

# Westleigh Park

## **Traffic and Access Assessment Report**

Prepared for: Hornsby Shire Council

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## 1. Executive Summary

This report has been prepared on behalf of Hornsby Shire Council to present findings of a traffic and access assessment of the potential development options for Westleigh Park, Westleigh to provide new recreational / sporting facilities.

In particular, the potential road access options available to serve the developed park which provide both a public benefit to existing traffic conditions and which consider the potential impacts on the local networks. This report has found:

- The majority of key intersections surrounding the park currently operate at a satisfactory level of service during both the AM and PM peak periods on a weekday and during the AM period on a Saturday.
- The intersection of Duffy Avenue / Chilvers Road / The Esplanade currently operates near capacity on weekdays during the PM peak period.
- The anticipated intersection improvements at the intersection of Duffy Avenue / Chilvers Road / The Esplanade (which are expected to occur prior to 2029) would improve weekday PM peak intersection operating conditions from an average delay of 54.5 seconds to 49.6 seconds.
- The intersection of Sefton Road / Larool Crescent currently operates at a poor level of service during both the AM and PM weekday peak periods due to high delays for right turn exiting traffic.
- The identified works of Hornsby Council to restrict movements to left in / left out at the intersection of Sefton Road / Larool Crescent would resolve this poor level of service issue combined with the installation of traffic signals at Chilvers Road / Sefton Road in the future.
- The development of Westleigh Park is estimated to generate an additional 325 – 360 vehicle trips per hour (peak hour demand of the park) in the summer and winter peak periods respectively.
- A developed park with no alternative access arrangements other than those which currently exist in Quarter Sessions Road would result in the failure of the intersection of Duffy Avenue / Chilvers Road / The Esplanade during the weekday PM peak period. Further, the intersection would be operating near capacity in the AM weekday peak period.
- Without purchase of private properties there is little opportunity to provide additional capacity at the intersection of Duffy Avenue / Chilvers Road / The Esplanade to accommodate future traffic needs combined with the developed Westleigh Park.

Access to the developed park via Sefton Road or Koorungal Avenue would provide a significant benefit to the intersection operating conditions at Duffy Avenue / Chilvers Road / The Esplanade with little to no impact on the operation of local intersections. Access to the developed park via Sefton Road or Koorungal Avenue would provide a significant reduction in the total vehicle kilometres travelled by traffic generated by the park.

Overall, the development of the Westleigh Park must include alternative vehicle access arrangements over and above those which currently are available in Quarter Sessions Road.

## 2. Introduction

This report has been prepared on behalf of Hornsby Shire Council to present findings of a traffic and access assessment of the potential development options for Westleigh Park, Westleigh to provide new recreational / sporting facilities.

The study has assessed existing traffic conditions, access arrangements, potential traffic impacts and future infrastructure needs for potential options.

The remainder of the report is set out as follows:

- Section 3 provides a summary of planning / reporting to date on developments surrounding the site
- Section 4 describes the existing traffic conditions;
- Section 5 provides a summary of the assumed approach to the distribution of trips generated by a developed park;
- Section 6 analyses potential traffic impacts of the proposal using traffic generation forecasts from the brief
- Section 7 includes a future year assessment of a range of access options for a developed park;
- Section 8 provides an access assessment to service the developed park;
- Section 9 analyses the parking needs of the developed park;
- Section 10 provides a summary of the report findings; and
- Section 11 presents findings of this assessment.

### 2.1 Document History

The original traffic impact assessment for the development of Westleigh Park was prepared by Positive Traffic Pty Ltd over the course of 2016 – 2018 which considered a number of variations for the development of the park. These variations included both yield potential by sport type and access arrangements.

Since the preparation of the original traffic report and subsequent revisions, consultation with Sydney Water has occurred to gauge the feasibility of vehicle access from Sefton Road to / from Westleigh Park.

As detailed below in this report, access via Sefton Road was included in the residential subdivision plan for the site (now abandoned) and the Sefton Road access was constructