1,048	93	6	0	**1,147**	16	0	0	0	**16**	0	0	0	0	**0**
6:45 to 7:45	51	1	0	0	**52**	5	0	0	0	**5**	69	1	0	1	**71**	0	0	0	0	**0**	112	1	0	0	**113**	1,058	106	7	0	**1,171**	19	1	0	0	**20**	0	0	0	0	**0**
7:00 to 8:00	61	3	0	0	**64**	8	0	0	0	**8**	66	0	0	1	**67**	0	0	0	0	**0**	110	2	0	0	**112**	1,072	95	8	0	**1,175**	27	3	0	0	**30**	0	0	0	0	**0**
7:15 to 8:15	70	4	0	0	**74**	12	0	0	0	**12**	66	0	0	0	**66**	0	0	0	0	**0**	124	2	0	0	**126**	1,139	102	9	0	**1,250**	44	4	0	0	**48**	0	0	0	0	**0**
7:30 to 8:30	70	3	0	0	**73**	21	0	0	0	**21**	75	0	0	0	**75**	0	0	0	0	**0**	131	1	0	0	**132**	1,200	118	8	0	**1,326**	46	4	0	0	**50**	0	0	0	0	**0**
7:45 to 8:45	67	3	0	0	**70**	32	0	0	0	**32**	90	2	0	0	**92**	0	0	0	0	**0**	123	2	0	0	**125**	1,177	147	7	0	**1,331**	45	3	0	0	**48**	0	0	0	0	**0**
8:00 to 9:00	61	2	0	0	**63**	42	1	0	0	**43**	88	2	0	0	**90**	0	0	0	0	**0**	117	2	0	0	**119**	1,274	180	4	0	**1,458**	45	1	0	0	**46**	0	0	0	0	**0**
8:15 to 9:15	54	1	0	0	**55**	38	1	0	0	**39**	84	2	0	0	**86**	0	0	0	0	**0**	94	2	0	0	**96**	1,292	191	3	0	**1,486**	38	0	0	0	**38**	0	0	0	0	**0**
8:30 to 9:30	47	1	0	0	**48**	30	1	0	0	**31**	83	2	0	0	**85**	0	0	0	0	**0**	72	2	0	0	**74**	1,257	196	2	0	**1,455**	25	0	0	0	**25**	0	0	0	0	**0**
AM Totals	**155**	**5**	**0**	**0**	**160**	**54**	**1**	**0**	**0**	**55**	**230**	**4**	**0**	**1**	**235**	**0**	**0**	**0**	**0**	**0**	**313**	**5**	**0**	**0**	**318**	**3,505**	**407**	**16**	**0**	**3,928**	**87**	**4**	**0**	**0**	**91**	**0**	**0**	**0**	**0**	**0**
15:30 to 16:30	119	0	0	0	**119**	14	0	0	0	**14**	151	2	0	0	**153**	0	0	0	0	**0**	65	0	0	0	**65**	1,882	104	5	0	**1,991**	53	1	0	0	**54**	0	0	0	0	**0**
15:45 to 16:45	129	0	0	0	**129**	20	0	0	0	**20**	148	2	0	0	**150**	0	0	0	0	**0**	56	0	0	0	**56**	1,944	101	5	0	**2,050**	54	1	0	0	**55**	0	0	0	0	**0**
16:00 to 17:00	133	0	0	0	**133**	26	0	0	0	**26**	145	1	0	0	**146**	0	0	0	0	**0**	61	1	0	0	**62**	1,938	92	4	0	**2,034**	54	1	1	0	**56**	0	0	0	0	**0**
16:15 to 17:15	154	1	0	0	**155**	25	0	0	0	**25**	167	1	0	0	**168**	0	0	0	0	**0**	63	1	0	0	**64**	1,906	85	2	0	**1,993**	58	1	1	0	**60**	0	0	0	0	**0**
16:30 to 17:30	160	1	0	0	**161**	27	0	0	0	**27**	166	0	0	0	**166**	0	0	0	0	**0**	57	1	0	0	**58**	1,883	81	2	0	**1,966**	59	1	1	0	**61**	0	0	0	0	**0**
16:45 to 17:45	155	1	0	0	**156**	24	0	0	0	**24**	174	0	0	0	**174**	0	0	0	0	**0**	66	1	0	0	**67**	1,795	71	2	0	**1,868**	56	1	1	0	**58**	0	0	0	0	**0**
17:00 to 18:00	150	1	0	0	**151**	20	0	0	0	**20**	166	0	0	0	**166**	0	0	0	0	**0**	54	0	0	0	**54**	1,802	65	1	0	**1,868**	50	0	0	0	**50**	0	0	0	0	**0**
17:15 to 18:15	142	0	0	0	**142**	17	0	0	0	**17**	149	0	0	0	**149**	0	0	0	0	**0**	52	0	0	0	**52**	1,740	66	1	0	**1,807**	41	0	0	0	**41**	0	0	0	0	**0**
17:30 to 18:30	160	0	0	0	**160**	19	0	0	0	**19**	129	0	0	0	**129**	0	0	0	0	**0**	63	0	0	0	**63**	1,636	58	1	0	**1,695**	39	0	0	0	**39**	0	0	0	0	**0**
PM Totals	**439**	**1**	**0**	**0**	**440**	**60**	**0**	**0**	**0**	**60**	**446**	**2**	**0**	**0**	**448**	**0**	**0**	**0**	**0**	**0**	**185**	**1**	**0**	**0**	**186**	**5,401**	**243**	**8**	**0**	**5,652**	**151**	**2**	**1**	**0**	**154**	**0**	**0**	**0**	**0**	**0**

Approach	Mannix Pde																				Hume Hwy																				Crossing Pedestrians								
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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	A	B	C	D	E	F	G	H	Total
6:30 to 7:30	39	0	0	0	**39**	10	0	0	0	**10**	40	1	2	0	**43**	0	0	0	0	**0**	23	0	0	0	**23**	1,956	153	6	0	**2,115**	288	1	0	0	**289**	0	0	0	0	**0**	5	1	0	0	2	4	1	7	**20**
6:45 to 7:45	38	0	0	0	**38**	12	0	0	0	**12**	45	0	2	0	**47**	0	0	0	0	**0**	33	0	0	0	**33**	1,958	146	5	0	**2,109**	269	3	1	0	**273**	0	0	0	0	**0**	6	1	0	0	3	6	1	12	**29**
7:00 to 8:00	45	1	0	0	**46**	12	0	0	0	**12**	47	0	2	0	**49**	0	0	0	0	**0**	41	0	0	0	**41**	1,944	134	4	0	**2,082**	204	3	1	0	**208**	0	0	0	0	**0**	5	4	0	0	4	6	2	17	**38**
7:15 to 8:15	54	3	0	0	**57**	16	0	0	0	**16**	45	0	2	0	**47**	0	0	0	0	**0**	41	1	0	0	**42**	1,919	131	5	0	**2,055**	170	3	1	0	**174**	0	0	0	0	**0**	6	4	0	0	5	3	3	27	**48**
7:30 to 8:30	60	3	0	0	**63**	17	0	0	0	**17**	57	0	2	0	**59**	0	0	0	0	**0**	33	1	0	0	**34**	1,876	131	8	0	**2,015**	158	2	1	0	**161**	0	0	0	0	**0**	5	3	0	0	3	2	8	43	**64**
7:45 to 8:45	68	4	0	0	**72**	26	0	0	0	**26**	66	0	2	0	**68**	0	0	0	0	**0**	33	2	0	0	**35**	1,750	126	6	0	**1,882**	158	0	0	0	**158**	0	0	0	0	**0**	5	4	0	0	3	1	34	43	**90**
8:00 to 9:00	66	3	0	0	**69**	27	0	0	0	**27**	67	0	1	0	**68**	0	0	0	0	**0**	31	2	0	0	**33**	1,734	115	11	0	**1,860**	156	0	0	0	**156**	0	0	0	0	**0**	5	1	0	0	3	3	47	46	**105**
8:15 to 9:15	74	1	0	0	**75**	28	0	0	0	**28**	78	1	1	0	**80**	0	0	0	0	**0**	30	1	0	0	**31**	1,651	111	8	0	**1,770**	134	0	0	0	**134**	0	0	0	0	**0**	6	2	0	0	3	3	49	40	**103**
8:30 to 9:30	65	1	0	0	**66**	28	0	0	0	**28**	70	2	0	0	**72**	0	0	0	0	**0**	37	1	0	0	**38**	1,541	115	6	0	**1,662**	99	0	0	0	**99**	0	0	0	0	**0**	6	2	0	0	3	5	51	21	**88**
AM Totals	**164**	**4**	**0**	**0**	**168**	**55**	**0**	**0**	**0**	**55**	**167**	**3**	**4**	**0**	**174**	**0**	**0**	**0**	**0**	**0**	**93**	**2**	**0**	**0**	**95**	**5,373**	**399**	**20**	**0**	**5,792**	**545**	**3**	**1**	**0**	**549**	**0**	**0**	**0**	**0**	**0**	**16**	**6**	**0**	**0**	**8**	**11**	**60**	**71**	**172**
15:30 to 16:30	48	0	0	0	**48**	8	0	0	0	**8**	52	0	3	0	**55**	0	0	0	0	**0**	38	0	1	0	**39**	1,515	83	5	0	**1,603**	48	0	1	0	**49**	0	0	0	0	**0**	6	4	2	0	8	4	25	14	**63**
15:45 to 16:45	46	0	0	0	**46**	9	0	0	0	**9**	57	0	2	0	**59**	0	0	0	0	**0**	41	0	1	0	**42**	1,445	75	6	0	**1,526**	43	0	1	0	**44**	0	0	0	0	**0**	5	1	2	0	10	4	32	8	**62**
16:00 to 17:00	50	2	1	0	**53**	17	1	0	0	**18**	63	0	2	0	**65**	0	0	0	0	**0**	36	3	1	0	**40**	1,448	80	5	0	**1,533**	47	0	0	0	**47**	0	0	0	0	**0**	4	3	2	0	9	4	35	11	**68**
16:15 to 17:15	47	2	1	1	**51**	15	1	0	0	**16**	70	0	2	0	**72**	0	0	0	0	**0**	34	3	0	0	**37**	1,405	78	4	0	**1,487**	44	0	0	0	**44**	0	0	0	0	**0**	3	3	2	0	13	3	43	12	**79**
16:30 to 17:30	63	2	1	1	**67**	16	1	0	0	**17**	79	0	1	0	**80**	0	0	0	0	**0**	38	3	0	0	**41**	1,393	85	4	0	**1,482**	47	0	0	0	**47**	0	0	0	0	**0**	0	3	0	1	10	4	38	9	**65**
16:45 to 17:45	62	2	1	1	**66**	16	1	0	0	**17**	72	0	2	0	**74**	0	0	0	0	**0**	40	3	0	0	**43**	1,396	80	3	0	**1,479**	48	0	0	0	**48**	0	0	0	0	**0**	3	4	0	1	8	6	26	10	**58**
17:00 to 18:00	63	0	0	1	**64**	9	0	0	0	**9**	67	0	2	0	**69**	0	0	0	0	**0**	37	0	0	0	**37**	1,359	74	3	0	**1,436**	52	1	0	0	**53**	0	0	0	0	**0**	3	2	0	1	12	4	24	9	**55**
17:15 to 18:15	61	0	0	0	**61**	10	0	0	0	**10**	66	0	2	0	**68**	0	0	0	0	**0**	30	0	0	0	**30**	1,328	89	2	0	**1,419**	52	1	0	0	**53**	0	0	0	0	**0**	4	2	0	1	9	7	18	11	**52**
17:30 to 18:30	47	1	1	0	**49**	14	0	0	0	**14**	68	0	2	0	**70**	0	0	0	0	**0**	36	1	0	0	**37**	1,268	83	1	0	**1,352**	51	2	0	0	**53**	0	0	0	0	**0**	7	2	0	0	7	6	17	10	**49**
PM Totals	**158**	**3**	**2**	**1**	**164**	**38**	**1**	**0**	**0**	**39**	**199**	**0**	**6**	**0**	**205**	**0**	**0**	**0**	**0**	**0**	**112**	**4**	**1**	**0**	**117**	**4,176**	**251**	**10**	**0**	**4,437**	**146**	**2**	**1**	**0**	**149**	**0**	**0**	**0**	**0**	**0**	**13**	**9**	**2**	**1**	**25**	**14**	**80**	**33**	**177**

Job No.	: N4541
Client	: GHD
Suburb	: Cabramatta
Location	: 2. Lawrence Hargrave Rd / Nicholls St
Day/Date	: Tue, 23rd October 2018
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2	Class 3	Class 4
	Lights	Heavies	Buses	Cyclists

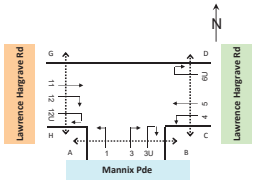


MATRIX Traffic and Transport Data

Approach	Lawrence Hargrave Rd																				Nicholls 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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	0	0	0	0	**0**	0	0	0	0	**0**	7	0	0	0	**7**	0	0	0	0	**0**	2	1	0	0	**3**	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**
6:45 to 7:00	1	0	0	0	**1**	0	0	0	0	**0**	8	0	0	0	**8**	1	0	0	0	**1**	5	0	1	0	**6**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**
7:00 to 7:15	0	0	0	0	**0**	1	0	0	0	**1**	4	0	0	0	**4**	0	0	0	0	**0**	9	0	0	0	**9**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
7:15 to 7:30	0	0	0	0	**0**	2	0	0	0	**2**	7	0	0	0	**7**	0	0	0	0	**0**	3	0	1	0	**4**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**
7:30 to 7:45	0	0	0	0	**0**	2	1	0	0	**3**	19	0	0	0	**19**	0	0	0	0	**0**	7	0	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
7:45 to 8:00	0	0	0	0	**0**	3	0	0	0	**3**	18	0	0	0	**18**	1	0	0	0	**1**	9	0	1	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
8:00 to 8:15	1	0	0	0	**1**	1	0	0	0	**1**	16	0	0	0	**16**	0	0	0	0	**0**	5	0	0	0	**5**	1	0	0	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**
8:15 to 8:30	0	1	0	0	**1**	3	0	0	0	**3**	17	0	0	0	**17**	0	0	0	0	**0**	10	0	1	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
8:30 to 8:45	0	0	0	0	**0**	4	1	0	0	**5**	15	0	0	0	**15**	0	0	0	0	**0**	12	0	0	0	**12**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
8:45 to 9:00	0	0	0	0	**0**	6	0	0	1	**7**	9	0	0	0	**9**	0	0	0	0	**0**	5	0	0	0	**5**	1	2	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**
9:00 to 9:15	0	0	0	0	**0**	6	0	0	0	**6**	2	0	0	0	**2**	0	0	0	0	**0**	12	0	0	0	**12**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
9:15 to 9:30	1	0	0	0	**1**	3	0	0	1	**4**	5	0	0	0	**5**	0	0	1	0	**1**	5	0	1	0	**6**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**
AM Totals	**3**	**1**	**0**	**0**	**4**	**31**	**2**	**0**	**2**	**35**	**127**	**0**	**0**	**0**	**127**	**2**	**0**	**1**	**0**	**3**	**84**	**1**	**5**	**0**	**90**	**4**	**2**	**0**	**0**	**6**	**3**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**1**
15:30 to 15:45	0	0	0	0	**0**	7	1	0	0	**8**	6	0	0	0	**6**	0	0	0	0	**0**	4	0	1	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
15:45 to 16:00	0	0	0	0	**0**	5	0	0	0	**5**	11	0	0	1	**12**	1	0	0	0	**1**	8	1	1	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
16:00 to 16:15	0	0	0	0	**0**	7	0	0	0	**7**	8	0	0	0	**8**	0	0	0	0	**0**	8	0	0	0	**8**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**
16:15 to 16:30	0	0	0	0	**0**	4	0	0	1	**5**	7	1	0	0	**8**	0	0	0	0	**0**	6	0	1	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
16:30 to 16:45	1	0	0	0	**1**	5	0	0	0	**5**	3	0	0	0	**3**	0	0	0	0	**0**	7	1	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
16:45 to 17:00	0	1	0	0	**1**	10	0	1	0	**11**	11	0	0	0	**11**	0	0	0	0	**0**	5	0	2	1	**8**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
17:00 to 17:15	1	0	0	0	**1**	8	0	0	0	**8**	7	0	0	0	**7**	0	0	0	0	**0**	8	0	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
17:15 to 17:30	1	0	0	0	**1**	5	0	0	0	**5**	8	0	0	0	**8**	0	0	0	0	**0**	6	0	0	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
17:30 to 17:45	2	0	0	0	**2**	5	0	0	0	**5**	12	0	0	0	**12**	0	0	0	0	**0**	13	0	1	0	**14**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
17:45 to 18:00	0	0	0	0	**0**	4	0	0	1	**5**	8	0	0	0	**8**	1	0	0	1	**2**	10	0	1	0	**11**	2	0	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**
18:00 to 18:15	0	0	0	0	**0**	4	0	0	0	**4**	17	0	0	0	**17**	0	0	0	0	**0**	8	0	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
18:15 to 18:30	1	0	0	0	**1**	13	0	0	1	**14**	10	0	0	0	**10**	0	0	0	0	**0**	18	1	1	0	**20**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
PM Totals	**6**	**1**	**0**	**0**	**7**	**77**	**1**	**1**	**3**	**82**	**108**	**1**	**0**	**1**	**110**	**2**	**0**	**0**	**1**	**3**	**101**	**3**	**8**	**1**	**113**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Approach	Lawrence Hargrave Rd																				Nicholls St																				Crossing Pedestrians								
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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	A	B	C	D	E	F	G	H	Total
6:30 to 6:45	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**
6:45 to 7:00	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	0	0	0	0	**1**
7:00 to 7:15	1	0	0	1	**2**	3	0	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	0	0	0	0	0	0	1	1	**1**
7:15 to 7:30	0	0	0	0	**0**	4	0	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**
7:30 to 7:45	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	1	0	0	1	0	1	1	**4**
7:45 to 8:00	0	0	0	0	**0**	6	0	0	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	1	0	**2**	2	0	0	0	**2**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	0	0	2	0	**2**
8:00 to 8:15	0	0	0	0	**0**	9	0	0	0	**9**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	1	0	0	0	**1**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**
8:15 to 8:30	1	0	0	0	**1**	6	1	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	1	0	**2**	1	0	0	0	**1**	2	0	0	0	**2**	0	0	0	0	**0**	0	2	0	0	0	0	0	2	**4**
8:30 to 8:45	0	0	0	0	**0**	2	1	0	1	**4**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	1	0	1	1	0	3	**6**
8:45 to 9:00	0	1	0	0	**1**	8	0	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0	0	6	**6**
9:00 to 9:15	0	0	0	0	**0**	6	0	0	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	1	0	0	4	3	**8**
9:15 to 9:30	1	0	0	0	**1**	3	0	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	1	**2**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	0	0	0	0	**1**
AM Totals	**3**	**1**	**0**	**1**	**5**	**50**	**2**	**0**	**1**	**53**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**5**	**1**	**10**	**6**	**0**	**0**	**0**	**6**	**9**	**0**	**0**	**0**	**9**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	**3**	**1**	**2**	**1**	**7**	**17**	**34**
15:30 to 15:45	0	0	0	0	**0**	4	0	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**
15:45 to 16:00	0	0	0	0	**0**	4	0	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	1	0	0	0	**1**	1	0	0	0	**1**	0	0	0	0	**0**	1	0	1	0	0	0	0	0	**2**
16:00 to 16:15	0	0	0	0	**0**	3	0	0	0	**3**	1	0	0	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	1	0	2	1	0	**4**
16:15 to 16:30	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	0	3	2	0	**6**
16:30 to 16:45	0	0	0	0	**0**	2	0	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	0	**0**	0	0	0	0	0	0	0	0	**0**
16:45 to 17:00	0	0	0	0	**0**	11	1	0	0	**12**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	1	0	1	**2**
17:00 to 17:15	0	0	0	0	**0**	2	0	0	0	**2**	1	0	0	1	**2**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	1	0	0	0	**1**	0	0	0	0	**0**	1	0	0	0	0	0	1	0	**2**
17:15 to 17:30	0	0	0	0	**0**	5	0	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	1	0	**2**	11	0	0	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	1	0	0	**1**
17:30 to 17:45	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**2**	**3**
17:45 to 18:00	0	0	0	0	**0**	5	0	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	2	0	0	1	**4**
18:00 to 18:15	0	0	0	0	**0**	4	0	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**
18:15 to 18:30	0	0	0	0	**0**	5	0	0	1	**6**	1	0	0	1	**2**	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	0	3	1	4	**4**
PM Totals	**0**	**0**	**0**	**0**	**0**	**47**	**1**	**0**	**1**	**49**	**3**	**0**	**0**	**2**	**5**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**7**	**0**	**9**	**13**	**0**	**0**	**0**	**13**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**1**	**1**	**2**	**7**	**8**	**6**	**31**

Job No.	: N4541
Client	: GHD
Suburb	: Cabramatta
Location	: 3. Lawrence Hargrave Rd / Mannix Pde
Day/Date	: Tue, 23rd October 2018
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



MATRIX Traffic and Transport Data

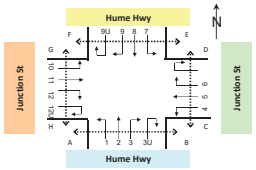
Classifications	Class 1	Class 2	Class 3	Class 4
	Lights	Heavies	Buses	Cyclists

Approach	Mannix Pde															Lawrence Hargrave Rd																	
Direction	Direction 1 (Left Turn)					Direction 3 (Right Turn)					Direction 3U (U Turn)					Direction 4 (Left Turn)					Direction 5 (Through)					Direction 6U (U Turn)				
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	1	0	0	0	**1**	6	0	0	0	**6**	0	0	0	0	**0**	5	1	0	0	**6**	1	0	0	0	**1**	0	0	0	0	**0**
6:45 to 7:00	2	0	0	0	**2**	6	0	0	0	**6**	0	0	0	0	**0**	8	0	1	0	**9**	2	0	0	0	**2**	0	0	0	0	**0**
7:00 to 7:15	4	0	0	0	**4**	5	0	0	0	**5**	0	0	0	0	**0**	11	0	0	0	**11**	4	0	0	0	**4**	0	0	0	0	**0**
7:15 to 7:30	7	0	0	0	**7**	12	0	0	0	**12**	0	0	0	0	**0**	11	0	1	0	**12**	1	0	0	0	**1**	0	0	0	0	**0**
7:30 to 7:45	6	0	0	0	**6**	12	0	0	0	**12**	0	0	0	0	**0**	8	0	0	0	**8**	1	0	0	0	**1**	0	0	0	0	**0**
7:45 to 8:00	7	1	0	0	**8**	15	1	0	0	**16**	0	1	0	0	**1**	18	0	1	0	**19**	3	0	0	0	**3**	0	0	0	0	**0**
8:00 to 8:15	13	0	0	0	**13**	20	0	0	0	**20**	0	0	0	0	**0**	10	1	0	0	**11**	4	0	0	0	**4**	0	0	0	0	**0**
8:15 to 8:30	9	0	0	0	**9**	11	0	0	0	**11**	1	0	0	0	**1**	18	1	1	0	**20**	5	0	0	1	**6**	0	0	0	0	**0**
8:30 to 8:45	12	0	0	0	**12**	17	1	0	0	**18**	3	0	0	0	**3**	11	1	0	1	**13**	6	0	0	0	**6**	0	0	0	0	**0**
8:45 to 9:00	23	0	0	0	**23**	11	0	0	0	**11**	0	0	0	0	**0**	11	0	0	0	**11**	5	0	0	0	**5**	0	0	0	0	**0**
9:00 to 9:15	13	0	0	0	**13**	8	0	0	0	**8**	0	0	0	0	**0**	14	0	0	0	**14**	6	0	0	0	**6**	0	0	0	0	**0**
9:15 to 9:30	5	0	0	0	**5**	7	0	0	0	**7**	0	0	0	0	**0**	7	0	0	0	**7**	3	0	1	0	**4**	0	0	0	0	**0**
AM Totals	**102**	**1**	**0**	**0**	**103**	**130**	**2**	**0**	**0**	**132**	**4**	**1**	**0**	**0**	**5**	**132**	**4**	**4**	**1**	**141**	**41**	**0**	**1**	**1**	**43**	**0**	**0**	**0**	**0**	**0**
15:30 to 15:45	8	0	0	0	**8**	11	0	0	0	**11**	2	0	0	0	**2**	8	0	1	0	**9**	1	0	0	0	**1**	0	0	0	0	**0**
15:45 to 16:00	7	0	0	0	**7**	15	0	0	1	**16**	0	1	0	0	**1**	10	0	1	0	**11**	3	1	0	0	**4**	0	0	0	0	**0**
16:00 to 16:15	10	0	1	0	**11**	14	0	0	1	**15**	1	0	0	0	**1**	10	0	0	0	**10**	3	0	0	0	**3**	0	0	0	0	**0**
16:15 to 16:30	8	0	0	0	**8**	13	1	0	0	**14**	0	0	0	0	**0**	4	0	1	0	**5**	5	0	0	0	**5**	0	0	0	0	**0**
16:30 to 16:45	7	0	0	0	**7**	9	0	0	0	**9**	1	0	0	0	**1**	9	0	0	0	**9**	1	1	0	0	**2**	0	0	0	0	**0**
16:45 to 17:00	19	0	0	0	**19**	10	1	1	0	**12**	0	0	0	0	**0**	13	0	2	1	**16**	5	1	0	0	**6**	0	0	0	0	**0**
17:00 to 17:15	10	0	0	0	**10**	18	0	0	0	**18**	1	0	0	0	**1**	9	0	0	0	**9**	4	0	0	0	**4**	0	0	0	0	**0**
17:15 to 17:30	6	0	0	0	**6**	15	0	0	0	**15**	1	0	0	0	**1**	13	0	0	0	**13**	2	0	0	0	**2**	0	0	0	0	**0**
17:30 to 17:45	11	0	0	0	**11**	17	0	0	0	**17**	0	0	0	0	**0**	9	0	1	0	**10**	5	0	0	0	**5**	0	0	0	0	**0**
17:45 to 18:00	11	0	0	0	**11**	6	0	0	0	**6**	0	0	0	0	**0**	10	0	1	0	**11**	6	0	0	1	**7**	0	0	0	0	**0**
18:00 to 18:15	7	0	0	0	**7**	15	0	0	0	**15**	3	0	0	0	**3**	14	0	0	0	**14**	1	0	0	0	**1**	0	0	0	0	**0**
18:15 to 18:30	7	0	0	0	**7**	22	0	0	0	**22**	0	0	0	0	**0**	13	1	1	0	**15**	5	0	0	1	**6**	0	0	0	0	**0**
PM Totals	**111**	**0**	**1**	**0**	**112**	**165**	**2**	**1**	**2**	**170**	**9**	**1**	**0**	**0**	**10**	**122**	**1**	**8**	**1**	**132**	**41**	**3**	**0**	**2**	**46**	**0**	**0**	**0**	**0**	**0**

Approach	Lawrence Hargrave Rd												Crossing Pedestrians						
Direction	Direction 11 (Through)					Direction 12 (Right Turn)					Direction 12U (U Turn)												
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	A	B	C	D	G	H	Total
6:30 to 6:45	2	0	0	0	**2**	7	0	0	0	**7**	0	0	0	0	**0**	0	1	0	1	0	1	**3**
6:45 to 7:00	4	0	0	0	**4**	8	0	0	0	**8**	0	0	0	0	**0**	0	0	0	0	1	0	**1**
7:00 to 7:15	2	0	0	0	**2**	4	0	0	0	**4**	0	0	0	0	**0**	1	1	0	0	2	2	**6**
7:15 to 7:30	2	0	0	0	**2**	10	0	0	0	**10**	0	0	0	0	**0**	0	1	0	0	2	2	**5**
7:30 to 7:45	7	0	0	0	**7**	7	0	0	0	**7**	0	0	0	0	**0**	0	1	0	0	0	2	**3**
7:45 to 8:00	5	0	0	0	**5**	9	1	0	0	**10**	0	0	0	0	**0**	0	2	0	0	0	1	**3**
8:00 to 8:15	2	0	0	0	**2**	14	0	0	0	**14**	0	0	0	0	**0**	3	1	0	0	0	0	**4**
8:15 to 8:30	6	1	0	0	**7**	19	0	0	0	**19**	0	0	0	0	**0**	3	3	0	1	0	1	**8**
8:30 to 8:45	4	0	0	0	**4**	25	0	0	0	**25**	0	0	0	0	**0**	3	1	0	0	2	1	**7**
8:45 to 9:00	4	0	0	1	**5**	19	1	0	0	**20**	0	0	0	0	**0**	5	2	0	0	0	0	**7**
9:00 to 9:15	7	0	0	0	**7**	30	0	0	0	**30**	0	0	0	0	**0**	1	2	0	0	1	2	**6**
9:15 to 9:30	1	0	1	1	**3**	8	0	1	0	**9**	0	0	0	0	**0**	0	0	0	0	1	2	**3**
AM Totals	**46**	**1**	**1**	**2**	**50**	**160**	**2**	**1**	**0**	**163**	**0**	**0**	**0**	**0**	**0**	**16**	**15**	**0**	**2**	**9**	**14**	**56**
15:30 to 15:45	6	0	0	0	**6**	13	0	0	0	**13**	1	0	0	0	**1**	0	0	0	0	1	0	**1**
15:45 to 16:00	3	0	0	0	**3**	6	0	0	0	**6**	1	0	0	0	**1**	2	0	0	0	0	0	**2**
16:00 to 16:15	4	0	0	0	**4**	13	0	0	0	**13**	0	0	0	0	**0**	0	1	0	0	0	0	**1**
16:15 to 16:30	4	0	0	0	**4**	6	0	0	0	**6**	0	0	0	0	**0**	4	0	0	0	0	1	**5**
16:30 to 16:45	6	0	0	0	**6**	11	0	0	0	**11**	0	0	0	0	**0**	0	1	0	0	0	0	**1**
16:45 to 17:00	10	0	0	0	**10**	11	1	0	0	**12**	0	0	0	0	**0**	0	0	0	0	0	0	**0**
17:00 to 17:15	5	0	0	0	**5**	10	0	0	0	**10**	0	0	0	0	**0**	0	1	0	0	0	0	**1**
17:15 to 17:30	1	0	0	0	**1**	13	0	0	0	**13**	0	0	0	0	**0**	0	0	0	0	0	1	**1**
17:30 to 17:45	7	0	0	0	**7**	11	0	0	0	**11**	0	0	0	0	**0**	0	0	0	0	2	1	**3**
17:45 to 18:00	4	0	0	0	**4**	14	0	0	0	**14**	0	0	0	0	**0**	1	1	0	0	0	1	**3**
18:00 to 18:15	8	0	0	0	**8**	9	0	0	0	**9**	0	0	0	0	**0**	1	0	0	0	2	0	**3**
18:15 to 18:30	6	0	0	1	**7**	8	0	0	0	**8**	0	0	0	0	**0**	0	0	0	0	1	1	**2**
PM Totals	**64**	**0**	**0**	**1**	**65**	**125**	**1**	**0**	**0**	**126**	**2**	**0**	**0**	**0**	**2**	**8**	**4**	**0**	**0**	**6**	**5**	**23**

Job No.	: N4541
Client	: GHD
Suburb	: Cabramatta
Location	: 4. Hume Hwy / Junction St
Day/Date	: Tue, 23rd October 2018
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	**Class 1**	**Class 2**	**Class 3**	**Class 4**
	Lights	Heavies	Buses	Cyclists



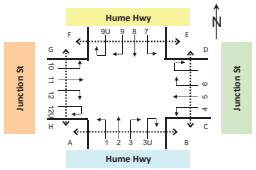
MATRIX Traffic and Transport Data

Approach	Hume Hwy																				Junction 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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	2	0	0	0	2	438	37	4	0	479	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	1	0	0	0	1	406	26	1	0	433	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	0	433	25	2	0	460	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	481	25	1	0	507	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	1	0	0	0	1	467	25	0	0	492	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	0	434	19	2	0	455	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	4	0	0	0	4	416	36	2	0	454	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	1	0	0	0	1	423	25	2	0	450	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	3	0	0	0	3	376	41	2	0	419	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	4	0	0	0	4	380	23	3	0	406	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	2	0	0	0	2	335	29	1	0	365	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	6	1	0	0	7	344	34	3	0	381	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Totals	**24**	**1**	**0**	**0**	**25**	**4,933**	**345**	**23**	**0**	**5,301**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:30 to 15:45	7	0	0	0	7	363	21	0	0	384	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	3	0	0	0	3	367	17	2	0	386	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	4	0	0	0	4	312	10	3	0	325	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	2	0	0	0	2	378	11	1	0	390	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	2	0	0	0	2	348	16	0	0	364	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	6	0	0	0	6	376	25	2	0	403	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	5	0	0	0	5	401	9	0	0	410	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	5	0	0	0	5	353	11	2	0	366	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	4	0	0	0	4	325	8	0	0	333	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	2	0	0	0	2	332	12	1	0	345	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 to 18:15	3	0	0	0	3	326	13	0	0	339	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 to 18:30	3	0	0	0	3	281	9	1	0	291	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Totals	**46**	**0**	**0**	**0**	**46**	**4,162**	**162**	**12**	**0**	**4,336**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Approach	Hume Hwy																				Junction St																				Crossing Pedestrians								
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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	A	B	C	D	E	F	G	H	Total
6:30 to 6:45	0	0	0	0	0	375	15	2	0	392	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
6:45 to 7:00	0	0	0	0	0	329	31	1	0	361	0	0	0	0	0	0	0	0	0	0	2	0	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
7:00 to 7:15	0	0	0	0	0	298	25	2	0	325	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 to 7:30	0	0	0	0	0	344	19	3	0	366	0	0	0	0	0	0	0	0	0	0	2	0	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
7:30 to 7:45	0	0	0	0	0	363	30	3	0	396	0	0	0	0	0	0	0	0	0	0	7	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	0	378	16	2	0	396	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	0	375	23	2	0	400	0	0	0	0	0	0	0	0	0	0	2	0	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
8:15 to 8:30	0	0	0	0	0	391	22	2	0	415	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
8:30 to 8:45	0	0	0	0	0	420	20	0	0	440	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	0	352	32	2	0	386	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	0	351	32	1	0	384	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	0	287	40	0	0	327	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Totals	**0**	**0**	**0**	**0**	**0**	**4,263**	**305**	**20**	**0**	**4,588**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**2**	**1**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**2**	**6**
15:30 to 15:45	0	0	0	0	0	511	28	1	0	540	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	0	0	0	0	0	481	24	4	0	509	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:00 to 16:15	0	0	0	0	0	512	25	1	0	538	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	0	0	0	0	0	510	30	0	0	540	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	0	0	0	0	0	502	23	1	0	526	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45 to 17:00	0	0	0	0	0	490	19	2	0	511	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:00 to 17:15	0	0	0	0	0	517	27	0	0	544	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:15 to 17:30	0	0	0	0	0	520	23	0	0	543	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:30 to 17:45	0	0	0	0	0	489	18	1	0	508	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	0	0	0	0	0	453	20	0	0	473	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 to 18:15	0	0	0	0	0	382	24	0	0	406	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
18:15 to 18:30	0	0	0	0	0	393	12	0	0	405	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Totals	**0**	**0**	**0**	**0**	**0**	**5,760**	**273**	**10**	**0**	**6,043**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**1**	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	**3**	**9**

Job No. : N4541
Client : GHD
Suburb : Cabramatta
Location : 4. Hume Hwy / Junction St

Day/Date : Tue, 23rd October 2018
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary

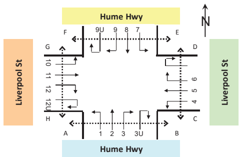


MATRIX Traffic and Transport Data

Approach	Hume Hwy																				Junction 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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 7:30	3	0	0	0	**3**	1,758	113	8	0	**1,879**	0	0	0	0	**0**	0	0	0	0	**0**	5	0	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
6:45 to 7:45	2	0	0	0	**2**	1,787	101	4	0	**1,892**	0	0	0	0	**0**	0	0	0	0	**0**	4	0	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
7:00 to 8:00	1	0	0	0	**1**	1,815	94	5	0	**1,914**	0	0	0	0	**0**	0	0	0	0	**0**	6	0	0	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
7:15 to 8:15	5	0	0	0	**5**	1,798	105	5	0	**1,908**	0	0	0	0	**0**	0	0	0	0	**0**	7	0	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
7:30 to 8:30	6	0	0	0	**6**	1,740	105	6	0	**1,851**	0	0	0	0	**0**	0	0	0	0	**0**	12	0	0	0	**12**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
7:45 to 8:45	8	0	0	0	**8**	1,649	121	8	0	**1,778**	0	0	0	0	**0**	0	0	0	0	**0**	16	0	0	0	**16**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
8:00 to 9:00	12	0	0	0	**12**	1,595	125	9	0	**1,729**	0	0	0	0	**0**	0	0	0	0	**0**	16	0	0	0	**16**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
8:15 to 9:15	10	0	0	0	**10**	1,514	118	8	0	**1,640**	0	0	0	0	**0**	0	0	0	0	**0**	13	0	0	0	**13**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
8:30 to 9:30	15	1	0	0	**16**	1,435	127	9	0	**1,571**	0	0	0	0	**0**	0	0	0	0	**0**	10	0	0	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
AM Totals	**24**	**1**	**0**	**0**	**25**	**4,933**	**345**	**23**	**0**	**5,301**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:30 to 16:30	16	0	0	0	**16**	1,420	59	6	0	**1,485**	0	0	0	0	**0**	0	0	0	0	**0**	7	0	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
15:45 to 16:45	11	0	0	0	**11**	1,405	54	6	0	**1,465**	0	0	0	0	**0**	0	0	0	0	**0**	4	0	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
16:00 to 17:00	14	0	0	0	**14**	1,414	62	6	0	**1,482**	0	0	0	0	**0**	0	0	0	0	**0**	3	0	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
16:15 to 17:15	15	0	0	0	**15**	1,503	61	3	0	**1,567**	0	0	0	0	**0**	0	0	0	0	**0**	3	0	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
16:30 to 17:30	18	0	0	0	**18**	1,478	61	4	0	**1,543**	0	0	0	0	**0**	0	0	0	0	**0**	2	1	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
16:45 to 17:45	20	0	0	0	**20**	1,455	53	4	0	**1,512**	0	0	0	0	**0**	0	0	0	0	**0**	2	1	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
17:00 to 18:00	16	0	0	0	**16**	1,411	40	3	0	**1,454**	0	0	0	0	**0**	0	0	0	0	**0**	3	1	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
17:15 to 18:15	14	0	0	0	**14**	1,336	44	3	0	**1,383**	0	0	0	0	**0**	0	0	0	0	**0**	4	1	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
17:30 to 18:30	12	0	0	0	**12**	1,264	42	2	0	**1,308**	0	0	0	0	**0**	0	0	0	0	**0**	5	0	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
PM Totals	**46**	**0**	**0**	**0**	**46**	**4,162**	**162**	**12**	**0**	**4,336**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Approach	Hume Hwy																				Junction St																				Crossing Pedestrians								
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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	A	B	C	D	E	F	G	H	Total
6:30 to 7:30	0	0	0	0	**0**	1,346	90	8	0	**1,444**	0	0	0	0	**0**	0	0	0	0	**0**	12	0	0	0	**12**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	1	0	0	0	0	**2**
6:45 to 7:45	0	0	0	0	**0**	1,334	105	9	0	**1,448**	0	0	0	0	**0**	0	0	0	0	**0**	16	1	0	0	**17**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	0	0	0	0	**1**
7:00 to 8:00	0	0	0	0	**0**	1,383	90	10	0	**1,483**	0	0	0	0	**0**	0	0	0	0	**0**	21	1	0	0	**22**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	0	0	0	0	**1**
7:15 to 8:15	0	0	0	0	**0**	1,460	88	10	0	**1,558**	0	0	0	0	**0**	0	0	0	0	**0**	17	1	0	0	**18**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**
7:30 to 8:30	0	0	0	0	**0**	1,507	91	9	0	**1,607**	0	0	0	0	**0**	0	0	0	0	**0**	18	1	0	0	**19**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	0	0	0	2	**4**
7:45 to 8:45	0	0	0	0	**0**	1,564	81	6	0	**1,651**	0	0	0	0	**0**	0	0	0	0	**0**	20	0	0	0	**20**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	0	0	0	2	**4**
8:00 to 9:00	0	0	0	0	**0**	1,538	97	6	0	**1,641**	0	0	0	0	**0**	0	0	0	0	**0**	15	1	0	0	**16**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	0	0	0	2	**4**
8:15 to 9:15	0	0	0	0	**0**	1,514	106	5	0	**1,625**	0	0	0	0	**0**	0	0	0	0	**0**	16	1	1	0	**18**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	0	0	0	2	**4**
8:30 to 9:30	0	0	0	0	**0**	1,410	124	3	0	**1,537**	0	0	0	0	**0**	0	0	0	0	**0**	16	1	1	0	**18**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**
AM Totals	**0**	**0**	**0**	**0**	**0**	**4,263**	**305**	**20**	**0**	**4,588**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**2**	**1**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**6**
15:30 to 16:30	0	0	0	0	**0**	2,014	107	6	0	**2,127**	0	0	0	0	**0**	0	0	0	0	**0**	15	0	0	0	**15**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**
15:45 to 16:45	0	0	0	0	**0**	2,005	102	6	0	**2,113**	0	0	0	0	**0**	0	0	0	0	**0**	12	0	0	0	**12**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	1	0	1	0	**2**
16:00 to 17:00	0	0	0	0	**0**	2,014	97	4	0	**2,115**	0	0	0	0	**0**	0	0	0	0	**0**	11	0	0	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	0	1	0	0	**2**
16:15 to 17:15	0	0	0	0	**0**	2,019	99	3	0	**2,121**	0	0	0	0	**0**	0	0	0	0	**0**	9	0	0	0	**9**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	0	1	1	0	**3**
16:30 to 17:30	0	0	0	0	**0**	2,029	92	3	0	**2,124**	0	0	0	0	**0**	0	0	0	0	**0**	8	0	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	0	1	1	2	**5**
16:45 to 17:45	0	0	0	0	**0**	2,016	87	3	0	**2,106**	0	0	0	0	**0**	0	0	0	0	**0**	9	1	0	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	0	1	2	4	**4**
17:00 to 18:00	0	0	0	0	**0**	1,979	88	1	0	**2,068**	0	0	0	0	**0**	0	0	0	0	**0**	12	1	0	0	**13**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0	1	2	**3**
17:15 to 18:15	0	0	0	0	**0**	1,844	85	1	0	**1,930**	0	0	0	0	**0**	0	0	0	0	**0**	11	1	0	0	**12**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0	3	2	**5**
17:30 to 18:30	0	0	0	0	**0**	1,717	74	1	0	**1,792**	0	0	0	0	**0**	0	0	0	0	**0**	18	1	0	0	**19**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0	3	0	**3**
PM Totals	**0**	**0**	**0**	**0**	**0**	**5,760**	**273**	**10**	**0**	**6,043**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**1**	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**4**	**3**	**9**

Job No.	: N4541
Client	: GHD
Suburb	: Cabramatta
Location	: 5. Hume Hwy / Liverpool St
Day/Date	: Tue, 23rd October 2018
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



	Class 1	Class 2	Class 3	Class 4
Classifications	Lights	Heavies	Buses	Cyclists

Approach: Hume Hwy

Time Period	Dir 1 (Left Turn) Lights	Heavies	Buses	Cyclists	Total	Dir 2 (Through) Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	26	0	0	0	26	431	41	3	0	475
6:45 to 7:00	16	0	0	0	16	433	30	1	0	464
7:00 to 7:15	27	1	0	0	28	397	26	2	0	425
7:15 to 7:30	19	1	0	0	20	471	22	0	0	493
7:30 to 7:45	35	0	0	0	35	480	28	0	0	508
7:45 to 8:00	48	0	0	0	48	424	15	2	0	441
8:00 to 8:15	49	0	0	0	49	406	37	2	0	445
8:15 to 8:30	58	2	1	0	61	425	19	2	0	446
8:30 to 8:45	58	0	1	0	59	384	47	2	0	433
8:45 to 9:00	62	2	0	0	64	359	23	2	0	384
9:00 to 9:15	44	0	0	0	44	342	30	2	0	374
9:15 to 9:30	41	1	0	0	42	321	33	2	0	356
AM Totals	483	7	2	0	492	4,873	351	20	0	5,244
15:30 to 15:45	72	0	0	0	72	340	20	0	0	360
15:45 to 16:00	77	0	1	0	78	372	18	2	0	392
16:00 to 16:15	75	0	0	0	75	292	13	3	0	308
16:15 to 16:30	72	2	0	0	74	380	10	1	0	391
16:30 to 16:45	70	0	0	0	70	337	14	0	0	351
16:45 to 17:00	89	0	0	0	89	375	27	2	0	404
17:00 to 17:15	93	0	0	0	93	407	11	0	0	418
17:15 to 17:30	75	0	0	0	75	338	7	1	0	346
17:30 to 17:45	44	0	0	0	44	319	12	0	0	331
17:45 to 18:00	72	0	0	0	72	346	10	1	0	357
18:00 to 18:15	60	1	0	0	61	305	14	0	0	319
18:15 to 18:30	67	0	0	0	67	275	8	0	0	283
PM Totals	866	3	1	0	870	4,086	164	10	0	4,260

Time Period	Dir 3 (Right Turn) Lights	Heavies	Buses	Cyclists	Total	Dir 3U (U Turn) Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	4	0	0	0	4	0	0	0	0	0
6:45 to 7:00	1	0	0	0	1	1	0	0	0	1
7:00 to 7:15	3	0	0	0	3	2	0	0	0	2
7:15 to 7:30	0	0	0	0	0	2	0	0	0	2
7:30 to 7:45	2	0	0	0	2	3	0	0	0	3
7:45 to 8:00	0	1	0	0	1	0	0	0	0	0
8:00 to 8:15	4	0	0	0	4	0	0	0	0	0
8:15 to 8:30	2	0	0	0	2	0	0	0	0	0
8:30 to 8:45	6	0	0	0	6	0	0	0	0	0
8:45 to 9:00	5	0	0	0	5	1	0	0	0	1
9:00 to 9:15	0	0	0	0	0	3	0	0	0	3
9:15 to 9:30	4	0	0	0	4	1	0	0	0	1
AM Totals	31	1	0	0	32	13	0	0	0	13
15:30 to 15:45	2	0	0	0	2	1	0	0	0	1
15:45 to 16:00	3	0	0	0	3	0	0	0	0	0
16:00 to 16:15	4	0	0	0	4	0	0	0	0	0
16:15 to 16:30	3	0	0	0	3	0	0	0	0	0
16:30 to 16:45	3	0	0	0	3	2	0	0	0	2
16:45 to 17:00	4	0	0	0	4	0	0	0	0	0
17:00 to 17:15	4	0	0	0	4	0	0	0	0	0
17:15 to 17:30	0	1	0	0	1	1	0	0	0	1
17:30 to 17:45	7	0	0	0	7	1	0	0	0	1
17:45 to 18:00	4	0	0	0	4	2	0	0	0	2
18:00 to 18:15	2	0	0	0	2	1	0	0	0	1
18:15 to 18:30	4	0	0	0	4	0	0	0	0	0
PM Totals	40	1	0	0	41	8	0	0	0	8

Approach: Liverpool St

Time Period	Dir 4 (Left Turn) Lights	Heavies	Buses	Cyclists	Total	Dir 5 (Through) Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	4	0	0	0	4	0	0	0	0	0
6:45 to 7:00	1	0	0	0	1	0	0	0	0	0
7:00 to 7:15	3	0	0	0	3	0	0	0	0	0
7:15 to 7:30	1	0	0	0	1	0	0	0	0	0
7:30 to 7:45	3	0	0	0	3	0	0	0	0	0
7:45 to 8:00	1	1	0	0	2	0	0	0	0	0
8:00 to 8:15	1	0	0	0	1	0	0	0	0	0
8:15 to 8:30	5	0	0	0	5	0	0	0	0	0
8:30 to 8:45	4	0	0	0	4	0	0	0	0	0
8:45 to 9:00	4	0	0	0	4	0	0	0	0	0
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	1	0	0	0	1	0	0	0	0	0
AM Totals	28	1	0	0	29	0	0	0	0	0
15:30 to 15:45	2	0	0	0	2	0	0	0	0	0
15:45 to 16:00	3	0	0	0	3	1	0	0	0	1
16:00 to 16:15	4	0	0	0	4	0	0	0	0	0
16:15 to 16:30	2	0	0	0	2	1	0	0	0	1
16:30 to 16:45	4	0	0	0	4	0	0	0	0	0
16:45 to 17:00	1	1	0	0	2	0	0	0	0	0
17:00 to 17:15	2	0	0	0	2	0	0	0	0	0
17:15 to 17:30	2	0	0	0	2	0	0	0	0	0
17:30 to 17:45	5	0	0	0	5	1	0	0	0	1
17:45 to 18:00	2	0	0	0	2	0	0	0	0	0
18:00 to 18:15	10	0	0	0	10	1	0	0	0	1
18:15 to 18:30	6	0	0	0	6	0	0	0	0	0
PM Totals	43	1	0	0	44	4	0	0	0	4

Time Period	Dir 6 (Right Turn) Lights	Heavies	Buses	Cyclists	Total	Dir 6U (U Turn) Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	0	1	0	0	0	1
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	0	0	0	0	0	0
AM Totals	0	0	0	0	0	1	0	0	0	1
15:30 to 15:45	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	1	0	0	0	1	0	0	0	0	0
16:15 to 16:30	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	0	0	0	0	0	0	0	0	0	0
18:00 to 18:15	3	0	0	0	3	0	0	0	0	0
18:15 to 18:30	0	0	0	0	0	0	0	0	0	0
PM Totals	4	0	0	0	4	0	0	0	0	0

Approach: Hume Hwy

Time Period	Dir 7 (Left Turn) Lights	Heavies	Buses	Cyclists	Total	Dir 8 (Through) Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	0	0	0	0	0	370	20	2	0	392
6:45 to 7:00	0	0	0	0	0	288	28	2	0	318
7:00 to 7:15	0	0	0	0	0	327	23	2	0	352
7:15 to 7:30	0	0	0	0	0	346	20	2	0	368
7:30 to 7:45	0	0	0	0	0	355	28	4	0	387
7:45 to 8:00	0	0	0	0	0	347	18	1	0	366
8:00 to 8:15	0	0	0	0	0	375	26	3	0	404
8:15 to 8:30	0	0	0	0	0	372	15	0	0	387
8:30 to 8:45	1	0	0	0	1	412	27	0	0	439
8:45 to 9:00	0	0	0	0	0	344	29	1	0	374
9:00 to 9:15	0	0	0	0	0	319	34	1	0	354
9:15 to 9:30	0	0	0	0	0	272	45	0	0	317
AM Totals	1	0	0	0	1	4,127	313	18	0	4,458
15:30 to 15:45	0	0	0	0	0	493	29	1	0	523
15:45 to 16:00	0	0	0	0	0	470	22	3	0	495
16:00 to 16:15	0	0	0	0	0	485	26	2	0	513
16:15 to 16:30	0	0	0	0	0	482	29	1	0	512
16:30 to 16:45	0	0	0	0	0	522	21	1	0	544
16:45 to 17:00	0	0	0	0	0	440	18	1	0	459
17:00 to 17:15	0	0	0	0	0	522	28	0	0	550
17:15 to 17:30	0	0	0	0	0	514	23	1	0	538
17:30 to 17:45	0	0	0	0	0	460	16	0	0	476
17:45 to 18:00	0	0	0	0	0	412	20	0	0	432
18:00 to 18:15	0	0	0	0	0	350	23	0	0	373
18:15 to 18:30	0	0	0	0	0	384	13	0	0	397
PM Totals	0	0	0	0	0	5,534	268	10	0	5,812

Time Period	Dir 9 (Right Turn) Lights	Heavies	Buses	Cyclists	Total	Dir 9U (U Turn) Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	10	0	0	0	10	0	0	0	0	0
6:45 to 7:00	11	0	0	0	11	0	0	0	0	0
7:00 to 7:15	13	2	0	0	15	0	0	0	0	0
7:15 to 7:30	12	0	0	0	12	0	0	0	0	0
7:30 to 7:45	14	0	0	0	14	0	0	0	0	0
7:45 to 8:00	14	0	0	0	14	0	0	0	0	0
8:00 to 8:15	16	0	0	0	16	0	0	0	0	0
8:15 to 8:30	25	0	1	0	26	0	0	0	0	0
8:30 to 8:45	22	0	0	0	22	1	0	0	0	1
8:45 to 9:00	16	0	1	0	17	0	0	0	0	0
9:00 to 9:15	12	0	0	0	12	1	0	0	0	1
9:15 to 9:30	8	1	0	0	9	1	0	0	0	1
AM Totals	173	3	2	0	178	3	0	0	0	3
15:30 to 15:45	13	0	0	1	14	0	0	0	0	0
15:45 to 16:00	15	1	1	0	17	0	0	0	0	0
16:00 to 16:15	19	0	0	0	19	0	0	0	0	0
16:15 to 16:30	11	0	0	0	11	0	0	0	0	0
16:30 to 16:45	12	0	0	0	12	0	0	0	0	0
16:45 to 17:00	17	0	0	0	17	1	0	0	0	1
17:00 to 17:15	10	0	0	0	10	0	0	0	0	0
17:15 to 17:30	12	1	0	0	13	0	0	0	0	0
17:30 to 17:45	13	0	0	0	13	0	0	0	0	0
17:45 to 18:00	26	0	0	0	26	0	0	0	0	0
18:00 to 18:15	17	1	0	0	18	0	0	0	0	0
18:15 to 18:30	17	0	1	0	18	0	0	0	0	0
PM Totals	182	3	2	1	188	1	0	0	0	1

Approach: Liverpool St

Time Period	Dir 10 (Left Turn) Lights	Heavies	Buses	Cyclists	Total	Dir 11 (Through) Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	12	0	0	0	12	0	0	0	0	0
6:45 to 7:00	9	0	0	0	9	0	0	0	0	0
7:00 to 7:15	8	0	0	0	8	0	0	0	0	0
7:15 to 7:30	7	0	1	0	8	0	0	0	0	0
7:30 to 7:45	11	0	0	0	11	0	0	0	0	0
7:45 to 8:00	3	0	0	0	3	0	0	0	0	0
8:00 to 8:15	7	0	0	0	7	0	0	0	0	0
8:15 to 8:30	16	0	0	0	16	0	0	0	0	0
8:30 to 8:45	8	0	0	0	8	0	0	0	0	0
8:45 to 9:00	6	0	0	0	6	1	0	0	0	1
9:00 to 9:15	6	0	0	0	6	0	0	0	0	0
9:15 to 9:30	17	1	1	0	19	0	0	0	0	0
AM Totals	110	1	2	0	113	1	0	0	0	1
15:30 to 15:45	10	0	0	0	10	0	0	0	0	0
15:45 to 16:00	8	0	0	0	8	0	0	0	0	0
16:00 to 16:15	8	0	0	0	8	0	0	0	0	0
16:15 to 16:30	12	0	0	0	12	0	0	0	0	0
16:30 to 16:45	10	0	0	0	10	0	0	0	0	0
16:45 to 17:00	12	0	0	0	12	0	0	0	0	0
17:00 to 17:15	11	0	0	0	11	0	0	0	0	0
17:15 to 17:30	5	0	0	0	5	0	0	0	0	0
17:30 to 17:45	6	0	0	0	6	0	0	0	1	1
17:45 to 18:00	6	0	0	0	6	0	0	0	0	0
18:00 to 18:15	12	0	0	0	12	0	0	0	0	0
18:15 to 18:30	10	0	0	0	10	0	0	0	0	0
PM Totals	110	0	0	0	110	0	0	0	1	1

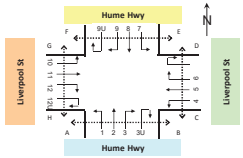
Time Period	Dir 12 (Right Turn) Lights	Heavies	Buses	Cyclists	Total	Dir 12U (U Turn) Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	1	0	0	0	1	0	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	1	0	0	0	1	0	0	0	0	0
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	1	0	0	1	0	0	0	0	0
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	0	0	0	0	0	0
AM Totals	2	1	0	0	3	0	0	0	0	0
15:30 to 15:45	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	0	0	0	0	0	0	0	0	0	0
18:00 to 18:15	0	0	0	0	0	0	0	0	0	0
18:15 to 18:30	0	0	0	0	0	0	0	0	0	0
PM Totals	0	0	0	0	0	0	0	0	0	0

Crossing Pedestrians

Time Period	A	B	C	D	E	F	G	H	Total
6:30 to 6:45	0	0	0	1	0	0	0	0	1
6:45 to 7:00	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	1	0	0	0	0	0	1
7:30 to 7:45	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	2	0	0	0	0	0	0	2
8:00 to 8:15	0	0	1	0	1	0	0	0	2
8:15 to 8:30	1	0	1	0	0	0	0	0	2
8:30 to 8:45	1	0	0	0	0	0	0	0	1
8:45 to 9:00	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	0	0	0	0	0
AM Totals	2	2	3	1	1	0	0	0	9
15:30 to 15:45	0	1	0	1	0	0	0	0	2
15:45 to 16:00	0	0	0	0	1	0	0	0	1
16:00 to 16:15	0	0	0	0	0	0	0	0	0
16:15 to 16:30	0	2	1	0	0	0	0	0	3
16:30 to 16:45	0	0	0	0	0	0	0	0	0
16:45 to 17:00	0	0	0	0	0	0	0	0	0
17:00 to 17:15	0	0	0	1	0	0	0	0	1
17:15 to 17:30	0	0	0	0	0	0	0	1	1
17:30 to 17:45	0	0	0	0	0	0	0	0	0
17:45 to 18:00	1	0	0	0	0	0	0	0	1
18:00 to 18:15	0	0	0	2	0	0	0	0	2
18:15 to 18:30	0	1	3	0	0	0	0	0	4
PM Totals	1	4	4	4	1	0	0	1	15

Job No. : N4541
Client : GHD
Suburb : Cabramatta
Location : S. Hume Hwy / Liverpool St

Day/Date : Tue, 23rd October 2018
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary

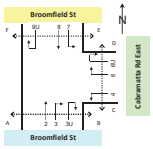


MATRIX Traffic and Transport Data

Approach	Hume Hwy																Liverpool 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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 7:30	88	2	0	0	**90**	1,732	119	6	0	**1,857**	8	0	0	0	**8**	5	0	0	0	**5**	9	0	0	0	**9**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
6:45 to 7:45	97	2	0	0	**99**	1,781	106	3	0	**1,890**	6	0	0	0	**6**	8	0	0	0	**8**	8	0	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
7:00 to 8:00	129	2	0	0	**131**	1,772	91	4	0	**1,867**	5	1	0	0	**6**	7	0	0	0	**7**	8	1	0	0	**9**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
7:15 to 8:15	151	1	0	0	**152**	1,781	102	4	0	**1,887**	6	1	0	0	**7**	5	0	0	0	**5**	6	1	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
7:30 to 8:30	190	2	1	0	**193**	1,735	99	6	0	**1,840**	8	1	0	0	**9**	3	0	0	0	**3**	10	1	0	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**
7:45 to 8:45	213	2	2	0	**217**	1,639	118	8	0	**1,765**	12	1	0	0	**13**	0	0	0	0	**0**	11	1	0	0	**12**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**
8:00 to 9:00	227	4	2	0	**233**	1,574	126	8	0	**1,708**	17	0	0	0	**17**	1	0	0	0	**1**	14	0	0	0	**14**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**
8:15 to 9:15	222	4	2	0	**228**	1,510	119	8	0	**1,637**	13	0	0	0	**13**	4	0	0	0	**4**	13	0	0	0	**13**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**
8:30 to 9:30	205	3	1	0	**209**	1,406	133	8	0	**1,547**	15	0	0	0	**15**	5	0	0	0	**5**	9	0	0	0	**9**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
AM Totals	**483**	**7**	**2**	**0**	**492**	**4,873**	**351**	**20**	**0**	**5,244**	**31**	**1**	**0**	**0**	**32**	**13**	**0**	**0**	**0**	**13**	**28**	**1**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
15:30 to 16:30	296	2	1	0	**299**	1,384	61	6	0	**1,451**	12	0	0	0	**12**	1	0	0	0	**1**	11	0	0	0	**11**	2	0	0	0	**2**	1	0	0	0	**1**	0	0	0	0	**0**
15:45 to 16:45	294	2	1	0	**297**	1,381	55	6	0	**1,442**	13	0	0	0	**13**	2	0	0	0	**2**	13	0	0	0	**13**	2	0	0	0	**2**	1	0	0	0	**1**	0	0	0	0	**0**
16:00 to 17:00	306	2	0	0	**308**	1,384	64	6	0	**1,454**	14	0	0	0	**14**	2	0	0	0	**2**	11	1	0	0	**12**	1	0	0	0	**1**	1	0	0	0	**1**	0	0	0	0	**0**
16:15 to 17:15	324	2	0	0	**326**	1,499	62	3	0	**1,564**	14	0	0	0	**14**	2	0	0	0	**2**	9	1	0	0	**10**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**
16:30 to 17:30	327	0	0	0	**327**	1,457	59	3	0	**1,519**	11	1	0	0	**12**	3	0	0	0	**3**	9	1	0	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**
16:45 to 17:45	301	0	0	0	**301**	1,439	57	3	0	**1,499**	15	1	0	0	**16**	2	0	0	0	**2**	10	1	0	0	**11**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**
17:00 to 18:00	284	0	0	0	**284**	1,410	40	2	0	**1,452**	15	1	0	0	**16**	4	0	0	0	**4**	11	0	0	0	**11**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**
17:15 to 18:15	251	1	0	0	**252**	1,308	43	2	0	**1,353**	13	1	0	0	**14**	5	0	0	0	**5**	19	0	0	0	**19**	2	0	0	0	**2**	3	0	0	0	**3**	0	0	0	0	**0**
17:30 to 18:30	243	1	0	0	**244**	1,245	44	1	0	**1,290**	17	0	0	0	**17**	4	0	0	0	**4**	23	0	0	0	**23**	2	0	0	0	**2**	3	0	0	0	**3**	0	0	0	0	**0**
PM Totals	**866**	**3**	**1**	**0**	**870**	**4,086**	**164**	**10**	**0**	**4,260**	**40**	**1**	**0**	**0**	**41**	**8**	**0**	**0**	**0**	**8**	**43**	**1**	**0**	**0**	**44**	**4**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**

Approach	Hume Hwy																Liverpool St																Crossing Pedestrians								
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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	A	B	C	D	E	F	G	H	Total
6:30 to 7:30	0	0	0	0	**0**	1,331	91	8	0	**1,430**	46	2	0	0	**48**	0	0	0	0	**0**	36	0	1	0	**37**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	1	1	0	0	0	0	**2**
6:45 to 7:45	0	0	0	0	**0**	1,316	99	10	0	**1,425**	50	2	0	0	**52**	0	0	0	0	**0**	35	0	1	0	**36**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	1	0	0	0	0	0	**1**
7:00 to 8:00	0	0	0	0	**0**	1,375	89	9	0	**1,473**	53	2	0	0	**55**	0	0	0	0	**0**	29	0	1	0	**30**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	2	1	0	0	0	0	0	**3**
7:15 to 8:15	0	0	0	0	**0**	1,423	92	10	0	**1,525**	56	0	0	0	**56**	0	0	0	0	**0**	28	0	1	0	**29**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	2	2	0	1	0	0	0	**5**
7:30 to 8:30	0	0	0	0	**0**	1,449	87	8	0	**1,544**	69	0	1	0	**70**	0	0	0	0	**0**	37	0	0	0	**37**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	1	2	2	0	1	0	0	0	**6**
7:45 to 8:45	1	0	0	0	**1**	1,506	86	4	0	**1,596**	77	0	1	0	**78**	1	0	0	0	**1**	34	0	0	0	**34**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	2	2	2	0	1	0	0	0	**7**
8:00 to 9:00	1	0	0	0	**1**	1,503	97	4	0	**1,604**	79	0	2	0	**81**	1	0	0	0	**1**	37	0	0	0	**37**	1	0	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	2	0	2	0	1	0	0	0	**5**
8:15 to 9:15	1	0	0	0	**1**	1,447	105	2	0	**1,554**	75	0	2	0	**77**	2	0	0	0	**2**	36	0	0	0	**36**	1	0	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	2	0	1	0	0	0	0	0	**3**
8:30 to 9:30	1	0	0	0	**1**	1,347	135	2	0	**1,484**	58	1	1	0	**60**	3	0	0	0	**3**	37	1	1	0	**39**	1	0	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**
AM Totals	**1**	**0**	**0**	**0**	**1**	**4,127**	**313**	**18**	**0**	**4,458**	**173**	**3**	**2**	**0**	**178**	**3**	**0**	**0**	**0**	**3**	**110**	**1**	**2**	**0**	**113**	**1**	**0**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**3**	**1**	**1**	**0**	**0**	**0**	**9**
15:30 to 16:30	0	0	0	0	**0**	1,930	106	7	0	**2,043**	58	1	1	1	**61**	0	0	0	0	**0**	38	0	0	0	**38**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	3	1	1	1	0	0	0	**6**
15:45 to 16:45	0	0	0	0	**0**	1,959	98	7	0	**2,064**	57	1	1	0	**59**	0	0	0	0	**0**	38	0	0	0	**38**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	2	1	0	1	0	0	0	**4**
16:00 to 17:00	0	0	0	0	**0**	1,929	94	5	0	**2,028**	59	0	0	0	**59**	1	0	0	0	**1**	42	0	0	0	**42**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	2	1	0	0	0	0	0	**3**
16:15 to 17:15	0	0	0	0	**0**	1,966	96	3	0	**2,065**	50	0	0	0	**50**	1	0	0	0	**1**	45	0	0	0	**45**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	2	1	1	0	0	0	0	**4**
16:30 to 17:30	0	0	0	0	**0**	1,998	90	3	0	**2,091**	51	1	0	0	**52**	1	0	0	0	**1**	38	0	0	0	**38**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	1	0	0	0	1	**2**
16:45 to 17:45	0	0	0	0	**0**	1,936	85	2	0	**2,023**	52	1	0	0	**53**	1	0	0	0	**1**	34	0	0	0	**34**	0	0	0	1	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	1	0	0	0	1	**2**
17:00 to 18:00	0	0	0	0	**0**	1,908	87	1	0	**1,996**	61	1	0	0	**62**	0	0	0	0	**0**	28	0	0	0	**28**	0	0	0	1	**1**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	1	0	0	0	1	**3**
17:15 to 18:15	0	0	0	0	**0**	1,736	82	1	0	**1,819**	68	2	0	0	**70**	0	0	0	0	**0**	29	0	0	0	**29**	0	0	0	1	**1**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	2	0	0	0	1	**4**
17:30 to 18:30	0	0	0	0	**0**	1,606	72	0	0	**1,678**	73	1	1	0	**75**	0	0	0	0	**0**	34	0	0	0	**34**	0	0	0	1	**1**	0	0	0	0	**0**	0	0	0	0	**0**	1	1	3	2	0	0	0	0	**7**
PM Totals	**0**	**0**	**0**	**0**	**0**	**5,534**	**268**	**10**	**0**	**5,812**	**182**	**3**	**2**	**1**	**188**	**1**	**0**	**0**	**0**	**1**	**110**	**0**	**0**	**0**	**110**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**4**	**4**	**1**	**0**	**0**	**1**	**15**

Job No.	: N4541
Client	: GHD
Suburb	: Cabramatta
Location	: 6. Broomfield St / Cabramatta Rd East
Day/Date	: Tue, 23rd October 2018
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



MATRIX Traffic and Transport Data

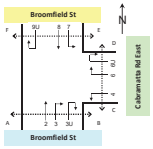
Classifications	Class 1	Class 2	Class 3	Class 4
	Lights	Heavies	Buses	Cyclists

Approach	Broomfield St															Cabramatta Rd East														
Direction		Direction 2 (Through)					Direction 3 (Right Turn)					Direction 3U (U Turn)					Direction 4 (Left Turn)					Direction 6 (Right Turn)					Direction 6U (U Turn)				
Time Period		Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30	to 6:45	13	0	0	0	**13**	2	0	0	0	**2**	0	0	0	0	**0**	7	0	0	0	**7**	18	0	0	0	**18**	0	0	0	0	**0**
6:45	to 7:00	17	0	0	0	**17**	1	0	0	0	**1**	0	0	0	0	**0**	12	0	0	0	**12**	29	0	0	0	**29**	0	0	0	0	**0**
7:00	to 7:15	11	0	0	0	**11**	3	1	0	0	**4**	0	0	0	0	**0**	16	0	0	0	**16**	16	1	0	0	**17**	0	0	0	0	**0**
7:15	to 7:30	9	0	0	0	**9**	3	0	0	0	**3**	0	0	0	0	**0**	21	0	0	0	**21**	28	0	0	0	**28**	0	0	0	0	**0**
7:30	to 7:45	15	1	0	0	**16**	3	0	0	0	**3**	0	0	0	0	**0**	25	0	0	0	**25**	23	0	0	0	**23**	0	0	0	0	**0**
7:45	to 8:00	33	1	0	0	**34**	7	0	0	0	**7**	0	0	0	0	**0**	39	0	0	1	**40**	51	0	0	0	**51**	0	0	0	0	**0**
8:00	to 8:15	22	0	0	0	**22**	8	0	0	0	**8**	0	0	0	0	**0**	7	0	0	0	**7**	37	0	1	0	**38**	0	0	0	0	**0**
8:15	to 8:30	28	0	0	0	**28**	4	0	0	0	**4**	0	0	0	0	**0**	7	0	0	0	**7**	28	0	2	0	**30**	0	0	0	0	**0**
8:30	to 8:45	29	0	1	0	**30**	3	0	0	0	**3**	0	0	0	0	**0**	11	0	0	0	**11**	18	1	1	0	**20**	0	0	0	0	**0**
8:45	to 9:00	24	0	0	0	**24**	4	0	0	0	**4**	0	0	0	0	**0**	11	0	0	0	**11**	21	0	0	0	**21**	0	0	0	0	**0**
9:00	to 9:15	17	0	0	0	**17**	3	0	0	0	**3**	1	0	0	0	**1**	9	1	0	0	**10**	22	0	1	0	**23**	0	0	0	0	**0**
9:15	to 9:30	14	1	0	0	**15**	3	1	0	0	**4**	0	0	0	0	**0**	22	0	0	0	**22**	15	0	1	0	**16**	0	0	0	0	**0**
AM Totals		**252**	**3**	**1**	**0**	**256**	**66**	**2**	**0**	**0**	**68**	**1**	**0**	**0**	**0**	**1**	**187**	**1**	**0**	**1**	**189**	**306**	**2**	**6**	**0**	**314**	**0**	**0**	**0**	**0**	**0**
15:30	to 15:45	22	0	0	0	**22**	7	0	0	0	**7**	0	0	0	0	**0**	12	0	0	0	**12**	20	1	0	0	**21**	0	0	0	0	**0**
15:45	to 16:00	20	0	0	0	**20**	7	0	0	0	**7**	0	0	0	0	**0**	11	0	0	0	**11**	17	0	2	0	**19**	0	0	0	0	**0**
16:00	to 16:15	18	0	0	1	**19**	6	0	0	0	**6**	0	0	0	0	**0**	9	1	0	0	**10**	11	0	0	0	**11**	0	0	0	0	**0**
16:15	to 16:30	24	1	0	0	**25**	6	1	0	0	**7**	0	0	0	0	**0**	3	0	0	0	**3**	28	0	0	0	**28**	0	0	0	0	**0**
16:30	to 16:45	21	0	0	0	**21**	3	0	0	0	**3**	1	0	0	0	**1**	11	0	0	0	**11**	11	0	0	0	**11**	0	0	0	0	**0**
16:45	to 17:00	24	0	0	0	**24**	4	0	0	0	**4**	0	0	0	0	**0**	9	0	0	0	**9**	13	0	0	0	**13**	0	0	0	0	**0**
17:00	to 17:15	17	0	0	0	**17**	6	0	0	1	**7**	0	0	0	0	**0**	7	0	0	0	**7**	12	0	0	0	**12**	0	0	0	0	**0**
17:15	to 17:30	18	1	0	0	**19**	4	0	0	0	**4**	0	0	0	0	**0**	6	1	0	0	**7**	21	0	0	0	**21**	0	0	0	0	**0**
17:30	to 17:45	22	0	0	0	**22**	5	0	0	0	**5**	0	0	0	0	**0**	12	1	0	0	**13**	22	0	0	0	**22**	0	0	0	0	**0**
17:45	to 18:00	17	0	0	0	**17**	10	0	0	0	**10**	0	0	0	0	**0**	13	0	0	0	**13**	21	0	0	0	**21**	0	0	0	0	**0**
18:00	to 18:15	27	0	0	0	**27**	10	0	0	0	**10**	0	0	0	0	**0**	12	0	0	0	**12**	33	1	0	0	**34**	0	0	0	0	**0**
18:15	to 18:30	35	0	0	0	**35**	11	0	0	1	**12**	0	0	0	0	**0**	11	0	0	0	**11**	28	0	0	0	**28**	0	0	0	0	**0**
PM Totals		**265**	**2**	**0**	**1**	**268**	**79**	**1**	**0**	**2**	**82**	**1**	**0**	**0**	**0**	**1**	**116**	**3**	**0**	**0**	**119**	**237**	**2**	**2**	**0**	**241**	**0**	**0**	**0**	**0**	**0**

Approach	Broomfield St															Crossing Pedestrians						
Direction	Direction 7 (Left Turn)					Direction 8 (Through)					Direction 9U (U Turn)											
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	A	B	C	D	E	F	Total
6:30 to 6:45	10	0	0	0	**10**	5	0	0	0	**5**	0	0	0	0	**0**	1	0	2	3	0	0	**6**
6:45 to 7:00	12	1	0	0	**13**	8	0	0	0	**8**	0	0	0	0	**0**	0	0	0	0	0	0	**0**
7:00 to 7:15	12	2	0	0	**14**	14	1	0	0	**15**	0	0	0	0	**0**	2	1	1	7	0	0	**11**
7:15 to 7:30	10	1	0	0	**11**	13	0	0	1	**14**	0	0	0	0	**0**	2	1	0	0	0	0	**3**
7:30 to 7:45	15	4	0	0	**19**	10	0	0	0	**10**	0	0	0	0	**0**	3	0	1	4	0	0	**8**
7:45 to 8:00	24	5	0	0	**29**	23	0	0	0	**23**	0	0	0	0	**0**	4	2	2	3	0	0	**11**
8:00 to 8:15	24	0	0	0	**24**	16	1	0	0	**17**	0	0	0	0	**0**	2	1	2	7	0	0	**13**
8:15 to 8:30	20	0	0	0	**20**	21	1	0	0	**22**	0	0	0	0	**0**	5	4	8	7	0	0	**24**
8:30 to 8:45	10	0	0	0	**10**	23	0	0	0	**23**	0	0	0	0	**0**	1	1	5	9	0	0	**16**
8:45 to 9:00	15	1	0	0	**16**	21	0	0	0	**21**	0	0	0	0	**0**	4	0	5	5	0	0	**14**
9:00 to 9:15	14	1	0	0	**15**	12	0	0	0	**12**	0	0	0	0	**0**	1	1	6	11	0	0	**19**
9:15 to 9:30	7	4	0	0	**11**	15	0	0	0	**15**	0	0	0	0	**0**	4	2	11	6	0	0	**23**
AM Totals	**173**	**19**	**0**	**0**	**192**	**181**	**3**	**0**	**1**	**185**	**0**	**0**	**0**	**0**	**0**	**10**	**13**	**63**	**62**	**0**	**0**	**148**
15:30 to 15:45	20	0	0	1	**21**	32	1	0	0	**33**	0	0	0	0	**0**	4	3	4	2	0	0	**13**
15:45 to 16:00	26	0	0	0	**26**	11	0	0	0	**11**	0	0	0	0	**0**	1	7	5	3	0	0	**16**
16:00 to 16:15	16	0	0	0	**16**	18	0	0	0	**18**	0	0	0	0	**0**	0	1	12	4	0	0	**17**
16:15 to 16:30	27	0	0	0	**27**	26	0	0	0	**26**	0	0	0	0	**0**	3	0	6	3	0	0	**12**
16:30 to 16:45	19	0	0	0	**19**	25	1	0	0	**26**	0	0	0	0	**0**	1	2	6	2	0	0	**11**
16:45 to 17:00	17	0	0	0	**17**	24	0	0	1	**25**	0	0	0	0	**0**	2	6	10	6	0	0	**24**
17:00 to 17:15	26	0	0	0	**26**	24	0	0	1	**25**	0	0	0	0	**0**	3	10	8	5	0	0	**26**
17:15 to 17:30	24	0	0	0	**24**	27	0	0	1	**28**	0	0	0	0	**0**	2	5	7	2	0	0	**16**
17:30 to 17:45	23	0	0	0	**23**	28	0	0	1	**29**	0	0	0	0	**0**	2	5	8	9	0	0	**24**
17:45 to 18:00	19	0	0	0	**19**	19	0	0	0	**19**	0	0	0	0	**0**	4	5	9	5	0	0	**23**
18:00 to 18:15	25	0	0	0	**25**	30	0	0	0	**30**	0	0	0	0	**0**	3	2	16	3	1	0	**25**
18:15 to 18:30	43	0	0	1	**44**	34	0	0	0	**34**	0	0	0	0	**0**	7	4	14	6	0	0	**31**
PM Totals	**285**	**0**	**0**	**2**	**287**	**298**	**2**	**0**	**4**	**304**	**0**	**0**	**0**	**0**	**0**	**32**	**50**	**105**	**50**	**1**	**0**	**238**

Job No. : N4541
Client : GHD
Suburb : Cabramatta
Location : 6. Broomfield St / Cabramatta Rd East

Day/Date : Tue, 23rd October 2018
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary

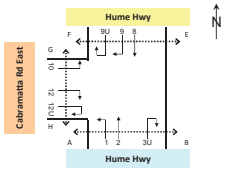


MATRIX Traffic and Transport Data

Approach	Broomfield St															Cabramatta Rd East										
Direction		Direction 2 (Through)					Direction 3 (Right Turn)					Direction 3U (U Turn)					Direction 4 (Left Turn)					Direction 6 (Right Turn)					Direction 6U (U Turn)				
Time Period		Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 7:30		50	0	0	0	**50**	9	1	0	0	**10**	0	0	0	0	**0**	56	0	0	0	**56**	91	1	0	0	**92**	0	0	0	0	**0**
6:45 to 7:45		52	1	0	0	**53**	10	1	0	0	**11**	0	0	0	0	**0**	74	0	0	0	**74**	96	1	0	0	**97**	0	0	0	0	**0**
7:00 to 8:00		68	2	0	0	**70**	16	1	0	0	**17**	0	0	0	0	**0**	101	0	0	1	**102**	118	1	0	0	**119**	0	0	0	0	**0**
7:15 to 8:15		79	2	0	0	**81**	21	0	0	0	**21**	0	0	0	0	**0**	92	0	0	1	**93**	139	0	1	0	**140**	0	0	0	0	**0**
7:30 to 8:30		98	2	0	0	**100**	22	0	0	0	**22**	0	0	0	0	**0**	78	0	0	1	**79**	139	0	3	0	**142**	0	0	0	0	**0**
7:45 to 8:45		112	1	1	0	**114**	22	0	0	0	**22**	0	0	0	0	**0**	64	0	0	1	**65**	134	1	4	0	**139**	0	0	0	0	**0**
8:00 to 9:00		103	0	1	0	**104**	19	0	0	0	**19**	0	0	0	0	**0**	36	0	0	0	**36**	104	1	4	0	**109**	0	0	0	0	**0**
8:15 to 9:15		98	0	1	0	**99**	14	0	0	0	**14**	1	0	0	0	**1**	38	1	0	0	**39**	89	1	4	0	**94**	0	0	0	0	**0**
8:30 to 9:30		84	1	1	0	**86**	13	1	0	0	**14**	1	0	0	0	**1**	53	1	0	0	**54**	76	1	3	0	**80**	0	0	0	0	**0**
AM Totals		**232**	**3**	**1**	**0**	**236**	**44**	**2**	**0**	**0**	**46**	**1**	**0**	**0**	**0**	**1**	**187**	**1**	**0**	**1**	**189**	**306**	**2**	**6**	**0**	**314**	**0**	**0**	**0**	**0**	**0**
15:30 to 16:30		84	1	0	1	**86**	26	1	0	0	**27**	0	0	0	0	**0**	35	1	0	0	**36**	76	1	2	0	**79**	0	0	0	0	**0**
15:45 to 16:45		83	1	0	1	**85**	22	1	0	0	**23**	1	0	0	0	**1**	34	1	0	0	**35**	67	0	2	0	**69**	0	0	0	0	**0**
16:00 to 17:00		87	1	0	1	**89**	19	1	0	0	**20**	1	0	0	0	**1**	32	1	0	0	**33**	63	0	0	0	**63**	0	0	0	0	**0**
16:15 to 17:15		86	1	0	0	**87**	19	1	0	1	**21**	1	0	0	0	**1**	30	0	0	0	**30**	64	0	0	0	**64**	0	0	0	0	**0**
16:30 to 17:30		80	1	0	0	**81**	17	0	0	1	**18**	1	0	0	0	**1**	33	1	0	0	**34**	57	0	0	0	**57**	0	0	0	0	**0**
16:45 to 17:45		81	1	0	0	**82**	19	0	0	1	**20**	0	0	0	0	**0**	34	2	0	0	**36**	68	0	0	0	**68**	0	0	0	0	**0**
17:00 to 18:00		74	1	0	0	**75**	25	0	0	1	**26**	0	0	0	0	**0**	38	2	0	0	**40**	76	0	0	0	**76**	0	0	0	0	**0**
17:15 to 18:15		84	1	0	0	**85**	29	0	0	0	**29**	0	0	0	0	**0**	43	2	0	0	**45**	97	1	0	0	**98**	0	0	0	0	**0**
17:30 to 18:30		101	0	0	0	**101**	36	0	0	1	**37**	0	0	0	0	**0**	48	1	0	0	**49**	104	1	0	0	**105**	0	0	0	0	**0**
PM Totals		**265**	**2**	**0**	**1**	**268**	**79**	**1**	**0**	**2**	**82**	**1**	**0**	**0**	**0**	**1**	**116**	**3**	**0**	**0**	**119**	**237**	**2**	**2**	**0**	**241**	**0**	**0**	**0**	**0**	**0**

Approach	Broomfield St															Crossing Pedestrians						
Direction	Direction 7 (Left Turn)					Direction 8 (Through)					Direction 9U (U Turn)											
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	A	B	C	D	E	F	Total
6:30 to 7:30	44	4	0	0	**48**	40	1	0	1	**42**	0	0	0	0	**0**	5	2	3	05	0	0	**20**
6:45 to 7:45	49	8	0	0	**57**	45	1	0	1	**47**	0	0	0	0	**0**	7	2	2	11	0	0	**22**
7:00 to 8:00	61	12	0	0	**73**	60	1	0	1	**62**	0	0	0	0	**0**	11	4	4	14	0	0	**33**
7:15 to 8:15	73	10	0	0	**83**	62	1	0	1	**64**	0	0	0	0	**0**	12	4	5	14	0	0	**35**
7:30 to 8:30	83	9	0	0	**92**	70	2	0	0	**72**	0	0	0	0	**0**	15	7	13	21	0	0	**56**
7:45 to 8:45	78	5	0	0	**83**	83	2	0	0	**85**	0	0	0	0	**0**	13	8	17	26	0	0	**64**
8:00 to 9:00	69	1	0	0	**70**	81	2	0	0	**83**	0	0	0	0	**0**	13	6	20	28	0	0	**67**
8:15 to 9:15	59	2	0	0	**61**	77	1	0	0	**78**	0	0	0	0	**0**	11	6	24	32	0	0	**73**
8:30 to 9:30	46	6	0	0	**52**	71	0	0	0	**71**	0	0	0	0	**0**	10	4	27	31	0	0	**72**
AM Totals	**173**	**19**	**0**	**0**	**192**	**181**	**3**	**0**	**1**	**185**	**0**	**0**	**0**	**0**	**0**	**30**	**13**	**43**	**62**	**0**	**0**	**148**
15:30 to 16:30	89	0	0	1	**90**	87	1	0	0	**88**	0	0	0	0	**0**	8	11	27	12	0	0	**58**
15:45 to 16:45	88	0	0	0	**88**	80	1	0	0	**81**	0	0	0	0	**0**	5	10	29	12	0	0	**56**
16:00 to 17:00	79	0	0	0	**79**	93	1	0	1	**95**	0	0	0	0	**0**	6	9	34	15	0	0	**64**
16:15 to 17:15	89	0	0	0	**89**	99	1	0	2	**102**	0	0	0	0	**0**	9	18	30	16	0	0	**73**
16:30 to 17:30	86	0	0	0	**86**	100	1	0	3	**104**	0	0	0	0	**0**	8	23	31	15	0	0	**77**
16:45 to 17:45	90	0	0	0	**90**	103	0	0	4	**107**	0	0	0	0	**0**	9	26	33	22	0	0	**90**
17:00 to 18:00	92	0	0	0	**92**	98	0	0	3	**101**	0	0	0	0	**0**	11	25	32	21	0	0	**89**
17:15 to 18:15	91	0	0	0	**91**	104	0	0	2	**106**	0	0	0	0	**0**	11	17	40	19	1	0	**88**
17:30 to 18:30	110	0	0	1	**111**	111	0	0	1	**112**	0	0	0	0	**0**	16	16	47	23	1	0	**103**
PM Totals	**285**	**0**	**0**	**2**	**287**	**298**	**2**	**0**	**4**	**304**	**0**	**0**	**0**	**0**	**0**	**32**	**50**	**105**	**50**	**1**	**0**	**238**

Job No.	: N4541
Client	: GHD
Suburb	: Cabramatta
Location	: 7. Hume Hwy / Cabramatta Rd East
Day/Date	: Tue, 23rd October 2018
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



MATRIX Traffic and Transport Data

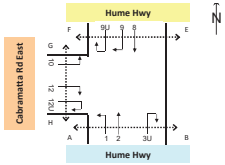
Classifications	Class 1	Class 2	Class 3	Class 4
	Lights	Heavies	Buses	Cyclists

Approach	Hume Hwy														
Direction	Direction 1 (Left Turn)					Direction 2 (Through)					Direction 3U (U Turn)				
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	13	1	0	0	**14**	412	32	3	0	**447**	0	0	0	0	**0**
6:45 to 7:00	19	0	0	0	**19**	434	34	1	0	**469**	0	0	0	0	**0**
7:00 to 7:15	13	1	0	0	**14**	368	24	2	0	**394**	0	0	0	0	**0**
7:15 to 7:30	15	0	0	0	**15**	512	25	1	0	**538**	0	0	0	0	**0**
7:30 to 7:45	22	1	0	0	**23**	445	24	0	0	**469**	0	0	0	0	**0**
7:45 to 8:00	27	2	0	0	**29**	422	14	2	0	**438**	0	0	0	0	**0**
8:00 to 8:15	31	1	1	0	**33**	398	35	1	0	**434**	0	0	0	0	**0**
8:15 to 8:30	30	0	0	0	**30**	390	20	2	0	**412**	0	0	0	0	**0**
8:30 to 8:45	33	2	1	0	**36**	374	45	1	0	**420**	0	0	0	0	**0**
8:45 to 9:00	18	2	0	0	**20**	307	20	2	0	**329**	0	0	0	0	**0**
9:00 to 9:15	27	1	0	0	**28**	372	31	3	0	**406**	0	0	0	0	**0**
9:15 to 9:30	30	0	0	0	**30**	272	28	3	0	**303**	0	0	0	0	**0**
AM Totals	**278**	**11**	**2**	**0**	291	**4,706**	**332**	**21**	**0**	5,059	**0**	**0**	**0**	**0**	0
15:30 to 15:45	41	2	0	0	**43**	311	0	0	0	**311**	0	0	0	0	**0**
15:45 to 16:00	43	2	1	0	**46**	335	16	1	0	**352**	0	0	0	0	**0**
16:00 to 16:15	35	0	1	0	**36**	274	13	2	0	**289**	0	0	0	0	**0**
16:15 to 16:30	39	2	0	0	**41**	340	8	0	0	**348**	0	0	0	0	**0**
16:30 to 16:45	48	0	0	0	**48**	317	16	1	0	**334**	0	0	0	0	**0**
16:45 to 17:00	62	1	1	0	**64**	316	24	1	0	**341**	0	0	0	0	**0**
17:00 to 17:15	66	1	0	0	**67**	356	10	0	0	**366**	0	0	0	0	**0**
17:15 to 17:30	33	0	0	0	**33**	311	8	2	0	**321**	0	0	0	0	**0**
17:30 to 17:45	41	0	0	0	**41**	278	13	0	0	**291**	0	0	0	0	**0**
17:45 to 18:00	54	0	0	0	**54**	315	11	1	0	**327**	0	0	0	0	**0**
18:00 to 18:15	53	2	0	0	**55**	257	10	0	0	**267**	0	0	0	0	**0**
18:15 to 18:30	35	1	0	0	**36**	236	7	0	0	**243**	0	0	0	0	**0**
PM Totals	**550**	**11**	**3**	**0**	564	**3,646**	**136**	**8**	**0**	3,790	**0**	**0**	**0**	**0**	0

Approach	Hume Hwy															Cabramatta Rd East															Crossing Pedestrians										
Direction	Direction 8 (Through)					Direction 9 (Right Turn)					Direction 9U (U Turn)					Direction 10 (Left Turn)					Direction 12 (Right Turn)					Direction 12U (U Turn)														
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	A	B	E	F	G	H	Total
6:30 to 6:45	275	13	1	0	**289**	49	6	0	0	**55**	0	0	0	0	**0**	136	9	0	0	**145**	83	2	0	0	**85**	0	0	0	0	**0**	0	0	0	0	0	0	**0**
6:45 to 7:00	256	26	1	0	**283**	41	10	1	0	**52**	0	0	0	0	**0**	126	9	0	0	**135**	49	2	0	0	**51**	0	0	0	0	**0**	0	0	0	0	0	0	**0**
7:00 to 7:15	247	25	1	0	**273**	59	7	0	0	**66**	0	0	0	0	**0**	147	3	1	0	**151**	57	2	1	0	**60**	0	0	0	0	**0**	0	0	0	0	0	0	**0**
7:15 to 7:30	286	17	1	0	**304**	51	5	0	0	**56**	0	0	0	0	**0**	120	4	0	0	**124**	53	2	0	0	**55**	0	0	0	0	**0**	0	0	0	0	0	0	**0**
7:30 to 7:45	249	25	3	0	**277**	57	6	0	0	**63**	0	0	0	0	**0**	153	4	0	0	**157**	77	4	0	0	**81**	0	0	0	0	**0**	0	2	0	0	0	0	**2**
7:45 to 8:00	286	14	3	0	**303**	69	6	0	0	**75**	0	0	0	0	**0**	150	3	0	0	**153**	75	1	0	0	**76**	0	0	0	0	**0**	0	1	0	0	0	0	**1**
8:00 to 8:15	304	25	2	0	**331**	85	12	1	0	**98**	0	0	0	0	**0**	125	4	0	0	**129**	66	0	0	0	**66**	0	0	0	0	**0**	0	0	0	0	0	0	**0**
8:15 to 8:30	302	18	1	0	**321**	92	4	0	0	**96**	0	0	0	0	**0**	118	4	0	0	**122**	79	3	0	0	**82**	0	0	0	0	**0**	1	0	0	0	0	0	**1**
8:30 to 8:45	298	19	0	0	**317**	97	2	0	0	**99**	0	0	0	0	**0**	131	2	0	0	**133**	87	4	0	1	**92**	0	0	0	0	**0**	0	4	0	0	1	0	**5**
8:45 to 9:00	289	28	3	0	**320**	105	2	0	0	**107**	0	0	0	0	**0**	155	5	0	0	**160**	72	3	0	0	**75**	0	0	0	0	**0**	2	0	0	0	0	0	**2**
9:00 to 9:15	274	31	0	0	**305**	82	8	1	0	**91**	0	0	0	0	**0**	89	2	0	0	**91**	67	1	0	0	**68**	0	0	0	0	**0**	0	0	0	0	0	0	**0**
9:15 to 9:30	201	40	0	0	**241**	89	8	0	0	**97**	0	0	0	0	**0**	122	11	1	0	**134**	69	2	0	0	**71**	0	0	0	0	**0**	0	0	0	0	0	0	**0**
AM Totals	**3,267**	**281**	**16**	**0**	3,564	**876**	**76**	**3**	**0**	955	**0**	**0**	**0**	**0**	0	**1,572**	**60**	**2**	**0**	1,634	**834**	**26**	**1**	**1**	862	**0**	**0**	**0**	**0**	0	**3**	**7**	**0**	**0**	**0**	**1**	**11**
15:30 to 15:45	396	26	1	0	**423**	135	3	0	0	**138**	0	0	0	0	**0**	98	6	1	0	**105**	93	3	0	0	**96**	0	0	0	0	**0**	1	2	0	0	0	1	**4**
15:45 to 16:00	369	24	1	0	**394**	152	3	0	0	**155**	0	0	0	0	**0**	119	8	0	0	**127**	113	0	1	0	**114**	0	0	0	0	**0**	0	2	0	0	0	1	**3**
16:00 to 16:15	414	23	1	0	**438**	152	4	0	0	**156**	0	0	0	0	**0**	93	3	0	0	**96**	88	1	0	0	**89**	0	0	0	0	**0**	0	3	0	0	0	0	**3**
16:15 to 16:30	365	25	0	0	**390**	174	8	0	0	**182**	0	0	0	0	**0**	110	3	0	0	**113**	110	3	0	0	**113**	0	0	0	0	**0**	0	0	0	0	0	0	**0**
16:30 to 16:45	427	23	0	0	**450**	158	6	0	0	**164**	0	0	0	0	**0**	95	2	0	0	**97**	82	2	0	0	**84**	0	0	0	0	**0**	0	1	0	0	0	0	**1**
16:45 to 17:00	381	18	0	0	**399**	168	5	0	0	**173**	0	0	0	0	**0**	86	3	0	0	**89**	78	1	1	0	**80**	0	0	0	0	**0**	1	0	0	0	0	0	**1**
17:00 to 17:15	424	29	0	0	**453**	187	7	0	0	**194**	0	0	0	0	**0**	101	5	0	0	**106**	117	2	0	0	**119**	0	0	0	0	**0**	0	1	0	0	1	0	**2**
17:15 to 17:30	420	16	0	0	**436**	163	4	0	0	**167**	0	0	0	0	**0**	111	1	0	0	**112**	78	4	0	0	**82**	0	0	0	0	**0**	2	0	0	1	0	3	**6**
17:30 to 17:45	386	16	0	0	**402**	179	5	1	0	**185**	0	0	0	0	**0**	104	1	0	0	**105**	81	2	0	0	**83**	0	0	0	0	**0**	1	3	0	0	0	0	**4**
17:45 to 18:00	387	22	0	0	**409**	158	5	0	0	**163**	0	0	0	0	**0**	104	1	0	0	**105**	73	0	0	0	**73**	0	0	0	0	**0**	2	1	0	0	0	0	**3**
18:00 to 18:15	297	21	0	0	**318**	171	5	0	0	**176**	1	0	0	0	**1**	101	1	0	0	**102**	95	2	0	0	**97**	0	0	0	0	**0**	0	3	0	0	0	0	**3**
18:15 to 18:30	290	13	0	0	**303**	123	1	0	0	**124**	0	0	0	0	**0**	105	1	0	0	**106**	109	1	0	0	**110**	0	0	0	0	**0**	0	0	0	0	0	0	**0**
PM Totals	**4,556**	**256**	**3**	**0**	4,815	**1,920**	**56**	**1**	**0**	1,977	**1**	**0**	**0**	**0**	1	**1,227**	**35**	**1**	**0**	1,263	**1,117**	**21**	**2**	**0**	1,140	**0**	**0**	**0**	**0**	0	**7**	**16**	**0**	**1**	**1**	**5**	**30**

Job No. : N4541
Client : GHD
Suburb : Cabramatta
Location : 7. Hume Hwy / Cabramatta Rd East

Day/Date : Tue, 23rd October 2018
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



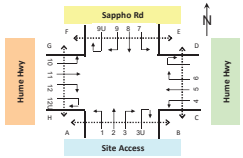
MATRIX Traffic and Transport Data

Approach	Hume Hwy														
Direction	Direction 1 (Left Turn)					Direction 2 (Through)					Direction 3U (U Turn)				
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 7:30	60	2	0	0	62	1,726	115	7	0	1,848	0	0	0	0	0
6:45 to 7:45	69	2	0	0	71	1,759	107	4	0	1,870	0	0	0	0	0
7:00 to 8:00	77	4	0	0	81	1,747	87	5	0	1,839	0	0	0	0	0
7:15 to 8:15	95	4	1	0	100	1,777	98	4	0	1,879	0	0	0	0	0
7:30 to 8:30	110	4	1	0	115	1,655	93	5	0	1,753	0	0	0	0	0
7:45 to 8:45	121	5	2	0	128	1,584	114	6	0	1,704	0	0	0	0	0
8:00 to 9:00	112	5	2	0	119	1,469	120	6	0	1,595	0	0	0	0	0
8:15 to 9:15	108	5	1	0	114	1,443	116	8	0	1,567	0	0	0	0	0
8:30 to 9:30	108	5	1	0	114	1,325	124	9	0	1,458	0	0	0	0	0
AM Totals	**278**	**11**	**2**	**0**	**291**	**4,706**	**332**	**21**	**0**	**5,059**	**0**	**0**	**0**	**0**	**0**
15:30 to 16:30	158	6	2	0	166	1,260	37	3	0	1,300	0	0	0	0	0
15:45 to 16:45	165	4	2	0	171	1,266	53	4	0	1,323	0	0	0	0	0
16:00 to 17:00	184	3	2	0	189	1,247	61	4	0	1,312	0	0	0	0	0
16:15 to 17:15	215	4	1	0	220	1,329	58	2	0	1,389	0	0	0	0	0
16:30 to 17:30	209	2	1	0	212	1,300	58	4	0	1,362	0	0	0	0	0
16:45 to 17:45	202	2	1	0	205	1,261	55	3	0	1,319	0	0	0	0	0
17:00 to 18:00	194	1	0	0	195	1,260	42	3	0	1,305	0	0	0	0	0
17:15 to 18:15	181	2	0	0	183	1,161	42	3	0	1,206	0	0	0	0	0
17:30 to 18:30	183	3	0	0	186	1,086	41	1	0	1,128	0	0	0	0	0
PM Totals	**550**	**11**	**3**	**0**	**564**	**3,646**	**136**	**8**	**0**	**3,790**	**0**	**0**	**0**	**0**	**0**

Approach	Hume Hwy															Cabramatta Rd East															Crossing Pedestrians									
Direction	Direction 8 (Through)					Direction 9 (Right Turn)					Direction 9U (U Turn)					Direction 10 (Left Turn)					Direction 12 (Right Turn)					Direction 12U (U Turn)													
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	A	B		E	F	G	H	Total
6:30 to 7:30	1,064	81	4	0	1,149	200	28	1	0	229	0	0	0	0	0	529	25	1	0	555	242	8	1	0	251	0	0	0	0	0	0	0		0	0	0	0	0
6:45 to 7:45	1,038	93	6	0	1,137	208	28	1	0	237	0	0	0	0	0	546	20	1	0	567	236	10	1	0	247	0	0	0	0	0	0	2		0	0	0	0	2
7:00 to 8:00	1,068	81	8	0	1,157	236	24	0	0	260	0	0	0	0	0	570	14	1	0	585	262	9	1	0	272	0	0	0	0	0	0	3		0	0	0	0	3
7:15 to 8:15	1,125	81	9	0	1,215	262	29	1	0	292	0	0	0	0	0	548	15	0	0	563	271	7	0	0	278	0	0	0	0	0	0	3		0	0	0	0	3
7:30 to 8:30	1,141	82	9	0	1,232	303	28	1	0	332	0	0	0	0	0	546	15	0	0	561	297	8	0	0	305	0	0	0	0	0	1	3		0	0	0	0	4
7:45 to 8:45	1,190	76	6	0	1,272	343	24	1	0	368	0	0	0	0	0	524	13	0	0	537	307	8	0	1	316	0	0	0	0	0	1	5		0	0	0	1	7
8:00 to 9:00	1,193	90	6	0	1,289	379	20	1	0	400	0	0	0	0	0	529	15	0	0	544	304	10	0	1	315	0	0	0	0	0	3	4		0	0	0	1	8
8:15 to 9:15	1,163	96	4	0	1,263	376	16	1	0	393	0	0	0	0	0	493	13	0	0	506	305	11	0	1	317	0	0	0	0	0	3	4		0	0	0	1	8
8:30 to 9:30	1,062	118	3	0	1,183	373	20	1	0	394	0	0	0	0	0	497	20	1	0	518	295	10	0	1	306	0	0	0	0	0	2	4		0	0	0	1	7
AM Totals	**3,267**	**281**	**16**	**0**	**3,564**	**876**	**76**	**3**	**0**	**955**	**0**	**0**	**0**	**0**	**0**	**1,572**	**60**	**2**	**0**	**1,634**	**834**	**26**	**1**	**1**	**862**	**0**	**0**	**0**	**0**	**0**	**3**	**7**		**0**	**0**	**0**	**1**	**11**
15:30 to 16:30	1,544	98	3	0	1,645	613	18	0	0	631	0	0	0	0	0	420	20	1	0	441	404	7	1	0	412	0	0	0	0	0	1	7		0	0	0	2	10
15:45 to 16:45	1,575	95	2	0	1,672	636	21	0	0	657	0	0	0	0	0	417	16	0	0	433	393	6	1	0	400	0	0	0	0	0	0	6		0	0	0	1	7
16:00 to 17:00	1,587	89	1	0	1,677	652	23	0	0	675	0	0	0	0	0	384	11	0	0	395	358	7	1	0	366	0	0	0	0	0	1	4		0	0	0	0	5
16:15 to 17:15	1,597	95	0	0	1,692	687	26	0	0	713	0	0	0	0	0	392	13	0	0	405	387	8	1	0	396	0	0	0	0	0	1	2		0	0	1	0	4
16:30 to 17:30	1,652	86	0	0	1,738	676	22	0	0	698	0	0	0	0	0	393	11	0	0	404	355	9	1	0	365	0	0	0	0	0	3	2		0	1	1	3	10
16:45 to 17:45	1,611	79	0	0	1,690	697	21	1	0	719	0	0	0	0	0	402	10	0	0	412	354	9	1	0	364	0	0	0	0	0	4	4		0	1	1	3	13
17:00 to 18:00	1,617	83	0	0	1,700	687	21	1	0	709	0	0	0	0	0	420	8	0	0	428	349	8	0	0	357	0	0	0	0	0	5	5		0	1	1	3	15
17:15 to 18:15	1,490	75	0	0	1,565	671	19	1	0	691	1	0	0	0	1	420	4	0	0	424	327	8	0	0	335	0	0	0	0	0	5	7		0	1	0	3	16
17:30 to 18:30	1,360	72	0	0	1,432	631	16	1	0	648	1	0	0	0	1	414	4	0	0	418	358	5	0	0	363	0	0	0	0	0	3	7		0	0	0	0	10
PM Totals	**4,556**	**256**	**3**	**0**	**4,815**	**1,920**	**56**	**1**	**0**	**1,977**	**1**	**0**	**0**	**0**	**1**	**1,227**	**35**	**1**	**0**	**1,263**	**1,117**	**21**	**2**	**0**	**1,140**	**0**	**0**	**0**	**0**	**0**	**7**	**16**		**0**	**1**	**1**	**5**	**30**

Job No.	: N4644
Client	: GHD
Suburb	: Cabramatta Part 2
Location	: 1. Sappho Rd / Hume Hwy
Day/Date	: Thursday, 22nd November 2018
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2	Class 3	Class 4
Classifications	Lights	Heavies	Buses	Cyclists



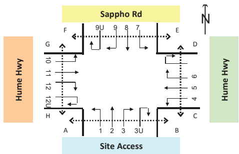
MATRIX Traffic and Transport Data

Approach	Site Access																				Hume Hwy																			
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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 6:45	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	344	23	1	0	**368**	2	0	0	0	**2**	0	0	0	0	**0**
6:45 to 7:00	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	297	29	2	0	**328**	8	2	0	0	**10**	0	0	0	0	**0**
7:00 to 7:15	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	270	24	0	0	**294**	11	0	0	0	**11**	0	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	0	0	0	**0**	0	0	0	0	**0**	337	23	2	1	**363**	13	1	0	0	**14**	0	0	0	0	**0**
7:30 to 7:45	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	376	24	2	0	**402**	12	0	0	0	**12**	0	0	0	0	**0**
7:45 to 8:00	2	0	0	0	**2**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	386	22	5	0	**413**	15	1	0	0	**16**	0	0	0	0	**0**
8:00 to 8:15	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	392	25	2	0	**419**	7	0	0	0	**7**	0	0	0	0	**0**
8:15 to 8:30	4	0	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	371	12	2	0	**385**	7	1	0	0	**8**	0	0	0	0	**0**
8:30 to 8:45	2	0	0	0	**2**	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	364	33	3	1	**401**	11	0	0	0	**11**	0	0	0	0	**0**
8:45 to 9:00	2	0	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	342	32	0	0	**374**	11	1	0	0	**12**	0	0	0	0	**0**
9:00 to 9:15	3	0	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	330	26	3	0	**359**	12	0	0	0	**12**	0	0	0	0	**0**
9:15 to 9:30	1	1	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	278	31	1	0	**310**	15	1	0	0	**16**	0	0	0	0	**0**
AM Totals	**15**	**2**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**4,087**	**304**	**23**	**2**	**4,416**	**124**	**7**	**0**	**0**	**131**	**0**	**0**	**0**	**0**	**0**
15:30 to 15:45	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	349	19	3	0	**371**	25	0	0	0	**25**	0	0	0	0	**0**
15:45 to 16:00	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	381	17	1	0	**399**	9	0	0	0	**9**	2	0	0	0	**2**
16:00 to 16:15	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	384	18	3	0	**405**	12	0	0	0	**12**	0	0	0	0	**0**
16:15 to 16:30	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	408	29	1	0	**438**	16	0	0	0	**16**	0	0	0	0	**0**
16:30 to 16:45	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	403	31	1	0	**435**	19	2	0	0	**21**	0	0	0	0	**0**
16:45 to 17:00	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	460	21	1	0	**482**	13	0	0	0	**13**	0	0	0	0	**0**
17:00 to 17:15	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	471	19	3	0	**493**	16	0	0	0	**16**	0	0	0	0	**0**
17:15 to 17:30	1	0	0	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	393	21	1	0	**415**	16	0	0	0	**16**	0	0	0	0	**0**
17:30 to 17:45	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	391	18	0	0	**409**	10	0	0	0	**10**	0	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	0	0	0	**0**	0	0	0	0	**0**	424	20	1	0	**445**	14	0	0	0	**14**	0	0	0	0	**0**
18:00 to 18:15	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	490	24	0	0	**514**	18	1	0	0	**19**	0	0	0	0	**0**
18:15 to 18:30	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	415	22	0	0	**437**	14	0	0	0	**14**	0	0	0	0	**0**
PM Totals	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4,969**	**259**	**15**	**0**	**5,243**	**182**	**3**	**0**	**0**	**185**	**2**	**0**	**0**	**0**	**2**

Approach	Sappho Rd																				Hume Hwy																				Crossing Pedestrians								
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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	A	B	C	D	E	F	G	H	Total
6:30 to 6:45	2	0	0	0	**2**	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	15	1	0	0	**16**	433	23	4	0	**460**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	1	0	0	0	0	**2**
6:45 to 7:00	2	0	0	0	**2**	0	0	0	0	**0**	3	1	0	0	**4**	0	0	0	0	**0**	31	0	0	0	**31**	420	24	0	0	**444**	0	0	0	0	**0**	1	0	0	0	**1**	2	0	1	0	0	0	0	0	**3**
7:00 to 7:15	5	1	0	0	**6**	0	0	0	0	**0**	5	0	0	0	**5**	0	0	0	0	**0**	31	3	0	0	**34**	488	22	1	0	**511**	3	0	0	0	**3**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**
7:15 to 7:30	2	1	0	0	**3**	0	0	0	0	**0**	1	1	0	0	**2**	0	0	0	0	**0**	30	1	0	0	**31**	475	22	0	0	**497**	2	1	0	0	**3**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**
7:30 to 7:45	5	2	0	0	**7**	0	0	0	0	**0**	8	0	0	0	**8**	0	0	0	0	**0**	30	2	0	0	**32**	453	27	2	0	**482**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	1	0	0	0	0	**1**
7:45 to 8:00	1	0	0	0	**1**	0	0	0	0	**0**	5	1	0	0	**6**	0	0	0	0	**0**	51	1	0	0	**52**	481	29	1	0	**511**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	2	0	0	0	**2**
8:00 to 8:15	5	0	0	0	**5**	0	0	0	0	**0**	5	1	0	0	**6**	0	0	0	0	**0**	39	1	0	0	**40**	452	29	0	0	**481**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	1	0	0	0	0	**1**
8:15 to 8:30	4	0	0	0	**4**	0	0	0	0	**0**	6	1	0	0	**7**	0	0	0	0	**0**	34	1	0	0	**35**	490	23	3	0	**516**	3	0	0	0	**3**	0	0	0	0	**0**	0	0	0	1	0	0	0	0	**1**
8:30 to 8:45	12	1	0	0	**13**	0	0	0	0	**0**	6	0	0	0	**6**	0	0	0	0	**0**	25	2	0	0	**27**	451	26	2	0	**479**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	1	0	0	0	0	0	**2**
8:45 to 9:00	3	1	0	0	**4**	0	0	0	0	**0**	6	4	0	0	**10**	0	0	0	0	**0**	39	0	0	0	**39**	481	47	3	0	**531**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	1	0	0	0	0	**2**
9:00 to 9:15	15	0	0	0	**15**	0	0	0	0	**0**	10	1	0	0	**11**	0	0	0	0	**0**	33	2	0	0	**35**	385	39	4	0	**428**	1	0	0	0	**1**	0	0	0	0	**0**	2	0	1	0	2	0	0	0	**5**
9:15 to 9:30	14	0	0	0	**14**	0	0	0	0	**0**	16	1	0	0	**17**	0	0	0	0	**0**	31	5	0	0	**36**	381	36	1	0	**418**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**
AM Totals	**70**	**6**	**0**	**0**	**76**	**0**	**0**	**0**	**0**	**0**	**73**	**11**	**0**	**0**	**84**	**0**	**0**	**0**	**0**	**0**	**389**	**19**	**0**	**0**	**408**	**5,390**	**347**	**21**	**0**	**5,758**	**9**	**1**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**1**	**6**	**2**	**4**	**4**	**4**	**0**	**0**	**0**	**20**
15:30 to 15:45	25	0	0	0	**25**	0	0	0	0	**0**	30	2	0	0	**32**	0	0	0	0	**0**	42	0	0	0	**42**	415	18	1	0	**434**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	1	0	0	**1**
15:45 to 16:00	18	0	0	0	**18**	0	0	0	0	**0**	36	0	0	0	**36**	0	0	0	0	**0**	42	0	0	0	**42**	439	20	1	0	**460**	1	0	0	0	**1**	0	0	0	0	**0**	2	0	3	0	0	0	0	0	**5**
16:00 to 16:15	29	1	0	0	**30**	0	0	0	0	**0**	39	0	0	0	**39**	0	0	0	0	**0**	38	1	0	0	**39**	402	19	2	0	**423**	0	0	0	0	**0**	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**
16:15 to 16:30	33	0	0	0	**33**	0	0	0	0	**0**	35	0	0	0	**35**	0	0	0	0	**0**	23	1	0	0	**24**	387	13	3	0	**403**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	1	0	0	0	0	0	**2**
16:30 to 16:45	33	0	0	0	**33**	0	0	0	0	**0**	36	3	0	0	**39**	0	0	0	0	**0**	43	2	0	0	**45**	386	11	1	0	**398**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:45 to 17:00	32	0	0	0	**32**	0	0	0	0	**0**	32	1	0	0	**33**	0	0	0	0	**0**	32	0	0	0	**32**	404	16	1	0	**421**	0	0	0	0	**0**	0	0	0	0	**0**	2	0	1	0	0	0	0	0	**3**
17:00 to 17:15	26	1	0	0	**27**	0	0	0	0	**0**	50	0	0	0	**50**	0	0	0	0	**0**	21	0	0	0	**21**	431	14	1	0	**446**	0	0	0	0	**0**	0	0	0	0	**0**	2	0	2	0	0	1	0	0	**5**
17:15 to 17:30	32	2	0	0	**34**	0	0	0	0	**0**	26	1	0	1	**28**	0	0	0	0	**0**	31	2	0	0	**33**	483	11	1	0	**495**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**
17:30 to 17:45	27	1	0	0	**28**	0	0	0	0	**0**	39	0	0	0	**39**	0	0	0	0	**0**	32	1	0	0	**33**	377	11	0	0	**388**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	1	0	0	**1**
17:45 to 18:00	22	0	0	0	**22**	0	0	0	0	**0**	25	0	0	0	**25**	0	0	0	0	**0**	35	0	0	0	**35**	398	8	1	0	**407**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	2	0	0	0	**2**
18:00 to 18:15	16	0	0	0	**16**	0	0	0	0	**0**	23	1	0	0	**24**	0	0	0	0	**0**	35	2	0	0	**37**	391	8	0	0	**399**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**
18:15 to 18:30	15	1	0	0	**16**	0	0	0	0	**0**	37	1	0	0	**38**	0	0	0	0	**0**	24	0	0	0	**24**	311	7	1	0	**319**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**
PM Totals	**308**	**6**	**0**	**0**	**314**	**0**	**0**	**0**	**0**	**0**	**408**	**9**	**0**	**1**	**418**	**0**	**0**	**0**	**0**	**0**	**398**	**9**	**0**	**0**	**407**	**4,824**	**156**	**13**	**0**	**4,993**	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**7**	**0**	**2**	**3**	**0**	**0**	**21**

Job No. : N4644
Client : GHD
Suburb : Cabramatta Part 2
Location : 1. Sappho Rd / Hume Hwy

Day/Date : Thursday, 22nd November 2018
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



Approach	Site Access																			
Direction	Direction 1 (Left Turn)					Direction 2 (Through)					Direction 3 (Right Turn)					Direction 3U (U Turn)				
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 8:00	2	1	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
7:15 to 8:15	3	1	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
7:30 to 8:30	7	1	0	0	8	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
7:45 to 8:45	9	0	0	0	9	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
8:00 to 9:00	9	0	0	0	9	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
8:15 to 9:15	11	0	0	0	11	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
8:30 to 9:30	8	1	0	0	9	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1
AM Totals	15	2	0	0	17	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1
15:30 to 16:30	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
15:45 to 16:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
16:00 to 17:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
16:15 to 17:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
16:30 to 17:30	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
16:45 to 17:45	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
17:00 to 18:00	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
17:15 to 18:15	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
17:30 to 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Totals	1	0	0	0	1	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0

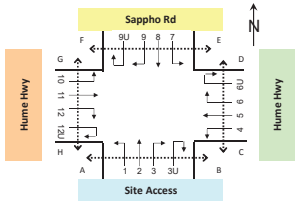
Approach	Hume Hwy																			
Direction	Direction 4 (Left Turn)					Direction 5 (Through)					Direction 6 (Right Turn)					Direction 6U (U Turn)				
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 7:30	0	0	0	0	0	1,248	99	5	1	1,353	34	3	0	0	37	0	0	0	0	0
6:45 to 7:45	0	0	0	0	0	1,280	100	6	1	1,387	44	3	0	0	47	0	0	0	0	0
7:00 to 8:00	0	0	0	0	0	1,369	93	9	1	1,472	51	2	0	0	53	0	0	0	0	0
7:15 to 8:15	0	0	0	0	0	1,491	94	11	1	1,597	47	2	0	0	49	0	0	0	0	0
7:30 to 8:30	1	0	0	0	1	1,525	83	11	0	1,619	41	2	0	0	43	0	0	0	0	0
7:45 to 8:45	1	0	0	0	1	1,513	92	12	1	1,618	40	2	0	0	42	0	0	0	0	0
8:00 to 9:00	1	0	0	0	1	1,469	102	7	1	1,579	36	2	0	0	38	0	0	0	0	0
8:15 to 9:15	2	0	0	0	2	1,407	103	8	1	1,519	41	2	0	0	43	0	0	0	0	0
8:30 to 9:30	1	0	0	0	1	1,314	122	7	1	1,444	49	2	0	0	51	0	0	0	0	0
AM Totals	2	0	0	0	2	4,087	304	23	2	4,416	124	7	0	0	131	0	0	0	0	0
15:30 to 16:30	0	0	0	0	0	1,522	83	8	0	1,613	62	0	0	0	62	2	0	0	0	2
15:45 to 16:45	0	0	0	0	0	1,576	95	6	0	1,677	56	2	0	0	58	2	0	0	0	2
16:00 to 17:00	0	0	0	0	0	1,655	99	6	0	1,760	60	2	0	0	62	0	0	0	0	0
16:15 to 17:15	0	0	0	0	0	1,742	100	6	0	1,848	64	2	0	0	66	0	0	0	0	0
16:30 to 17:30	0	0	0	0	0	1,727	92	6	0	1,825	64	2	0	0	66	0	0	0	0	0
16:45 to 17:45	0	0	0	0	0	1,715	79	5	0	1,799	55	0	0	0	55	0	0	0	0	0
17:00 to 18:00	0	0	0	0	0	1,679	78	5	0	1,762	56	0	0	0	56	0	0	0	0	0
17:15 to 18:15	0	0	0	0	0	1,698	83	2	0	1,783	58	1	0	0	59	0	0	0	0	0
17:30 to 18:30	0	0	0	0	0	1,720	84	1	0	1,805	56	1	0	0	57	0	0	0	0	0
PM Totals	0	0	0	0	0	4,969	259	15	0	5,243	182	3	0	0	185	2	0	0	0	2

Approach	Sappho Rd																			
Direction	Direction 7 (Left Turn)					Direction 8 (Through)					Direction 9 (Right Turn)					Direction 9U (U Turn)				
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 7:30	11	2	0	0	13	0	0	0	0	0	11	2	0	0	13	0	0	0	0	0
6:45 to 7:45	14	4	0	0	18	0	0	0	0	0	17	2	0	0	19	0	0	0	0	0
7:00 to 8:00	13	4	0	0	17	0	0	0	0	0	19	2	0	0	21	0	0	0	0	0
7:15 to 8:15	13	3	0	0	16	0	0	0	0	0	19	3	0	0	22	0	0	0	0	0
7:30 to 8:30	15	2	0	0	17	0	0	0	0	0	24	3	0	0	27	0	0	0	0	0
7:45 to 8:45	22	1	0	0	23	0	0	0	0	0	22	3	0	0	25	0	0	0	0	0
8:00 to 9:00	24	2	0	0	26	0	0	0	0	0	23	6	0	0	29	0	0	0	0	0
8:15 to 9:15	34	2	0	0	36	0	0	0	0	0	28	6	0	0	34	0	0	0	0	0
8:30 to 9:30	44	2	0	0	46	0	0	0	0	0	38	6	0	0	44	0	0	0	0	0
AM Totals	70	6	0	0	76	0	0	0	0	0	73	11	0	0	84	0	0	0	0	0
15:30 to 16:30	105	1	0	0	106	0	0	0	0	0	140	2	0	0	142	0	0	0	0	0
15:45 to 16:45	113	1	0	0	114	0	0	0	0	0	146	3	0	0	149	0	0	0	0	0
16:00 to 17:00	127	1	0	0	128	0	0	0	0	0	142	4	0	0	146	0	0	0	0	0
16:15 to 17:15	124	1	0	0	125	0	0	0	0	0	153	4	0	0	157	0	0	0	0	0
16:30 to 17:30	123	3	0	0	126	0	0	0	0	0	144	5	0	1	150	0	0	0	0	0
16:45 to 17:45	117	4	0	0	121	0	0	0	0	0	147	2	0	1	150	0	0	0	0	0
17:00 to 18:00	107	4	0	0	111	0	0	0	0	0	140	1	0	1	142	0	0	0	0	0
17:15 to 18:15	97	3	0	0	100	0	0	0	0	0	113	2	0	1	116	0	0	0	0	0
17:30 to 18:30	80	2	0	0	82	0	0	0	0	0	124	2	0	0	126	0	0	0	0	0
PM Totals	308	6	0	0	314	0	0	0	0	0	408	9	0	1	418	0	0	0	0	0

Approach	Hume Hwy																			
Direction	Direction 10 (Left Turn)					Direction 11 (Through)					Direction 12 (Right Turn)					Direction 12U (U Turn)				
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
6:30 to 7:30	107	5	0	0	112	1,816	91	5	0	1,912	5	1	0	0	6	1	0	0	0	1
6:45 to 7:45	122	6	0	0	128	1,836	95	3	0	1,934	5	1	0	0	6	1	0	0	0	1
7:00 to 8:00	142	7	0	0	149	1,897	100	4	0	2,001	5	1	0	0	6	0	0	0	0	0
7:15 to 8:15	150	5	0	0	155	1,861	107	3	0	1,971	2	1	0	0	3	0	0	0	0	0
7:30 to 8:30	154	5	0	0	159	1,876	108	6	0	1,990	3	0	0	0	3	0	0	0	0	0
7:45 to 8:45	149	5	0	0	154	1,874	107	6	0	1,987	3	0	0	0	3	0	0	0	0	0
8:00 to 9:00	137	4	0	0	141	1,874	125	8	0	2,007	3	0	0	0	3	0	0	0	0	0
8:15 to 9:15	131	5	0	0	136	1,807	135	12	0	1,954	4	0	0	0	4	0	0	0	0	0
8:30 to 9:30	128	9	0	0	137	1,698	148	10	0	1,856	1	0	0	0	1	0	0	0	0	0
AM Totals	389	19	0	0	408	5,390	347	21	0	5,758	9	1	0	0	10	1	0	0	0	1
15:30 to 16:30	145	2	0	0	147	1,643	70	7	0	1,720	1	0	0	0	1	0	0	0	0	0
15:45 to 16:45	146	4	0	0	150	1,614	63	7	0	1,684	2	0	0	0	2	0	0	0	0	0
16:00 to 17:00	136	4	0	0	140	1,579	59	7	0	1,645	1	0	0	0	1	0	0	0	0	0
16:15 to 17:15	119	3	0	0	122	1,608	54	6	0	1,668	1	0	0	0	1	0	0	0	0	0
16:30 to 17:30	127	4	0	0	131	1,704	52	4	0	1,760	1	1	0	0	2	0	0	0	0	0
16:45 to 17:45	116	3	0	0	119	1,695	52	3	0	1,750	0	1	0	0	1	0	0	0	0	0
17:00 to 18:00	119	3	0	0	122	1,689	44	3	0	1,736	0	1	0	0	1	0	0	0	0	0
17:15 to 18:15	133	5	0	0	138	1,649	38	2	0	1,689	0	1	0	0	1	0	0	0	0	0
17:30 to 18:30	126	3	0	0	129	1,477	34	2	0	1,513	0	0	0	0	0	0	0	0	0	0
PM Totals	398	9	0	0	407	4,824	156	13	0	4,993	2	1	0	0	3	0	0	0	0	0

Crossing Pedestrians									
Time Period	A	B	C	D	E	F	G	H	Total
6:30 to 7:30	2	1	1	1	0	0	0	0	5
6:45 to 7:45	2	0	1	1	0	0	0	0	4
7:00 to 8:00	0	0	0	1	2	0	0	0	3
7:15 to 8:15	0	0	1	1	2	0	0	0	4
7:30 to 8:30	0	0	1	2	2	0	0	0	5
7:45 to 8:45	1	0	2	1	2	0	0	0	6
8:00 to 9:00	1	1	2	2	0	0	0	0	6
8:15 to 9:15	3	1	2	2	2	0	0	0	10
8:30 to 9:30	4	1	2	1	2	0	0	0	10
AM Totals	6	2	4	4	4	0	0	0	20
15:30 to 16:30	5	0	4	0	0	1	0	0	10
15:45 to 16:45	5	0	4	0	0	0	0	0	9
16:00 to 17:00	5	0	2	0	0	0	0	0	7
16:15 to 17:15	5	0	4	0	0	1	0	0	10
16:30 to 17:30	4	0	3	0	0	1	0	0	8
16:45 to 17:45	4	0	3	0	0	2	0	0	9
17:00 to 18:00	2	0	2	0	2	2	0	0	8
17:15 to 18:15	0	0	0	0	2	1	0	0	3
17:30 to 18:30	0	0	0	0	2	1	0	0	3
PM Totals	9	0	7	0	2	3	0	0	21

Job No.	: N4644
Client	: GHD
Suburb	: Cabramatta Part 2
Location	: 1. Sappho Rd / Hume Hwy
Day/Date	: Saturday, 24th November 2018
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



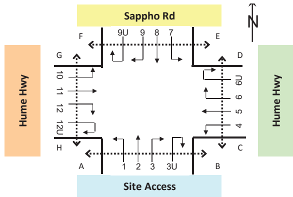
MATRIX Traffic and Transport Data

Classifications	**Class 1**	**Class 2**	**Class 3**	**Class 4**
	Lights	Heavies	Buses	Cyclists

Approach	**Site Access**																					**Hume Hwy**										
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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
11:30 to 11:45	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	2	0	0	0	**2**	282	6	0	0	**288**	25	0	0	0	**25**	0	0	0	0	**0**
11:45 to 12:00	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	319	7	1	0	**327**	25	1	0	0	**26**	0	0	0	0	**0**
12:00 to 12:15	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	332	5	0	0	**337**	31	0	0	0	**31**	0	0	0	0	**0**
12:15 to 12:30	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	308	11	0	0	**319**	32	0	0	0	**32**	0	0	0	0	**0**
12:30 to 12:45	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	353	6	0	0	**359**	36	1	0	0	**37**	0	0	0	0	**0**
12:45 to 13:00	2	0	0	0	**2**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	375	9	2	0	**386**	41	0	0	0	**41**	0	0	0	0	**0**
13:00 to 13:15	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	358	9	0	0	**367**	30	0	0	0	**30**	0	0	0	0	**0**
13:15 to 13:30	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	375	5	0	0	**380**	26	0	0	0	**26**	0	0	0	0	**0**
13:30 to 13:45	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	380	10	0	0	**390**	28	0	0	0	**28**	0	0	0	0	**0**
13:45 to 14:00	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	397	9	1	0	**407**	27	0	0	0	**27**	0	0	0	0	**0**
14:00 to 14:15	0	0	0	0	**0**	2	0	0	0	**2**	1	1	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	362	10	0	0	**372**	29	0	0	0	**29**	1	0	0	0	**1**
14:15 to 14:30	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	410	8	0	0	**418**	25	0	0	0	**25**	0	0	0	0	**0**
Total	**5**	**3**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**2**	**1**	**3**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**5**	**4,251**	**95**	**4**	**0**	**4,350**	**355**	**2**	**0**	**0**	**357**	**1**	**0**	**0**	**0**	**1**

Approach	**Sappho Rd**																					**Hume Hwy**											**Crossing Pedestrians**								
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	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	A	B	C	D	E	F	G	H	Total
11:30 to 11:45	33	0	0	0	**33**	0	0	0	0	**0**	45	1	0	0	**46**	0	0	0	0	**0**	58	0	0	0	**58**	352	5	0	0	**357**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	3	0	0	0	**3**
11:45 to 12:00	33	0	0	0	**33**	0	0	0	0	**0**	57	0	0	0	**57**	0	0	0	0	**0**	68	0	0	0	**68**	384	7	1	0	**392**	0	1	0	0	**1**	0	0	0	0	**0**	0	1	1	2	1	0	0	0	**5**
12:00 to 12:15	26	0	0	0	**26**	0	0	0	0	**0**	55	1	0	0	**56**	0	0	0	0	**0**	68	0	0	0	**68**	392	13	0	0	**405**	0	1	0	0	**1**	0	0	0	0	**0**	2	0	2	0	0	2	0	0	**6**
12:15 to 12:30	44	1	0	0	**45**	0	0	0	0	**0**	60	0	0	0	**60**	0	0	0	0	**0**	88	0	0	0	**88**	378	6	0	0	**384**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**
12:30 to 12:45	40	0	0	0	**40**	0	0	0	0	**0**	56	1	0	0	**57**	0	0	0	0	**0**	117	0	0	0	**117**	402	10	1	0	**413**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	2	0	0	0	**2**
12:45 to 13:00	44	0	0	0	**44**	0	0	0	0	**0**	70	0	0	0	**70**	0	0	0	0	**0**	92	1	0	0	**93**	393	13	0	0	**406**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	1	3	0	0	0	**5**
13:00 to 13:15	34	0	0	0	**34**	0	1	0	0	**1**	49	0	0	0	**49**	0	0	0	0	**0**	72	1	0	0	**73**	377	6	0	0	**383**	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	3	0	0	0	0	**6**
13:15 to 13:30	36	1	0	0	**37**	0	0	0	0	**0**	62	0	0	0	**62**	0	0	0	0	**0**	49	0	0	0	**49**	405	10	1	0	**416**	0	0	0	0	**0**	0	0	0	0	**0**	2	5	4	5	1	1	0	0	**18**
13:30 to 13:45	34	1	0	0	**35**	0	0	0	0	**0**	48	0	0	0	**48**	0	0	0	0	**0**	63	0	0	0	**63**	364	7	1	0	**372**	0	0	0	0	**0**	0	0	0	0	**0**	2	0	2	0	0	0	0	0	**4**
13:45 to 14:00	32	0	0	0	**32**	0	0	0	0	**0**	55	0	0	0	**55**	0	0	0	0	**0**	55	0	0	0	**55**	336	5	0	0	**341**	0	1	0	0	**1**	0	0	0	0	**0**	1	0	1	0	0	0	0	0	**2**
14:00 to 14:15	35	0	0	0	**35**	0	0	0	0	**0**	63	0	0	0	**63**	0	0	0	0	**0**	66	0	0	0	**66**	384	4	0	0	**388**	1	1	0	0	**2**	1	0	0	0	**1**	0	0	0	0	0	1	0	0	**1**
14:15 to 14:30	48	0	0	0	**48**	0	0	0	0	**0**	47	0	0	0	**47**	0	0	0	0	**0**	54	0	0	0	**54**	394	12	0	0	**406**	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**
Total	**439**	**3**	**0**	**0**	**442**	**0**	**1**	**0**	**0**	**1**	**667**	**3**	**0**	**0**	**670**	**0**	**0**	**0**	**0**	**0**	**850**	**2**	**0**	**0**	**852**	**4,561**	**98**	**4**	**0**	**4,663**	**2**	**5**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**2**	**7**	**10**	**10**	**11**	**10**	**4**	**0**	**0**	**52**

Job No.	: N4644
Client	: GHD
Suburb	: Cabramatta Part 2
Location	: 1. Sappho Rd / Hume Hwy
Day/Date	: Saturday, 24th November 2018
Weather	: Fine
Description	: Classified Intersection Count
	: Hourly Summary



Approach	Site Access																			
Direction	Direction 1 (Left Turn)					Direction 2 (Through)					Direction 3 (Right Turn)					Direction 3U (U Turn)				
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
11:30 to 12:30	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:45	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
12:00 to 13:00	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
12:15 to 13:15	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
12:30 to 13:30	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
12:45 to 13:45	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
13:00 to 14:00	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 14:15	1	1	0	0	2	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0
13:30 to 14:30	2	1	0	0	3	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0
Total	**5**	**3**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**2**	**1**	**3**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**

Approach	Hume Hwy																			
Direction	Direction 4 (Left Turn)					Direction 5 (Through)					Direction 6 (Right Turn)					Direction 6U (U Turn)				
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
11:30 to 12:30	3	0	0	0	3	1,241	29	1	0	1,271	113	1	0	0	114	0	0	0	0	0
11:45 to 12:45	2	0	0	0	2	1,312	29	1	0	1,342	124	2	0	0	126	0	0	0	0	0
12:00 to 13:00	1	0	0	0	1	1,368	31	2	0	1,401	140	1	0	0	141	0	0	0	0	0
12:15 to 13:15	2	0	0	0	2	1,394	35	2	0	1,431	139	1	0	0	140	0	0	0	0	0
12:30 to 13:30	2	0	0	0	2	1,461	29	2	0	1,492	133	1	0	0	134	0	0	0	0	0
12:45 to 13:45	1	0	0	0	1	1,488	33	2	0	1,523	125	0	0	0	125	0	0	0	0	0
13:00 to 14:00	1	0	0	0	1	1,510	33	1	0	1,544	111	0	0	0	111	0	0	0	0	0
13:15 to 14:15	0	0	0	0	0	1,514	34	1	0	1,549	110	0	0	0	110	1	0	0	0	1
13:30 to 14:30	0	0	0	0	0	1,549	37	1	0	1,587	109	0	0	0	109	1	0	0	0	1
Total	**5**	**0**	**0**	**0**	**5**	**4,251**	**95**	**4**	**0**	**4,350**	**355**	**2**	**0**	**0**	**357**	**1**	**0**	**0**	**0**	**1**

Approach	Sappho Rd																			
Direction	Direction 7 (Left Turn)					Direction 8 (Through)					Direction 9 (Right Turn)					Direction 9U (U Turn)				
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
11:30 to 12:30	136	1	0	0	137	0	0	0	0	0	217	2	0	0	219	0	0	0	0	0
11:45 to 12:45	143	1	0	0	144	0	0	0	0	0	228	2	0	0	230	0	0	0	0	0
12:00 to 13:00	154	1	0	0	155	0	0	0	0	0	241	2	0	0	243	0	0	0	0	0
12:15 to 13:15	162	1	0	0	163	0	1	0	0	1	235	1	0	0	236	0	0	0	0	0
12:30 to 13:30	154	1	0	0	155	0	1	0	0	1	237	1	0	0	238	0	0	0	0	0
12:45 to 13:45	148	2	0	0	150	0	1	0	0	1	229	0	0	0	229	0	0	0	0	0
13:00 to 14:00	136	2	0	0	138	0	1	0	0	1	214	0	0	0	214	0	0	0	0	0
13:15 to 14:15	137	2	0	0	139	0	0	0	0	0	228	0	0	0	228	0	0	0	0	0
13:30 to 14:30	149	1	0	0	150	0	0	0	0	0	213	0	0	0	213	0	0	0	0	0
Total	**439**	**3**	**0**	**0**	**442**	**0**	**1**	**0**	**0**	**1**	**667**	**3**	**0**	**0**	**670**	**0**	**0**	**0**	**0**	**0**

Approach	Hume Hwy																			
Direction	Direction 10 (Left Turn)					Direction 11 (Through)					Direction 12 (Right Turn)					Direction 12U (U Turn)				
Time Period	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total
11:30 to 12:30	282	0	0	0	282	1,506	31	1	0	1,538	1	2	0	0	3	0	0	0	0	0
11:45 to 12:45	341	0	0	0	341	1,556	36	2	0	1,594	0	3	0	0	3	0	0	0	0	0
12:00 to 13:00	365	1	0	0	366	1,565	42	1	0	1,608	0	2	0	0	2	0	0	0	0	0
12:15 to 13:15	369	2	0	0	371	1,550	35	1	0	1,586	0	1	0	0	1	0	0	0	0	0
12:30 to 13:30	330	2	0	0	332	1,577	39	2	0	1,618	0	1	0	0	1	0	0	0	0	0
12:45 to 13:45	276	2	0	0	278	1,539	36	2	0	1,577	0	0	0	0	0	0	0	0	0	0
13:00 to 14:00	239	1	0	0	240	1,482	28	2	0	1,512	0	1	0	0	1	0	0	0	0	0
13:15 to 14:15	233	0	0	0	233	1,489	26	2	0	1,517	1	2	0	0	3	1	0	0	0	1
13:30 to 14:30	238	0	0	0	238	1,478	28	1	0	1,507	1	2	0	0	3	2	0	0	0	2
Total	**850**	**2**	**0**	**0**	**852**	**4,561**	**98**	**4**	**0**	**4,663**	**2**	**5**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**2**

Time Period	Crossing Pedestrians								
	A	B	C	D	E	F	G	H	Total
11:30 to 12:30	2	1	3	2	4	2	0	0	14
11:45 to 12:45	2	1	3	2	3	2	0	0	13
12:00 to 13:00	2	1	2	1	5	2	0	0	13
12:15 to 13:15	0	4	0	4	5	0	0	0	13
12:30 to 13:30	2	9	4	9	6	1	0	0	31
12:45 to 13:45	4	9	6	9	4	1	0	0	33
13:00 to 14:00	5	8	7	8	1	1	0	0	30
13:15 to 14:15	5	5	7	5	1	2	0	0	25
13:30 to 14:30	3	0	3	0	0	1	0	0	7
Total	**7**	**10**	**10**	**11**	**10**	**4**	**0**	**0**	**52**

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Appendix B – SIDRA intersection results

MOVEMENT SUMMARY

Site: TCS1271 [Site1_2018 AM BASE_Hume Hwy_Mannix Pde]

Cabramatta Rd_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Coordinated Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Remembrance Ave												
1	L2	66	3.2	0.390	60.6	LOS E	6.1	43.6	0.94	0.86	1.27	18.6
2	T1	45	2.3	0.390	56.0	LOS D	6.1	43.6	0.94	0.86	1.27	18.5
3	R2	95	2.2	0.313	59.6	LOS E	3.0	21.1	0.98	0.73	0.98	27.2
Approach		206	2.6	0.390	59.1	LOS E	6.1	43.6	0.96	0.80	1.14	23.0
East: Hume Hwy E												
4	L2	125	1.7	0.108	10.9	LOS A	2.2	15.7	0.31	0.65	0.31	52.2
5	T1	1535	12.6	0.653	24.1	LOS B	25.1	194.0	0.63	0.57	0.63	46.1
6	R2	48	2.2	0.672	89.8	LOS F	3.8	27.1	1.00	0.79	1.14	22.4
Approach		1708	11.5	0.672	24.9	LOS B	25.1	194.0	0.62	0.58	0.62	45.2
North: Mannix Pde												
7	L2	73	4.3	0.622	62.0	LOS E	6.5	46.8	1.00	0.79	1.02	27.6
8	T1	28	0.0	0.622	57.4	LOS E	6.5	46.8	1.00	0.79	1.02	17.0
9	R2	71	0.0	0.643	83.4	LOS F	5.4	37.5	1.00	0.80	1.07	16.0
Approach		172	1.8	0.643	70.1	LOS E	6.5	46.8	1.00	0.79	1.04	21.1
West: Hume Hwy W												
10	L2	35	6.1	0.882	22.0	LOS B	47.8	355.9	0.71	0.68	0.72	39.0
11	T1	1958	6.8	0.882	15.7	LOS B	48.4	356.7	0.71	0.68	0.72	52.3
12	R2	164	0.0	0.677	45.2	LOS D	7.8	54.4	1.00	0.82	1.03	23.2
Approach		2157	6.2	0.882	18.0	LOS B	48.4	356.7	0.73	0.69	0.75	49.5
All Vehicles		4243	8.0	0.882	24.9	LOS B	48.4	356.7	0.71	0.65	0.73	44.1

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P2B	East Slip/Bypass Lane Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		211	69.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: TCS1271 [Site1_2018 AM FUTURE_Hume Hwy_Mannix Pde]

Cabramatta Rd_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Coordinated Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Remembrance Ave												
1	L2	66	3.2	0.441	70.0	LOS E	7.6	54.7	0.97	0.78	0.97	16.9
2	T1	45	2.3	0.441	65.4	LOS E	7.6	54.7	0.97	0.78	0.97	16.6
3	R2	95	2.2	0.417	81.1	LOS F	3.5	25.0	1.00	0.74	1.00	22.7
Approach		206	2.6	0.441	74.1	LOS F	7.6	54.7	0.98	0.76	0.98	19.9
East: Hume Hwy E												
4	L2	125	1.7	0.095	9.4	LOS A	1.5	10.9	0.28	0.65	0.28	53.6
5	T1	1535	12.6	0.616	20.5	LOS B	22.4	173.5	0.57	0.51	0.57	48.6
6	R2	72	4.4	0.865	94.7	LOS F	5.9	42.6	1.00	0.90	1.41	21.6
Approach		1732	11.5	0.865	22.8	LOS B	22.4	173.5	0.57	0.54	0.58	46.5
North: Mannix Pde												
7	L2	142	6.7	0.556	65.7	LOS E	11.5	84.4	0.96	0.81	0.96	26.6
8	T1	28	0.0	0.556	61.0	LOS E	11.5	84.4	0.96	0.81	0.96	16.2
9	R2	71	0.0	0.643	83.4	LOS F	5.4	37.5	1.00	0.80	1.07	16.0
Approach		241	3.9	0.643	70.3	LOS E	11.5	84.4	0.97	0.81	1.00	22.4
West: Hume Hwy W												
10	L2	77	2.7	0.910	28.5	LOS B	58.5	434.0	0.79	0.79	0.84	34.3
11	T1	1958	6.8	0.910	21.8	LOS B	58.5	434.0	0.79	0.78	0.84	47.5
12	R2	164	0.0	0.616	72.3	LOS F	11.5	80.2	0.99	0.82	0.99	16.9
Approach		2199	6.1	0.910	25.8	LOS B	58.5	434.0	0.81	0.79	0.85	43.9
All Vehicles		4378	8.0	0.910	29.3	LOS C	58.5	434.0	0.73	0.69	0.76	41.3

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P2B	East Slip/Bypass Lane Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		211	69.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: TCS1271 [Site1_2018 PM BASE_Hume Hwy_Mannix Pde]

Cabramatta Rd_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Coordinated Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Remembrance Ave												
1	L2	142	1.5	0.578	68.1	LOS E	11.6	82.3	0.98	0.81	0.98	17.0
2	T1	27	0.0	0.578	63.6	LOS E	11.6	82.3	0.98	0.81	0.98	16.8
3	R2	154	0.7	0.501	63.1	LOS E	5.0	35.3	1.00	0.76	1.00	26.4
Approach		323	1.0	0.578	65.4	LOS E	11.6	82.3	0.99	0.79	0.99	21.7
East: Hume Hwy E												
4	L2	65	1.6	0.040	7.2	LOS A	0.4	2.6	0.12	0.61	0.12	55.8
5	T1	2139	4.6	0.630	8.4	LOS A	17.9	130.3	0.34	0.31	0.34	59.3
6	R2	58	1.8	0.166	60.6	LOS E	3.5	25.1	0.87	0.75	0.87	28.2
Approach		2262	4.5	0.630	9.7	LOS A	17.9	130.3	0.35	0.33	0.35	57.7
North: Mannix Pde												
7	L2	56	5.7	0.469	61.9	LOS E	4.8	34.5	0.99	0.76	0.99	27.5
8	T1	18	0.0	0.469	57.3	LOS E	4.8	34.5	0.99	0.76	0.99	17.0
9	R2	66	0.0	0.907	97.0	LOS F	5.6	39.0	1.00	0.98	1.52	14.4
Approach		140	2.3	0.907	77.9	LOS F	5.6	39.0	0.99	0.86	1.24	19.6
West: Hume Hwy W												
10	L2	41	7.7	0.929	50.9	LOS D	61.7	453.7	0.96	0.98	1.08	24.5
11	T1	1614	5.5	0.929	44.5	LOS D	61.7	453.7	0.96	0.98	1.08	35.7
12	R2	49	0.0	0.680	90.0	LOS F	3.9	27.2	1.00	0.79	1.15	14.3
Approach		1704	5.4	0.929	45.9	LOS D	61.7	453.7	0.96	0.97	1.08	34.7
All Vehicles		4429	4.5	0.929	29.8	LOS C	61.7	453.7	0.65	0.63	0.71	41.4

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P2B	East Slip/Bypass Lane Crossing	53	31.9	LOS D	0.1	0.1	0.92	0.92
P3	North Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		211	59.9	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: TCS1271 [Site1_2018 PM FUTURE_Hume Hwy_Mannix Pde]

Cabramatta Rd_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Coordinated Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Remembrance Ave												
1	L2	142	1.5	0.425	40.3	LOS C	8.4	59.4	0.91	0.78	0.92	23.7
2	T1	27	0.0	0.425	35.7	LOS C	8.4	59.4	0.91	0.78	0.92	23.9
3	R2	154	0.7	0.860	91.7	LOS F	6.2	43.9	1.00	0.94	1.38	21.0
Approach		323	1.0	0.860	64.4	LOS E	8.4	59.4	0.95	0.86	1.14	22.0
East: Hume Hwy E												
4	L2	65	1.6	0.075	15.1	LOS B	1.3	8.9	0.48	0.68	0.48	48.5
5	T1	2139	4.6	0.873	35.8	LOS C	48.2	350.4	0.85	0.81	0.90	39.6
6	R2	79	1.3	0.225	61.3	LOS E	4.9	34.5	0.88	0.77	0.88	28.1
Approach		2283	4.4	0.873	36.0	LOS C	48.2	350.4	0.84	0.81	0.89	39.2
North: Mannix Pde												
7	L2	125	7.6	0.384	59.2	LOS E	9.0	66.6	0.90	0.78	0.90	28.0
8	T1	18	0.0	0.384	54.6	LOS D	9.0	66.6	0.90	0.78	0.90	17.4
9	R2	66	0.0	0.777	88.6	LOS F	5.3	36.8	1.00	0.87	1.25	15.4
Approach		209	4.5	0.777	68.1	LOS E	9.0	66.6	0.93	0.81	1.01	22.9
West: Hume Hwy W												
10	L2	83	3.8	0.965	66.0	LOS E	73.1	536.9	1.00	1.08	1.21	20.4
11	T1	1614	5.5	0.965	59.1	LOS E	73.1	536.9	1.00	1.08	1.20	30.7
12	R2	49	0.0	0.163	38.8	LOS C	2.0	14.2	0.89	0.73	0.89	25.4
Approach		1746	5.3	0.965	58.9	LOS E	73.1	536.9	1.00	1.07	1.20	30.2
All Vehicles		4562	4.5	0.965	48.3	LOS D	73.1	536.9	0.91	0.91	1.03	33.1

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P2B	East Slip/Bypass Lane Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P3	North Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		211	69.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 101 [Site2_2018 AM BASE_Lawrence Hargrave Rd_Nicholls St]

Lawrence Hargrave Rd
Site Category: Base AM
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mannix Pde												
1	L2	2	50.0	0.056	4.8	LOS A	0.3	2.1	0.03	0.63	0.03	35.6
2	T1	13	8.3	0.056	3.9	LOS A	0.3	2.1	0.03	0.63	0.03	32.1
3	R2	69	0.0	0.056	6.7	LOS A	0.3	2.1	0.03	0.63	0.03	41.0
Approach		84	2.5	0.056	6.2	LOS A	0.3	2.1	0.03	0.63	0.03	39.5
East: Nicholls St												
4	L2	38	0.0	0.033	4.4	LOS A	0.2	1.2	0.15	0.49	0.15	41.6
5	T1	1	0.0	0.033	3.9	LOS A	0.2	1.2	0.15	0.49	0.15	40.9
6	R2	1	0.0	0.033	6.7	LOS A	0.2	1.2	0.15	0.49	0.15	26.6
Approach		40	0.0	0.033	4.4	LOS A	0.2	1.2	0.15	0.49	0.15	41.1
North: Lawrence Hargrave Rd												
7	L2	1	0.0	0.026	5.5	LOS A	0.1	1.0	0.24	0.50	0.24	40.9
8	T1	26	8.0	0.026	5.2	LOS A	0.1	1.0	0.24	0.50	0.24	42.6
9	R2	1	0.0	0.026	8.0	LOS A	0.1	1.0	0.24	0.50	0.24	39.7
Approach		28	7.4	0.026	5.3	LOS A	0.1	1.0	0.24	0.50	0.24	42.4
West: Nicholls St												
10	L2	3	33.3	0.011	5.4	LOS A	0.1	0.4	0.25	0.53	0.25	26.7
11	T1	4	0.0	0.011	4.4	LOS A	0.1	0.4	0.25	0.53	0.25	40.0
12	R2	4	0.0	0.011	7.3	LOS A	0.1	0.4	0.25	0.53	0.25	40.7
Approach		12	9.1	0.011	5.8	LOS A	0.1	0.4	0.25	0.53	0.25	36.5
All Vehicles		164	3.2	0.056	5.6	LOS A	0.3	2.1	0.11	0.56	0.11	40.1

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

MOVEMENT SUMMARY

Site: 101 [Site2_2018 AM FUTURE_Lawrence Hargrave Rd_Nicholls St]

Lawrence Hargrave Rd
Site Category: Base AM
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mannix Pde												
1	L2	2	50.0	0.098	4.7	LOS A	0.5	3.9	0.04	0.63	0.04	35.3
2	T1	13	8.3	0.098	3.8	LOS A	0.5	3.9	0.04	0.63	0.04	37.6
3	R2	137	3.1	0.098	6.6	LOS A	0.5	3.9	0.04	0.63	0.04	40.5
Approach		152	4.2	0.098	6.4	LOS A	0.5	3.9	0.04	0.63	0.04	40.2
East: Nicholls St												
4	L2	105	4.0	0.085	4.4	LOS A	0.5	3.5	0.16	0.49	0.16	41.4
5	T1	1	0.0	0.085	3.9	LOS A	0.5	3.5	0.16	0.49	0.16	40.9
6	R2	1	0.0	0.085	6.7	LOS A	0.5	3.5	0.16	0.49	0.16	31.3
Approach		107	3.9	0.085	4.4	LOS A	0.5	3.5	0.16	0.49	0.16	41.3
North: Lawrence Hargrave Rd												
7	L2	1	0.0	0.028	6.0	LOS A	0.1	1.0	0.34	0.52	0.34	40.3
8	T1	26	8.0	0.028	5.6	LOS A	0.1	1.0	0.34	0.52	0.34	42.0
9	R2	1	0.0	0.028	8.4	LOS A	0.1	1.0	0.34	0.52	0.34	39.0
Approach		28	7.4	0.028	5.8	LOS A	0.1	1.0	0.34	0.52	0.34	41.8
West: Nicholls St												
10	L2	3	33.3	0.012	6.0	LOS A	0.1	0.4	0.34	0.54	0.34	26.4
11	T1	4	0.0	0.012	4.9	LOS A	0.1	0.4	0.34	0.54	0.34	39.6
12	R2	4	0.0	0.012	7.7	LOS A	0.1	0.4	0.34	0.54	0.34	40.2
Approach		12	9.1	0.012	6.2	LOS A	0.1	0.4	0.34	0.54	0.34	36.1
All Vehicles		299	4.6	0.098	5.6	LOS A	0.5	3.9	0.12	0.57	0.12	40.6

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.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Site2_2018 PM BASE_Lawrence Hargrave Rd_Nicholls St]

Lawrence Hargrave Rd
Site Category: Base AM
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mannix Pde												
1	L2	4	25.0	0.055	4.8	LOS A	0.3	2.0	0.04	0.60	0.04	38.6
2	T1	27	0.0	0.055	4.0	LOS A	0.3	2.0	0.04	0.60	0.04	33.1
3	R2	49	0.0	0.055	6.9	LOS A	0.3	2.0	0.04	0.60	0.04	42.1
Approach		81	1.3	0.055	5.8	LOS A	0.3	2.0	0.04	0.60	0.04	38.8
East: Nicholls St												
4	L2	53	2.0	0.043	4.3	LOS A	0.2	1.6	0.10	0.50	0.10	41.7
5	T1	2	0.0	0.043	3.8	LOS A	0.2	1.6	0.10	0.50	0.10	41.2
6	R2	1	0.0	0.043	6.6	LOS A	0.2	1.6	0.10	0.50	0.10	31.6
Approach		56	1.9	0.043	4.3	LOS A	0.2	1.6	0.10	0.50	0.10	41.5
North: Lawrence Hargrave Rd												
7	L2	1	0.0	0.014	5.4	LOS A	0.1	0.5	0.19	0.50	0.19	41.2
8	T1	15	0.0	0.014	5.0	LOS A	0.1	0.5	0.19	0.50	0.19	44.5
9	R2	1	0.0	0.014	7.8	LOS A	0.1	0.5	0.19	0.50	0.19	40.0
Approach		17	0.0	0.014	5.2	LOS A	0.1	0.5	0.19	0.50	0.19	44.1
West: Nicholls St												
10	L2	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.23	0.52	0.23	27.8
11	T1	1	0.0	0.003	4.5	LOS A	0.0	0.1	0.23	0.52	0.23	40.3
12	R2	1	0.0	0.003	7.3	LOS A	0.0	0.1	0.23	0.52	0.23	40.9
Approach		3	0.0	0.003	5.6	LOS A	0.0	0.1	0.23	0.52	0.23	36.3
All Vehicles		157	1.3	0.055	5.2	LOS A	0.3	2.0	0.08	0.55	0.08	40.2

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Site2_2018 PM FUTURE_Lawrence Hargrave Rd_Nicholls St]

Lawrence Hargrave Rd
Site Category: Base AM
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mannix Pde												
1	L2	4	25.0	0.098	4.6	LOS A	0.5	3.8	0.04	0.62	0.04	37.8
2	T1	27	0.0	0.098	3.9	LOS A	0.5	3.8	0.04	0.62	0.04	38.6
3	R2	117	3.6	0.098	6.8	LOS A	0.5	3.8	0.04	0.62	0.04	41.1
Approach		148	3.5	0.098	6.2	LOS A	0.5	3.8	0.04	0.62	0.04	40.6
East: Nicholls St												
4	L2	120	4.4	0.091	4.3	LOS A	0.5	3.8	0.11	0.50	0.11	41.6
5	T1	2	0.0	0.091	3.8	LOS A	0.5	3.8	0.11	0.50	0.11	41.2
6	R2	1	0.0	0.091	6.6	LOS A	0.5	3.8	0.11	0.50	0.11	31.5
Approach		123	4.3	0.091	4.3	LOS A	0.5	3.8	0.11	0.50	0.11	41.5
North: Lawrence Hargrave Rd												
7	L2	1	0.0	0.016	5.8	LOS A	0.1	0.5	0.30	0.51	0.30	40.4
8	T1	15	0.0	0.016	5.4	LOS A	0.1	0.5	0.30	0.51	0.30	43.8
9	R2	1	0.0	0.016	8.2	LOS A	0.1	0.5	0.30	0.51	0.30	39.2
Approach		17	0.0	0.016	5.6	LOS A	0.1	0.5	0.30	0.51	0.30	43.3
West: Nicholls St												
10	L2	1	0.0	0.003	5.3	LOS A	0.0	0.1	0.32	0.52	0.32	27.5
11	T1	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.32	0.52	0.32	39.9
12	R2	1	0.0	0.003	7.7	LOS A	0.0	0.1	0.32	0.52	0.32	40.5
Approach		3	0.0	0.003	6.0	LOS A	0.0	0.1	0.32	0.52	0.32	35.9
All Vehicles		292	3.6	0.098	5.3	LOS A	0.5	3.8	0.09	0.56	0.09	41.1

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

MOVEMENT SUMMARY

Site: 101 [Site3_2018 AM BASE_Lawrence Hargrave Rd_Mannix Pde]

Lawrence Hargrave Rd
Site Category: Base AM
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mannix Pde												
1	L2	60	0.0	0.082	4.1	LOS A	0.5	3.3	0.13	0.55	0.13	39.2
3	R2	51	2.1	0.082	6.8	LOS A	0.5	3.3	0.13	0.55	0.13	42.5
Approach		111	1.0	0.082	5.3	LOS A	0.5	3.3	0.13	0.55	0.13	40.9
East: Lawrence Hargrave Rd												
4	L2	59	3.6	0.074	4.7	LOS A	0.4	2.8	0.29	0.49	0.29	42.3
5	T1	23	0.0	0.074	4.4	LOS A	0.4	2.8	0.29	0.49	0.29	40.5
Approach		82	2.6	0.074	4.6	LOS A	0.4	2.8	0.29	0.49	0.29	42.0
West: Lawrence Hargrave Rd												
11	T1	23	4.5	0.098	4.1	LOS A	0.5	3.8	0.20	0.58	0.20	38.4
12	R2	99	1.1	0.098	6.9	LOS A	0.5	3.8	0.20	0.58	0.20	38.6
Approach		122	1.7	0.098	6.4	LOS A	0.5	3.8	0.20	0.58	0.20	38.6
All Vehicles		315	1.7	0.098	5.6	LOS A	0.5	3.8	0.20	0.54	0.20	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.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Site3_2018 AM FUTURE_Lawrence Hargrave Rd_Mannix Pde]

Lawrence Hargrave Rd
Site Category: Base AM
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mannix Pde												
1	L2	60	0.0	0.130	4.1	LOS A	0.8	5.6	0.13	0.57	0.13	38.6
3	R2	118	4.5	0.130	6.8	LOS A	0.8	5.6	0.13	0.57	0.13	41.9
Approach		178	3.0	0.130	5.9	LOS A	0.8	5.6	0.13	0.57	0.13	41.0
East: Lawrence Hargrave Rd												
4	L2	126	5.0	0.133	4.8	LOS A	0.8	5.7	0.31	0.50	0.31	42.2
5	T1	23	0.0	0.133	4.4	LOS A	0.8	5.7	0.31	0.50	0.31	40.3
Approach		149	4.2	0.133	4.7	LOS A	0.8	5.7	0.31	0.50	0.31	42.0
West: Lawrence Hargrave Rd												
11	T1	23	4.5	0.111	4.6	LOS A	0.6	4.3	0.32	0.59	0.32	37.8
12	R2	99	1.1	0.111	7.4	LOS A	0.6	4.3	0.32	0.59	0.32	38.1
Approach		122	1.7	0.111	6.9	LOS A	0.6	4.3	0.32	0.59	0.32	38.1
All Vehicles		449	3.0	0.133	5.8	LOS A	0.8	5.7	0.24	0.55	0.24	40.7

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.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Site3_2018 PM BASE_Lawrence Hargrave Rd_Mannix Pde]

Lawrence Hargrave Rd
Site Category: Base AM
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mannix Pde												
1	L2	48	0.0	0.082	4.1	LOS A	0.5	3.2	0.11	0.57	0.11	38.9
3	R2	64	1.6	0.082	6.7	LOS A	0.5	3.2	0.11	0.57	0.11	42.3
Approach		113	0.9	0.082	5.6	LOS A	0.5	3.2	0.11	0.57	0.11	41.1
East: Lawrence Hargrave Rd												
4	L2	46	0.0	0.054	4.3	LOS A	0.3	2.1	0.19	0.47	0.19	42.8
5	T1	18	5.9	0.054	4.1	LOS A	0.3	2.1	0.19	0.47	0.19	40.8
Approach		64	1.6	0.054	4.3	LOS A	0.3	2.1	0.19	0.47	0.19	42.4
West: Lawrence Hargrave Rd												
11	T1	24	0.0	0.062	4.1	LOS A	0.3	2.3	0.22	0.56	0.22	38.9
12	R2	48	2.2	0.062	7.0	LOS A	0.3	2.3	0.22	0.56	0.22	39.0
Approach		73	1.4	0.062	6.1	LOS A	0.3	2.3	0.22	0.56	0.22	38.9
All Vehicles		249	1.3	0.082	5.4	LOS A	0.5	3.2	0.16	0.54	0.16	40.9

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Site3_2018 PM FUTURE_Lawrence Hargrave Rd_Mannix Pde]

Lawrence Hargrave Rd
Site Category: Base AM
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Mannix Pde												
1	L2	48	0.0	0.128	4.1	LOS A	0.7	5.3	0.11	0.58	0.11	38.5
3	R2	132	4.0	0.128	6.7	LOS A	0.7	5.3	0.11	0.58	0.11	41.8
Approach		180	2.9	0.128	6.0	LOS A	0.7	5.3	0.11	0.58	0.11	41.1
East: Lawrence Hargrave Rd												
4	L2	114	3.7	0.106	4.4	LOS A	0.6	4.5	0.20	0.48	0.20	42.7
5	T1	18	5.9	0.106	4.1	LOS A	0.6	4.5	0.20	0.48	0.20	40.7
Approach		132	4.0	0.106	4.3	LOS A	0.6	4.5	0.20	0.48	0.20	42.5
West: Lawrence Hargrave Rd												
11	T1	24	0.0	0.067	4.6	LOS A	0.4	2.5	0.33	0.57	0.33	38.4
12	R2	48	2.2	0.067	7.5	LOS A	0.4	2.5	0.33	0.57	0.33	38.5
Approach		73	1.4	0.067	6.5	LOS A	0.4	2.5	0.33	0.57	0.33	38.5
All Vehicles		384	3.0	0.128	5.5	LOS A	0.7	5.3	0.18	0.54	0.18	41.2

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [Site4_2018 AM BASE_Junction St_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Junction St												
4a	L1	7	0.0	0.007	4.6	LOS A	0.0	0.2	0.35	0.47	0.35	44.1
Approach		7	0.0	0.007	4.6	LOS A	0.0	0.2	0.35	0.47	0.35	44.1
NorthEast: Hume Hwy												
24b	L3	1	0.0	0.155	7.3	LOS A	0.0	0.0	0.00	0.01	0.00	62.2
5	T1	1640	6.3	0.360	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		1641	6.3	0.360	0.0	NA	0.0	0.0	0.00	0.00	0.00	69.8
West: Junction St												
10a	L1	19	5.6	0.034	7.9	LOS A	0.1	0.8	0.57	0.71	0.57	47.3
Approach		19	5.6	0.034	7.9	LOS A	0.1	0.8	0.57	0.71	0.57	47.3
SouthWest: Hume Hwy												
30b	L3	5	0.0	0.356	7.4	LOS A	0.0	0.0	0.00	0.01	0.00	27.2
11	T1	2008	5.8	0.356	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		2014	5.8	0.356	0.0	NA	0.0	0.0	0.00	0.00	0.00	69.7
All Vehicles		3681	6.0	0.360	0.1	NA	0.1	0.8	0.00	0.01	0.00	69.6

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

MOVEMENT SUMMARY

Site: 2 [Site4_2018 AM FUTURE_Junction St_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Junction St												
4a	L1	7	0.0	0.007	4.6	LOS A	0.0	0.2	0.36	0.47	0.36	44.1
Approach		7	0.0	0.007	4.6	LOS A	0.0	0.2	0.36	0.47	0.36	44.1
NorthEast: Hume Hwy												
24b	L3	1	0.0	0.160	7.3	LOS A	0.0	0.0	0.00	0.01	0.00	62.2
5	T1	1703	6.1	0.373	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		1704	6.1	0.373	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
West: Junction St												
10a	L1	43	9.8	0.079	8.3	LOS A	0.3	2.0	0.59	0.76	0.59	45.7
Approach		43	9.8	0.079	8.3	LOS A	0.3	2.0	0.59	0.76	0.59	45.7
SouthWest: Hume Hwy												
30b	L3	29	10.7	0.369	7.5	LOS A	0.0	0.0	0.00	0.03	0.00	26.8
11	T1	2054	5.8	0.369	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	69.7
Approach		2083	5.9	0.369	0.1	NA	0.0	0.0	0.00	0.01	0.00	68.9
All Vehicles		3838	6.0	0.373	0.2	NA	0.3	2.0	0.01	0.02	0.01	68.9

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

MOVEMENT SUMMARY

Site: 2 [Site4_2018 PM BASE_Junction St_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Junction St												
4a	L1	3	0.0	0.003	5.1	LOS A	0.0	0.1	0.41	0.48	0.41	43.6
Approach		3	0.0	0.003	5.1	LOS A	0.0	0.1	0.41	0.48	0.41	43.6
NorthEast: Hume Hwy												
24b	L3	1	0.0	0.208	7.4	LOS A	0.0	0.0	0.00	0.00	0.00	62.4
5	T1	2233	4.8	0.485	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		2234	4.8	0.485	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
West: Junction St												
10a	L1	9	0.0	0.013	6.2	LOS A	0.0	0.3	0.49	0.59	0.49	50.9
Approach		9	0.0	0.013	6.2	LOS A	0.0	0.3	0.49	0.59	0.49	50.9
SouthWest: Hume Hwy												
30b	L3	16	0.0	0.291	7.4	LOS A	0.0	0.0	0.00	0.02	0.00	27.1
11	T1	1646	3.9	0.291	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	69.8
Approach		1662	3.9	0.291	0.1	NA	0.0	0.0	0.00	0.01	0.00	69.2
All Vehicles		3908	4.4	0.485	0.1	NA	0.0	0.3	0.00	0.01	0.00	69.5

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

MOVEMENT SUMMARY

Site: 2 [Site4_2018 PM FUTURE_Junction St_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Junction St												
4a	L1	3	0.0	0.004	5.1	LOS A	0.0	0.1	0.42	0.49	0.42	43.6
Approach		3	0.0	0.004	5.1	LOS A	0.0	0.1	0.42	0.49	0.42	43.6
NorthEast: Hume Hwy												
24b	L3	1	0.0	0.215	7.4	LOS A	0.0	0.0	0.00	0.00	0.00	62.4
5	T1	2302	4.9	0.501	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		2303	4.9	0.501	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
West: Junction St												
10a	L1	34	9.4	0.050	6.7	LOS A	0.2	1.3	0.51	0.66	0.51	47.6
Approach		34	9.4	0.050	6.7	LOS A	0.2	1.3	0.51	0.66	0.51	47.6
SouthWest: Hume Hwy												
30b	L3	40	7.9	0.304	7.5	LOS A	0.0	0.0	0.00	0.05	0.00	26.7
11	T1	1692	4.0	0.304	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	69.6
Approach		1732	4.1	0.304	0.2	NA	0.0	0.0	0.00	0.02	0.00	68.3
All Vehicles		4072	4.6	0.501	0.2	NA	0.2	1.3	0.00	0.01	0.00	68.9

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

MOVEMENT SUMMARY

Site: 2 [Site5_2018 AM BASE_Liverpool St_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Liverpool St (stage 1)												
4a	L1	13	8.3	0.467	187.2	LOS F	1.3	9.8	0.99	1.02	1.11	9.8
Approach		13	8.3	0.467	187.2	LOS F	1.3	9.8	0.99	1.02	1.11	9.8
NorthEast: Hume Hwy												
24b	L3	1	0.0	0.869	7.5	LOS A	0.0	0.0	0.00	0.00	0.00	57.0
5	T1	1680	5.6	0.869	7.4	LOS A	6.1	44.4	0.02	0.00	0.02	58.2
26a	R1	82	1.3	6.886	5411.1	LOS F	59.1	418.1	1.00	1.60	4.33	0.4
Approach		1763	5.4	6.886	259.0	NA	59.1	418.1	0.06	0.07	0.22	8.3
West: Liverpool St												
10a	L1	36	0.0	0.043	5.6	LOS A	0.1	1.0	0.45	0.60	0.45	46.4
Approach		36	0.0	0.043	5.6	LOS A	0.1	1.0	0.45	0.60	0.45	46.4
SouthWest: Hume Hwy												
30b	L3	228	1.8	0.387	7.4	LOS A	0.0	0.0	0.00	0.24	0.00	63.4
11	T1	1858	7.1	0.387	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	68.7
32a	R1	14	7.7	2.198	1656.0	LOS F	9.8	73.1	1.00	1.21	2.18	1.1
Approach		2100	6.6	2.198	11.6	NA	9.8	73.1	0.01	0.08	0.01	51.4
All Vehicles		3912	6.0	6.886	123.7	NA	59.1	418.1	0.04	0.09	0.12	15.6

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

MOVEMENT SUMMARY

Site: 2 [Site5_2018 AM FUTURE_Liverpool St_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Liverpool St (stage 1)												
4a	L1	13	8.3	0.718	379.6	LOS F	2.1	15.7	1.00	1.05	1.22	5.3
Approach		13	8.3	0.718	379.6	LOS F	2.1	15.7	1.00	1.05	1.22	5.3
NorthEast: Hume Hwy												
24b	L3	1	0.0	0.906	7.5	LOS A	0.0	0.0	0.00	0.00	0.00	56.7
5	T1	1749	5.8	0.906	7.6	LOS A	6.4	46.7	0.02	0.00	0.02	57.9
26a	R1	82	1.3	7.333	5816.3	LOS F	60.4	427.7	1.00	1.57	4.18	0.4
Approach		1833	5.6	7.333	267.9	NA	60.4	427.7	0.06	0.07	0.21	8.1
West: Liverpool St												
10a	L1	57	0.0	0.067	5.6	LOS A	0.2	1.6	0.45	0.61	0.45	46.5
Approach		57	0.0	0.067	5.6	LOS A	0.2	1.6	0.45	0.61	0.45	46.5
SouthWest: Hume Hwy												
30b	L3	249	1.7	0.392	7.4	LOS A	0.0	0.0	0.00	0.26	0.00	63.2
11	T1	1858	7.1	0.392	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	68.6
32a	R1	14	7.7	2.257	1671.6	LOS F	9.7	72.5	1.00	1.22	2.23	1.1
Approach		2121	6.5	2.257	11.7	NA	9.7	72.5	0.01	0.09	0.01	51.4
All Vehicles		4023	6.0	7.333	129.5	NA	60.4	427.7	0.04	0.09	0.11	15.1

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

MOVEMENT SUMMARY

Site: 2 [Site5_2018 PM BASE_Liverpool St_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Liverpool St (stage 1)												
4a	L1	11	10.0	1.628	1163.8	LOS F	5.9	45.1	1.00	1.22	2.00	1.6
Approach		11	10.0	1.628	1163.8	LOS F	5.9	45.1	1.00	1.22	2.00	1.6
NorthEast: Hume Hwy												
24b	L3	1	0.0	1.086	18.6	LOS B	0.0	0.0	0.00	0.00	0.00	29.6
5	T1	2174	4.8	1.086	35.4	LOS C	26.0	189.5	0.05	0.00	0.10	35.4
26a	R1	53	0.0	3.018	1957.4	LOS F	29.0	203.1	1.00	1.68	4.74	1.1
Approach		2227	4.7	3.018	80.8	NA	29.0	203.1	0.07	0.04	0.21	21.1
West: Liverpool St												
10a	L1	47	0.0	0.047	4.6	LOS A	0.2	1.2	0.35	0.52	0.35	47.1
Approach		47	0.0	0.047	4.6	LOS A	0.2	1.2	0.35	0.52	0.35	47.1
SouthWest: Hume Hwy												
30b	L3	343	0.6	0.367	7.4	LOS A	0.0	0.0	0.00	0.39	0.00	61.7
11	T1	1646	4.2	0.367	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	68.6
32a	R1	15	0.0	2.453	1743.3	LOS F	10.2	71.7	1.00	1.24	2.43	1.1
Approach		2004	3.5	2.453	14.1	NA	10.2	71.7	0.01	0.13	0.02	49.1
All Vehicles		4289	4.1	3.018	51.4	NA	29.0	203.1	0.05	0.09	0.13	28.4

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

MOVEMENT SUMMARY

Site: 2 [Site5_2018 PM FUTURE_Liverpool St_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Liverpool St (stage 1)												
4a	L1	11	10.0	1.644	1174.1	LOS F	6.0	45.4	1.00	1.22	2.01	1.6
Approach		11	10.0	1.644	1174.1	LOS F	6.0	45.4	1.00	1.22	2.01	1.6
NorthEast: Hume Hwy												
24b	L3	1	0.0	1.136	26.1	LOS B	0.0	0.0	0.00	0.00	0.00	22.2
5	T1	2243	4.9	1.136	44.2	LOS D	22.7	165.6	0.03	0.00	0.07	31.4
26a	R1	53	0.0	3.695	2573.6	LOS F	32.4	226.6	1.00	1.61	4.38	0.9
Approach		2297	4.8	3.695	102.1	NA	32.4	226.6	0.06	0.04	0.17	17.8
West: Liverpool St												
10a	L1	72	4.4	0.072	4.7	LOS A	0.3	1.9	0.35	0.53	0.35	46.6
Approach		72	4.4	0.072	4.7	LOS A	0.3	1.9	0.35	0.53	0.35	46.6
SouthWest: Hume Hwy												
30b	L3	367	1.4	0.380	7.4	LOS A	0.0	0.0	0.00	0.40	0.00	61.3
11	T1	1692	4.2	0.380	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	68.6
32a	R1	15	0.0	2.455	1688.1	LOS F	9.8	68.8	1.00	1.25	2.55	1.1
Approach		2074	3.7	2.455	13.4	NA	9.8	68.8	0.01	0.13	0.02	50.0
All Vehicles		4453	4.3	3.695	61.8	NA	32.4	226.6	0.04	0.09	0.11	25.4

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

MOVEMENT SUMMARY

Site: 2v [Site6_2018 AM BASE_Sappho Rd_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Isolated Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: RoadName												
21	L2	8	12.5	0.038	62.7	LOS E	0.6	4.9	0.87	0.67	0.87	23.3
22	T1	1	0.0	0.038	57.0	LOS E	0.6	4.9	0.87	0.67	0.87	25.3
23	R2	1	0.0	0.038	62.6	LOS E	0.6	4.9	0.87	0.67	0.87	28.5
Approach		11	10.0	0.038	62.1	LOS E	0.6	4.9	0.87	0.67	0.87	24.0
NorthEast: Hume Hwy												
24	L2	1	0.0	0.398	12.8	LOS A	13.4	98.7	0.37	0.34	0.37	55.7
5	T1	1696	5.3	0.398	6.5	LOS A	14.0	102.7	0.37	0.34	0.37	58.0
26	R2	45	4.7	0.440	24.7	LOS B	2.0	14.2	0.58	0.73	0.58	36.5
Approach		1742	5.3	0.440	7.0	LOS A	14.0	102.7	0.38	0.35	0.38	57.1
NorthWest: Sappho Rd												
27	L2	18	11.8	0.078	65.3	LOS E	1.2	9.2	0.89	0.70	0.89	22.8
28	T1	1	0.0	0.078	59.7	LOS E	1.2	9.2	0.89	0.70	0.89	24.6
29	R2	28	11.1	0.125	64.5	LOS E	1.8	13.8	0.89	0.72	0.89	16.5
Approach		47	11.1	0.125	64.7	LOS E	1.8	13.8	0.89	0.72	0.89	19.3
SouthWest: Hume Hwy												
30	L2	167	3.1	0.534	13.9	LOS A	20.9	152.8	0.44	0.49	0.44	42.8
11	T1	2088	5.4	0.534	7.6	LOS A	22.0	161.0	0.44	0.43	0.44	55.7
32	R2	4	25.0	0.036	15.8	LOS B	0.1	1.0	0.36	0.63	0.36	41.4
Approach		2260	5.3	0.534	8.1	LOS A	22.0	161.0	0.44	0.44	0.44	54.8
All Vehicles		4060	5.4	0.534	8.4	LOS A	22.0	161.0	0.42	0.40	0.42	54.5

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P5	SouthEast Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P2	NorthEast Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P7	NorthWest Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		158	69.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 2v [Site6_2018 AM FUTUREE_Sappho Rd_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: RoadName												
21	L2	8	12.5	0.035	49.9	LOS D	0.5	3.9	0.86	0.67	0.86	26.5
22	T1	1	0.0	0.035	44.2	LOS D	0.5	3.9	0.86	0.67	0.86	28.7
23	R2	1	0.0	0.035	49.8	LOS D	0.5	3.9	0.86	0.67	0.86	31.9
Approach		11	10.0	0.035	49.3	LOS D	0.5	3.9	0.86	0.67	0.86	27.3
NorthEast: Hume Hwy												
24	L2	1	0.0	0.424	13.3	LOS A	12.7	93.1	0.43	0.39	0.43	55.3
5	T1	1720	5.4	0.424	6.9	LOS A	13.2	96.8	0.43	0.39	0.43	57.4
26	R2	59	8.9	0.589	31.4	LOS C	2.8	20.9	0.72	0.82	0.82	32.9
Approach		1780	5.6	0.589	7.7	LOS A	13.2	96.8	0.44	0.40	0.44	55.9
NorthWest: Sappho Rd												
27	L2	32	16.7	0.129	53.2	LOS D	1.7	13.3	0.89	0.72	0.89	25.5
28	T1	1	0.0	0.129	47.4	LOS D	1.7	13.3	0.89	0.72	0.89	27.6
29	R2	42	15.0	0.169	52.0	LOS D	2.1	16.9	0.89	0.74	0.89	19.0
Approach		75	15.5	0.169	52.4	LOS D	2.1	16.9	0.89	0.73	0.89	22.2
SouthWest: Hume Hwy												
30	L2	181	4.7	0.577	14.5	LOS A	20.3	148.7	0.51	0.55	0.51	41.7
11	T1	2144	5.4	0.577	8.3	LOS A	21.4	156.7	0.51	0.50	0.51	54.8
32	R2	4	25.0	0.035	16.5	LOS B	0.1	0.9	0.42	0.63	0.42	40.9
Approach		2329	5.4	0.577	8.8	LOS A	21.4	156.7	0.51	0.50	0.51	53.9
All Vehicles		4195	5.7	0.589	9.2	LOS A	21.4	156.7	0.49	0.46	0.49	53.4

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P5	SouthEast Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P2	NorthEast Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
P7	NorthWest Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		158	54.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 2v [Site6_2018 PM BASE_Sappho Rd_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Isolated Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: RoadName												
21	L2	2	50.0	0.020	46.0	LOS D	0.2	1.9	0.84	0.64	0.84	27.0
22	T1	1	0.0	0.020	39.9	LOS C	0.2	1.9	0.84	0.64	0.84	30.4
23	R2	2	0.0	0.020	45.5	LOS D	0.2	1.9	0.84	0.64	0.84	33.6
Approach		5	20.0	0.020	44.6	LOS D	0.2	1.9	0.84	0.64	0.84	30.5
NorthEast: Hume Hwy												
24	L2	1	0.0	0.522	16.0	LOS B	17.0	124.5	0.55	0.50	0.55	53.0
5	T1	1918	5.2	0.522	9.5	LOS A	17.7	129.4	0.54	0.49	0.54	53.8
26	R2	69	3.0	0.499	27.0	LOS B	2.7	19.4	0.71	0.77	0.71	35.4
Approach		1988	5.1	0.522	10.1	LOS A	17.7	129.4	0.54	0.50	0.54	52.7
NorthWest: Sappho Rd												
27	L2	132	1.6	0.376	47.2	LOS D	6.3	44.4	0.91	0.79	0.91	27.4
28	T1	1	0.0	0.376	41.6	LOS C	6.3	44.4	0.91	0.79	0.91	29.3
29	R2	157	3.4	0.522	46.7	LOS D	7.5	53.7	0.92	0.80	0.92	20.6
Approach		289	2.5	0.522	46.9	LOS D	7.5	53.7	0.91	0.79	0.91	24.1
SouthWest: Hume Hwy												
30	L2	138	3.1	0.523	15.9	LOS B	17.0	122.4	0.55	0.56	0.55	40.6
11	T1	1848	3.0	0.523	9.6	LOS A	17.9	128.7	0.55	0.51	0.55	53.1
32	R2	2	50.0	0.025	22.2	LOS B	0.1	0.6	0.52	0.63	0.52	36.7
Approach		1988	3.0	0.523	10.1	LOS A	17.9	128.7	0.55	0.52	0.55	52.3
All Vehicles		4272	4.0	0.523	12.6	LOS A	17.9	129.4	0.57	0.53	0.57	48.9

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P5	SouthEast Full Crossing	53	49.3	LOS E	0.2	0.2	0.95	0.95
P2	NorthEast Full Crossing	53	49.3	LOS E	0.2	0.2	0.95	0.95
P7	NorthWest Full Crossing	53	49.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		158	49.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: 2v [Site6_2018 PM FUTURE_Sappho Rd_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Isolated Cycle Time = 140 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: RoadName												
21	L2	1	0.0	0.012	49.0	LOS D	0.2	1.5	0.79	0.62	0.79	27.3
22	T1	1	0.0	0.012	43.4	LOS D	0.2	1.5	0.79	0.62	0.79	29.3
23	R2	2	0.0	0.012	49.0	LOS D	0.2	1.5	0.79	0.62	0.79	32.5
Approach		4	0.0	0.012	47.6	LOS D	0.2	1.5	0.79	0.62	0.79	30.5
NorthEast: Hume Hwy												
24	L2	1	0.0	0.567	18.7	LOS B	24.3	178.6	0.57	0.52	0.57	50.8
5	T1	1942	5.3	0.567	11.8	LOS A	25.4	185.7	0.54	0.50	0.54	50.9
26	R2	83	6.3	0.379	43.8	LOS D	5.0	37.0	0.90	0.82	0.90	28.4
Approach		2026	5.4	0.567	13.2	LOS A	25.4	185.7	0.56	0.51	0.56	49.1
NorthWest: Sappho Rd												
27	L2	145	3.6	0.291	39.8	LOS C	7.0	50.4	0.75	0.76	0.75	29.8
28	T1	1	0.0	0.291	34.2	LOS C	7.0	50.4	0.75	0.76	0.75	31.9
29	R2	171	4.9	0.647	56.2	LOS D	10.2	74.6	0.92	0.81	0.92	18.2
Approach		317	4.3	0.647	48.6	LOS D	10.2	74.6	0.84	0.79	0.84	23.6
SouthWest: Hume Hwy												
30	L2	152	4.9	0.648	28.4	LOS B	30.5	219.6	0.74	0.72	0.74	30.1
11	T1	1904	3.0	0.648	22.1	LOS B	32.2	231.0	0.74	0.69	0.74	40.8
32	R2	1	0.0	0.012	36.8	LOS C	0.0	0.3	0.65	0.63	0.65	31.0
Approach		2057	3.2	0.648	22.6	LOS B	32.2	231.0	0.74	0.69	0.74	40.1
All Vehicles		4404	4.3	0.648	20.1	LOS B	32.2	231.0	0.66	0.61	0.66	41.8

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P5	SouthEast Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P2	NorthEast Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
P7	NorthWest Full Crossing	53	64.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		158	64.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: 2v [Site6_2018 SAT BASE_Sappho Rd_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: RoadName												
21	L2	3	33.3	0.027	29.9	LOS C	0.2	2.0	0.81	0.64	0.81	33.4
22	T1	1	0.0	0.027	24.0	LOS B	0.2	2.0	0.81	0.64	0.81	37.0
23	R2	3	66.7	0.027	30.3	LOS C	0.2	2.0	0.81	0.64	0.81	37.8
Approach		7	42.9	0.027	29.2	LOS C	0.2	2.0	0.81	0.64	0.81	36.0
NorthEast: Hume Hwy												
24	L2	3	33.3	0.448	14.6	LOS B	9.2	66.2	0.57	0.51	0.57	53.4
5	T1	1572	2.1	0.448	7.7	LOS A	9.7	68.8	0.57	0.51	0.57	56.2
26	R2	141	0.7	0.496	30.3	LOS C	4.4	31.3	0.96	0.80	0.96	33.9
Approach		1716	2.1	0.496	9.6	LOS A	9.7	68.8	0.60	0.53	0.60	53.0
NorthWest: Sappho Rd												
27	L2	163	0.6	0.236	21.3	LOS B	3.8	27.2	0.71	0.75	0.71	38.5
28	T1	2	50.0	0.236	15.8	LOS B	3.8	27.2	0.71	0.75	0.71	40.8
29	R2	251	0.4	0.846	42.2	LOS C	9.7	67.9	0.98	1.00	1.37	22.1
Approach		416	0.8	0.846	33.9	LOS C	9.7	67.9	0.88	0.90	1.11	28.3
SouthWest: Hume Hwy												
30	L2	349	0.6	0.820	29.4	LOS C	22.5	159.4	0.94	0.94	1.08	28.4
11	T1	1701	2.4	0.820	23.3	LOS B	23.7	169.0	0.94	0.93	1.07	39.9
32	R2	2	50.0	0.017	25.9	LOS B	0.1	0.5	0.72	0.64	0.72	34.8
Approach		2053	2.2	0.820	24.3	LOS B	23.7	169.0	0.94	0.93	1.07	38.0
All Vehicles		4192	2.1	0.846	19.2	LOS B	23.7	169.0	0.80	0.76	0.88	41.8

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P5	SouthEast Full Crossing	53	29.3	LOS C	0.1	0.1	0.92	0.92
P2	NorthEast Full Crossing	53	29.3	LOS C	0.1	0.1	0.92	0.92
P7	NorthWest Full Crossing	53	29.3	LOS C	0.1	0.1	0.92	0.92
All Pedestrians		158	29.3	LOS C			0.92	0.92

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

MOVEMENT SUMMARY

Site: 2v [Site6_2018 SAT FUTURE_Sappho Rd_Hume Hwy]

2018 AM BASE_Junction St_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: RoadName												
21	L2	3	33.3	0.025	29.0	LOS C	0.2	1.9	0.80	0.64	0.80	33.8
22	T1	1	0.0	0.025	23.1	LOS B	0.2	1.9	0.80	0.64	0.80	37.5
23	R2	3	66.7	0.025	29.4	LOS C	0.2	1.9	0.80	0.64	0.80	38.2
Approach		7	42.9	0.025	28.3	LOS B	0.2	1.9	0.80	0.64	0.80	36.4
NorthEast: Hume Hwy												
24	L2	3	33.3	0.465	15.2	LOS B	9.8	69.9	0.60	0.53	0.60	52.9
5	T1	1593	2.1	0.465	8.3	LOS A	10.2	72.7	0.60	0.53	0.60	55.3
26	R2	152	0.7	0.545	32.6	LOS C	4.8	34.0	0.97	0.81	1.02	32.9
Approach		1747	2.0	0.545	10.5	LOS A	10.2	72.7	0.63	0.55	0.63	51.9
NorthWest: Sappho Rd												
27	L2	177	2.4	0.248	20.7	LOS B	4.1	29.5	0.70	0.75	0.70	38.8
28	T1	2	50.0	0.248	15.2	LOS B	4.1	29.5	0.70	0.75	0.70	41.1
29	R2	264	1.6	0.872	44.3	LOS D	10.6	75.1	0.98	1.04	1.44	21.4
Approach		443	2.1	0.872	34.8	LOS C	10.6	75.1	0.87	0.92	1.15	28.0
SouthWest: Hume Hwy												
30	L2	363	1.4	0.875	36.1	LOS C	26.6	189.0	0.98	1.04	1.24	25.1
11	T1	1754	2.3	0.875	29.8	LOS C	28.0	200.1	0.98	1.04	1.22	35.7
32	R2	2	50.0	0.018	26.8	LOS B	0.1	0.6	0.74	0.64	0.74	34.4
Approach		2119	2.2	0.875	30.8	LOS C	28.0	200.1	0.98	1.04	1.22	33.9
All Vehicles		4317	2.2	0.875	23.0	LOS B	28.0	200.1	0.83	0.83	0.98	38.9

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P5	SouthEast Full Crossing	53	29.3	LOS C	0.1	0.1	0.92	0.92
P2	NorthEast Full Crossing	53	29.3	LOS C	0.1	0.1	0.92	0.92
P7	NorthWest Full Crossing	53	29.3	LOS C	0.1	0.1	0.92	0.92
All Pedestrians		158	29.3	LOS C			0.92	0.92

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

MOVEMENT SUMMARY

Site: 2944 [Site7_2018 AM BASE Cabramatta Rd_Broomfield St]

Cabramatta Rd_Broomfield St
Site Category: Base AM
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Broomfield St												
2	T1	119	0.9	0.138	10.5	LOS A	2.0	14.5	0.62	0.50	0.62	35.1
3	R2	23	0.0	0.034	14.6	LOS B	0.4	2.8	0.61	0.63	0.61	31.5
Approach		142	0.7	0.138	11.1	LOS A	2.0	14.5	0.62	0.52	0.62	34.6
East: Cabramatta Rd E												
4	L2	67	0.0	0.115	19.3	LOS B	1.4	9.9	0.74	0.69	0.74	29.4
6	R2	142	0.7	0.222	18.5	LOS B	3.0	21.0	0.74	0.72	0.74	26.5
Approach		209	0.5	0.222	18.7	LOS B	3.0	21.0	0.74	0.71	0.74	27.7
North: Broomfield St												
7	L2	87	6.0	0.210	10.2	LOS A	2.4	17.5	0.61	0.59	0.61	32.4
8	T1	89	2.4	0.210	6.8	LOS A	2.4	17.5	0.61	0.59	0.61	35.9
Approach		177	4.2	0.210	8.4	LOS A	2.4	17.5	0.61	0.59	0.61	34.7
All Vehicles		528	1.8	0.222	13.2	LOS A	3.0	21.0	0.66	0.62	0.66	32.2

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	24.4	LOS C	0.1	0.1	0.90	0.90
P2	East Full Crossing	53	24.4	LOS C	0.1	0.1	0.90	0.90
All Pedestrians		105	24.4	LOS C			0.90	0.90

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

MOVEMENT SUMMARY

Site: 2944 [Site7_2018 AM FUTURE Cabramatta Rd_Broomfield St]

Cabramatta Rd_Broomfield St
Site Category: Base AM
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Broomfield St												
2	T1	119	0.9	0.144	11.1	LOS A	2.1	14.9	0.64	0.51	0.64	34.8
3	R2	91	4.7	0.142	15.9	LOS B	1.7	12.5	0.67	0.68	0.67	30.8
Approach		209	2.5	0.144	13.2	LOS A	2.1	14.9	0.65	0.58	0.65	33.3
East: Cabramatta Rd E												
4	L2	135	3.1	0.224	19.2	LOS B	2.9	20.8	0.76	0.72	0.76	29.4
6	R2	142	0.7	0.212	17.7	LOS B	2.9	20.4	0.72	0.71	0.72	26.9
Approach		277	1.9	0.224	18.4	LOS B	2.9	20.8	0.74	0.72	0.74	28.3
North: Broomfield St												
7	L2	87	6.0	0.218	10.7	LOS A	2.5	18.3	0.63	0.60	0.63	32.0
8	T1	89	2.4	0.218	7.3	LOS A	2.5	18.3	0.63	0.60	0.63	35.7
Approach		177	4.2	0.218	9.0	LOS A	2.5	18.3	0.63	0.60	0.63	34.4
All Vehicles		663	2.7	0.224	14.3	LOS A	2.9	20.8	0.68	0.64	0.68	31.7

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	24.4	LOS C	0.1	0.1	0.90	0.90
P2	East Full Crossing	53	24.4	LOS C	0.1	0.1	0.90	0.90
All Pedestrians		105	24.4	LOS C			0.90	0.90

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

MOVEMENT SUMMARY

Site: 2944 [Site7_2018 PM BASE Cabramatta Rd_Broomfield St]

Cabramatta Rd_Broomfield St
Site Category: Base AM
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Broomfield St												
2	T1	106	0.0	0.101	6.9	LOS A	1.5	10.3	0.50	0.40	0.50	36.6
3	R2	38	0.0	0.048	11.1	LOS A	0.5	3.8	0.52	0.61	0.52	33.2
Approach		144	0.0	0.101	8.0	LOS A	1.5	10.3	0.51	0.46	0.51	35.9
East: Cabramatta Rd E												
4	L2	52	2.0	0.131	24.4	LOS B	1.3	8.9	0.84	0.71	0.84	27.5
6	R2	111	1.0	0.242	23.3	LOS B	2.7	18.8	0.84	0.74	0.84	24.3
Approach		162	1.3	0.242	23.7	LOS B	2.7	18.8	0.84	0.73	0.84	25.5
North: Broomfield St												
7	L2	121	4.3	0.230	7.7	LOS A	2.5	18.2	0.52	0.55	0.52	34.4
8	T1	117	0.0	0.230	4.2	LOS A	2.5	18.2	0.52	0.55	0.52	37.0
Approach		238	2.2	0.230	6.0	LOS A	2.5	18.2	0.52	0.55	0.52	36.1
All Vehicles		544	1.4	0.242	11.8	LOS A	2.7	18.8	0.61	0.58	0.61	32.9

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	24.4	LOS C	0.1	0.1	0.90	0.90
P2	East Full Crossing	53	24.4	LOS C	0.1	0.1	0.90	0.90
All Pedestrians		105	24.4	LOS C			0.90	0.90

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

MOVEMENT SUMMARY

Site: 2944 [Site7_2018 PM FUTURE Cabramatta Rd_Broomfield St]

Cabramatta Rd_Broomfield St
Site Category: Base AM
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Broomfield St												
2	T1	106	0.0	0.101	6.9	LOS A	1.5	10.3	0.50	0.40	0.50	36.6
3	R2	62	5.1	0.081	11.3	LOS A	0.9	6.7	0.53	0.63	0.53	33.0
Approach		168	1.9	0.101	8.5	LOS A	1.5	10.3	0.51	0.48	0.51	35.5
East: Cabramatta Rd E												
4	L2	76	5.6	0.197	24.9	LOS B	1.9	13.8	0.85	0.73	0.85	27.3
6	R2	111	1.0	0.242	23.3	LOS B	2.7	18.8	0.84	0.74	0.84	24.3
Approach		186	2.8	0.242	24.0	LOS B	2.7	18.8	0.84	0.73	0.84	25.7
North: Broomfield St												
7	L2	121	4.3	0.230	7.7	LOS A	2.5	18.2	0.52	0.55	0.52	34.4
8	T1	117	0.0	0.230	4.2	LOS A	2.5	18.2	0.52	0.55	0.52	37.0
Approach		238	2.2	0.230	6.0	LOS A	2.5	18.2	0.52	0.55	0.52	36.1
All Vehicles		593	2.3	0.242	12.4	LOS A	2.7	18.8	0.62	0.59	0.62	32.6

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P1	South Full Crossing	53	24.4	LOS C	0.1	0.1	0.90	0.90
P2	East Full Crossing	53	24.4	LOS C	0.1	0.1	0.90	0.90
All Pedestrians		105	24.4	LOS C			0.90	0.90

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

MOVEMENT SUMMARY

Site: TCS1146 [Site8_2018 AM BASE_Cabramatta Rd_Hume Hwy]

Cabramatta Rd_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Coordinated Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Hume Hwy E												
5	T1	1279	7.4	0.514	2.8	LOS A	6.0	44.4	0.14	0.13	0.14	65.8
6	R2	307	10.3	0.684	75.8	LOS F	11.1	84.5	1.00	0.83	1.04	24.8
Approach		1586	8.0	0.684	17.0	LOS B	11.1	84.6	0.31	0.26	0.31	49.8
North: Cabramatta Rd												
7	L2	593	2.7	0.672	48.1	LOS D	28.9	206.9	0.89	0.85	0.89	31.1
9	R2	293	2.5	0.672	62.6	LOS E	13.7	97.7	0.94	0.82	0.95	30.1
Approach		885	2.6	0.672	52.9	LOS D	28.9	206.9	0.91	0.84	0.91	30.7
West: Hume Hwy W												
10	L2	105	5.0	0.688	28.5	LOS C	30.2	221.8	0.66	0.64	0.66	44.9
11	T1	1978	5.4	0.688	20.7	LOS B	30.2	221.8	0.64	0.59	0.64	47.7
Approach		2083	5.4	0.688	21.1	LOS B	30.2	221.8	0.64	0.59	0.64	47.5
All Vehicles		4555	5.8	0.688	25.8	LOS B	30.2	221.8	0.57	0.53	0.58	43.4

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P3	North Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		105	69.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: TCS1146 [Site8_2018 AM FUTURE_Cabramatta Rd_Hume Hwy]

Cabramatta Rd_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Coordinated Cycle Time = 150 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Hume Hwy E												
5	T1	1324	7.4	0.532	2.9	LOS A	6.4	47.5	0.14	0.13	0.14	65.7
6	R2	321	10.8	0.683	74.9	LOS F	11.6	88.2	1.00	0.83	1.04	24.9
Approach		1645	8.1	0.683	16.9	LOS B	11.6	88.3	0.31	0.27	0.32	49.8
North: Cabramatta Rd												
7	L2	593	2.7	0.693	47.6	LOS D	30.5	218.4	0.90	0.85	0.90	31.3
9	R2	317	3.3	0.693	63.5	LOS E	13.8	98.9	0.94	0.83	0.97	29.8
Approach		909	2.9	0.693	53.1	LOS D	30.5	218.4	0.91	0.84	0.93	30.7
West: Hume Hwy W												
10	L2	119	7.1	0.703	30.4	LOS C	31.9	234.8	0.70	0.67	0.70	43.8
11	T1	1978	5.4	0.703	21.9	LOS B	31.9	234.8	0.66	0.61	0.66	46.8
Approach		2097	5.5	0.703	22.4	LOS B	31.9	234.8	0.66	0.62	0.66	46.5
All Vehicles		4652	5.9	0.703	26.5	LOS B	31.9	234.8	0.59	0.54	0.59	43.0

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P3	North Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		105	69.3	LOS F			0.96	0.96

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

MOVEMENT SUMMARY

Site: TCS1146 [Site8_2018 PM BASE_Cabramatta Rd_Hume Hwy]

Cabramatta Rd_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Coordinated Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Hume Hwy E												
5	T1	1781	5.6	0.688	2.1	LOS A	7.4	54.3	0.17	0.16	0.17	66.9
6	R2	751	3.6	0.801	50.8	LOS D	20.1	145.1	0.99	0.90	1.10	31.0
Approach		2532	5.0	0.801	16.5	LOS B	20.1	145.1	0.41	0.38	0.44	49.8
North: Cabramatta Rd												
7	L2	426	3.2	0.459	24.0	LOS B	14.5	104.3	0.69	0.79	0.69	40.9
9	R2	416	2.0	0.810	59.7	LOS E	11.8	83.7	1.00	0.92	1.21	30.8
Approach		842	2.6	0.810	41.7	LOS C	14.5	104.3	0.84	0.85	0.95	34.8
West: Hume Hwy W												
10	L2	232	2.3	0.786	41.2	LOS C	25.4	183.5	0.93	0.86	0.96	38.2
11	T1	1462	4.3	0.786	31.5	LOS C	26.5	192.1	0.89	0.82	0.92	40.8
Approach		1694	4.0	0.786	32.8	LOS C	26.5	192.1	0.89	0.82	0.92	40.3
All Vehicles		5067	4.3	0.810	26.2	LOS B	26.5	192.1	0.64	0.61	0.69	43.1

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P3	North Full Crossing	53	49.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	49.3	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		105	49.3	LOS E			0.95	0.95

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

MOVEMENT SUMMARY

Site: TCS1146 [Site8_2018 PM FUTURE_Cabramatta Rd_Hume Hwy]

Cabramatta Rd_Hume Hwy
Site Category: Base AM
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Hume Hwy E												
5	T1	1826	5.6	0.726	3.0	LOS A	10.7	78.2	0.26	0.24	0.26	65.5
6	R2	764	4.0	0.836	51.2	LOS D	19.8	143.7	1.00	0.94	1.18	30.8
Approach		2591	5.2	0.836	17.3	LOS B	19.8	143.7	0.48	0.45	0.53	49.2
North: Cabramatta Rd												
7	L2	426	3.2	0.458	22.3	LOS B	13.2	94.9	0.69	0.78	0.69	41.9
9	R2	440	2.6	0.806	54.9	LOS D	11.4	81.5	1.00	0.92	1.21	32.1
Approach		866	2.9	0.806	38.9	LOS C	13.2	94.9	0.85	0.85	0.95	35.9
West: Hume Hwy W												
10	L2	245	3.4	0.823	43.1	LOS D	24.9	180.9	0.96	0.92	1.06	37.3
11	T1	1462	4.3	0.823	32.6	LOS C	26.6	192.9	0.93	0.87	1.00	40.2
Approach		1707	4.2	0.823	34.1	LOS C	26.6	192.9	0.93	0.88	1.01	39.7
All Vehicles		5164	4.5	0.836	26.5	LOS B	26.6	192.9	0.69	0.66	0.76	42.9

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate
P3	North Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
P4	West Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		105	44.3	LOS E			0.94	0.94

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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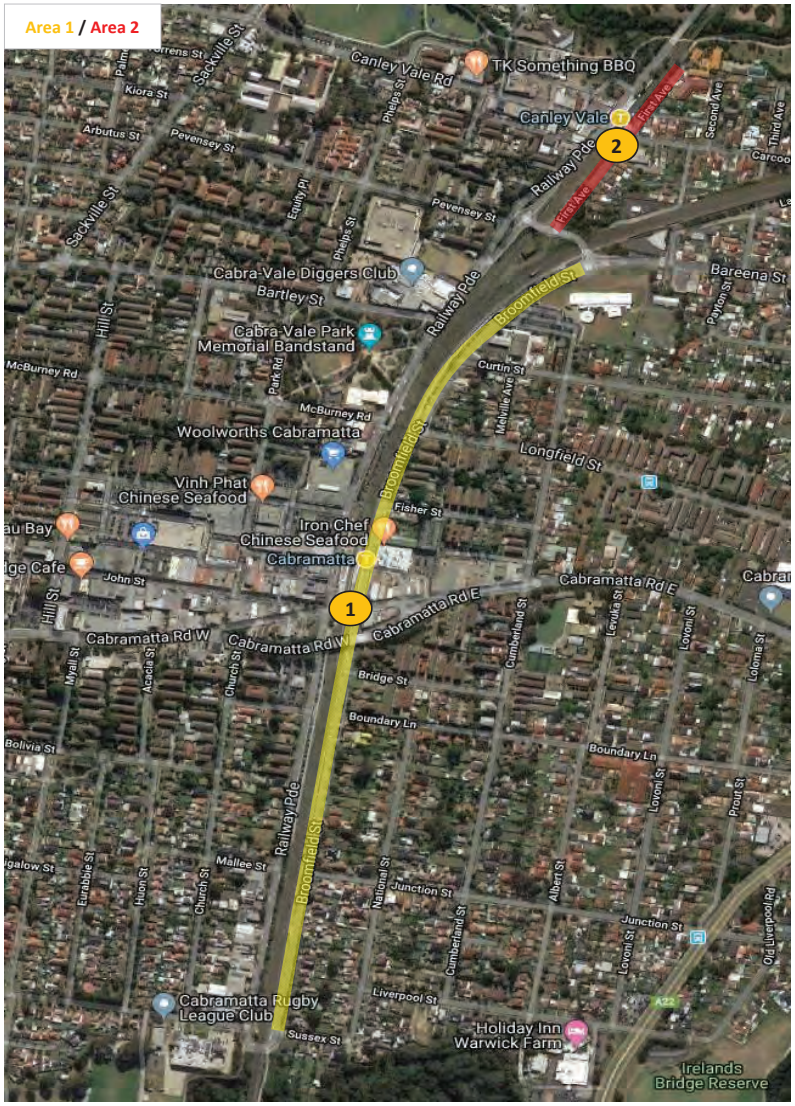
Appendix C – Parking surveys

Client	GHD
Date	Tuesday, 23rd October 2018 (7:00-19:00, 12hrs)
Description	Cabramatta Parking Survey



Area 1
1. Broomfield St

Area 2
1. First Ave

Area 3
1. Warwick Farm Railway Station

Client	GHD
Date	Tuesday, 23rd October 2018 (7:00-19:00, 12hrs)
Description	Cabramatta Parking Survey

Zone Name	Side of Street	Between	Restrictions	Applicable Hours	Capacity	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Broomfield St	East	Sussex St & #170 Broomfield St	No Restriction		**12**	2	2	2	5	5	4	3	3	4	4	5	5
		#170 Broomfield St & Junction St	No Restriction		**22**	0	0	0	1	2	2	2	2	1	0	0	0
		Junction St & Boundary Ln	No Restriction		**31**	20	21	27	27	27	26	26	26	26	24	18	12
			No Stopping														
		Boundary Ln & Bridge St	No Stopping														
		Bridge St & Cabramatta Rd	No Stopping														
			2P	am 8:30 - pm 18:00 (Mon-Fri)	**8**	5	6	6	7	6	7	7	6	7	6	7	7
			1/2 P	am 8:30 - pm 18:00	**5**	4	3	3	5	5	4	5	5	5	4	4	3
			No Stopping														
		Cabramatta Rd & Fisher St	No Stopping														
			1/2 P	am 8:30 - pm 18:00	**2**	2	2	2	2	2	2	2	2	2	2	2	2
			Loading Zone		**2**	0	0	1	1	1	2	2	2	1	2	1	2
			No Stopping														
			1P	am 8:30 - pm 18:00	**7**	5	6	6	6	6	6	6	6	7	6	7	6
			No Parking														
			1P	am 8:30 - pm 18:00	**6**	4	5	4	6	6	6	5	6	5	6	6	6
			No Stopping														
		Fisher St & LongField St	No Restriction		**14**	14	13	13	13	14	14	14	14	14	14	10	8
			No Stopping														
		LongField St & Curtin St	No Restriction		**14**	11	14	14	14	14	14	14	14	14	12	10	6
		Curtin St & Bareena St	No Restriction		**11**	6	7	7	8	8	8	7	6	6	6	6	6
			Bus Zone	am 9:00 - pm 15:00 (Mon-Fri) am 9:00 - pm 18:00 (Sat-Sun)	**4**	1	0	0	0	0	0	0	0	0	0	0	0
			No Restriction		**10**	0	0	0	0	0	0	0	0	0	0	0	0
	West	Bareena St & #170 Broomfield St	No Stopping														
			No Restriction		**5**	3	4	4	4	4	3	3	2	2	1	1	1
			No Restriction	45 Angle Parking Rear to Kerb Under 6m Vehicle	**30**	28	30	30	28	28	30	30	30	30	21	18	14
			No Stopping														
			No Restriction	45 Angle Parking Rear to Kerb Under 6m Vehicle	**17**	15	17	17	17	17	17	17	17	17	15	10	4
			No Restriction		**11**	10	10	10	10	10	10	10	10	9	9	6	4
			No Stopping														
			No Restriction		**20**	16	18	18	18	18	18	18	18	18	18	15	16
			No Stopping														
			No Restriction		**3**	3	3	3	3	3	3	3	3	3	3	3	3
			No Stopping														2
			No Restriction		**7**	7	7	7	7	7	7	7	7	7	7	7	7
			No Parking		**2**	0	0	0	0	0	0	0	0	0	0	0	0
			Taxi Zone		**2**	0	0	0	0	0	0	0	0	0	0	0	0
			Mail Zone		**1**	0	0	0	0	0	0	0	0	0	0	0	0
			No Stopping														
			Bus Zone														
			No Stopping														
			Disabled Parking		**3**	0	1	2	2	2	1	3	3	3	2	2	3
			2P	am 8:30 - pm 18:00	**9**	9	9	9	9	9	9	9	9	9	9	7	7
			No Stopping														
			No Restriction		**15**	10	15	15	15	15	15	15	15	15	12	10	6
			No Restriction	45 Angle Parking Rear to Kerb Under 6m Vehicle	**41**	35	41	41	41	41	41	41	41	41	40	38	21
			No Restriction		**53**	0	12	22	22	22	23	22	21	21	20	18	13
		#170 Broomfield St & Sussex St	No Restriction		**14**	0	0	0	2	2	1	2	2	1	1	0	0
Total					**381**	**210**	**246**	**263**	**273**	**274**	**273**	**273**	**270**	**268**	**244**	**211**	**164**
% Capacity						**55%**	**65%**	**69%**	**72%**	**72%**	**72%**	**72%**	**71%**	**70%**	**64%**	**55%**	**43%**

Client GHD
Date Tuesday, 23rd October 2018 (7:00-19:00, 12hrs)
Description Cabramatta Parking Survey

Zone Name	Side of Street	Between	Restrictions	Applicable Hours	Capacity	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
First Ave	East	Bareena St & Carcoola St	No Stopping														
			No Restriction		3	3	3	3	3	3	3	3	2	2	3	2	2
			No Parking		1	0	0	0	0	0	1	0	0	0	0	0	0
			No Stopping														
		Carcoola St & Unnamed St	No Stopping														
			No Restriction		3	3	3	3	3	3	3	3	2	2	2	2	2
			No Stopping														
		Unnamed St & End of Road	No Stopping														
			No Restriction		11	10	10	10	8	8	6	5	5	5	3	2	1
	West	No Through Rd & Bareena St	No Restriction	90 Angle	51	40	48	51	51	51	51	51	50	51	46	38	23
			No Stopping														
			No Restriction		7	7	7	7	7	7	7	7	7	7	5	4	3
			No Stopping														
Total					**76**	**63**	**71**	**74**	**72**	**72**	**71**	**69**	**66**	**67**	**59**	**48**	**31**
% Capacity						83%	93%	97%	95%	95%	93%	91%	87%	88%	78%	63%	41%

Client GHD
Date Tuesday, 23rd October 2018 (7:00-19:00, 12hrs)
Description Cabramatta Parking Survey

Street Name	Side of Street	Between	Restrictions	Applicable Hours	Capacity	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Area 3.1			Disabled		2	0	0	0	0	0	1	1	2	2	1	1	1
			No Restriction		108	76	108	107	108	108	107	108	106	108	91	76	45
Total					**110**	**76**	**108**	**107**	**108**	**108**	**108**	**109**	**108**	**110**	**92**	**77**	**46**
% Capacity						69%	98%	97%	98%	98%	98%	99%	98%	100%	84%	70%	42%
Area 3.2			Disabled		8	5	5	7	7	7	7	7	7	6	7	5	5
			Motorbike Parking		4	0	0	0	0	0	0	0	0	0	0	0	0
			Taxi Only		1	0	0	0	0	0	0	0	0	0	0	0	0
			Taxi Zone & Disabled		2	0	0	0	0	0	0	0	0	0	0	0	0
			No Restriction		190	121	190	190	190	190	190	190	190	190	154	97	69
Total					**205**	**126**	**195**	**197**	**197**	**197**	**197**	**197**	**197**	**196**	**161**	**102**	**74**
% Capacity						61%	95%	96%	96%	96%	96%	96%	96%	96%	79%	50%	36%
Area 3.3	Zone A	Ground Level	Motorbike Parking		5	0	0	1	1	1	1	1	1	1	0	0	0
			Disabled		11	3	4	8	8	9	9	10	10	9	7	7	5
			No Restriction		95	94	95	95	95	95	95	94	95	94	87	61	47
		Level 1	Motorbike Parking		9	0	0	0	0	0	0	0	0	0	0	0	0
			No Restriction		129	115	128	129	129	128	129	129	129	126	110	75	43
		Level 2	Motorbike Parking		9	0	0	0	0	0	0	0	0	0	0	0	0
			No Restriction		129	102	125	128	129	129	129	129	128	127	125	91	62
		Level 3	Motorbike Parking		10	0	0	0	0	0	0	0	0	0	0	0	0
			No Restriction		129	55	120	129	128	129	129	128	129	126	119	88	63
	Zone B		45 Angle parking rear to kerb vehicles under 6m only		37	28	37	37	37	37	37	37	37	37	32	26	15
	Zone C		No Restriction		10	10	10	10	10	10	10	10	10	10	10	8	7
Total					**573**	**407**	**519**	**537**	**537**	**538**	**539**	**538**	**539**	**530**	**490**	**356**	**242**
% Capacity						71%	91%	94%	94%	94%	94%	94%	94%	92%	86%	62%	42%

Appendix D – Travel time review

5 min (2.0 km)

via Broomfield St and Church St

59 National St

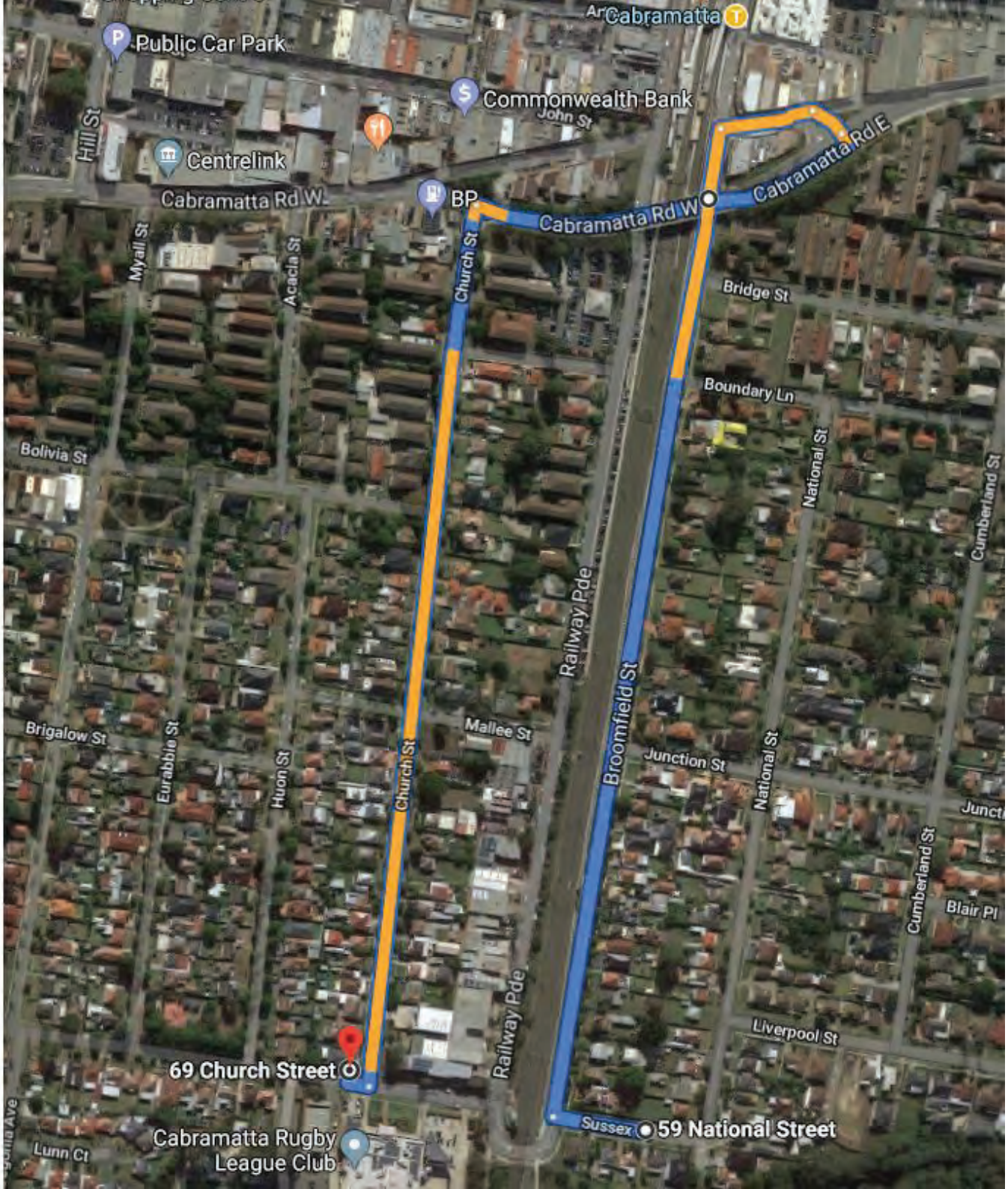
Cabramatta NSW 2166

- Head west on Sussex St towards Broomfield St
  75 m
- Turn right onto Broomfield St
  800 m
- Turn right onto Cabramatta Rd E
  76 m
- Turn right towards Cabramatta Rd E
  30 m
- Turn right at the 1st cross street onto Cabramatta Rd E
  350 m
- Turn left onto Church St
  700 m
- Turn right onto Sussex St
  Destination will be on the right
  17 m

69 Church St

Cabramatta NSW 2166

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route



4 - 6 min (2.3 km)

via Railway Pde and Broomfield St

69 Church St

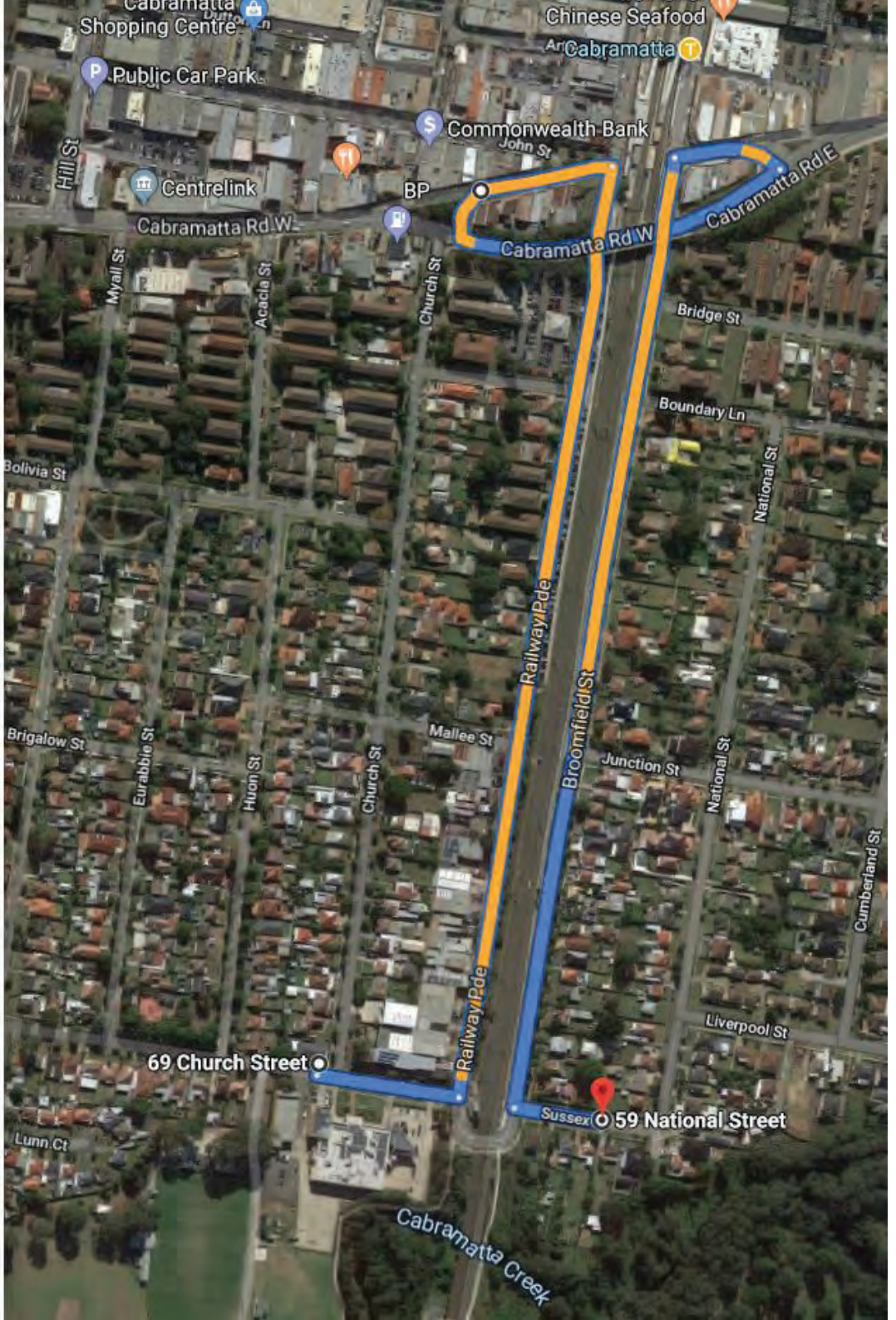
Cabramatta NSW 2166

- Head east on Sussex St towards Church St — 120 m
- Turn left onto Railway Pde — 800 m
- Turn left onto Cabramatta Rd W — 450 m
- Turn left onto Cabramatta Rd E — 93 m
- Turn left onto Broomfield St — 600 m
- Turn left onto Sussex St — 75 m

59 National St

Cabramatta NSW 2166

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.



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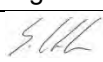
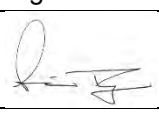
Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
2	S Quinn	S Clarke		S Page		08/08/2019

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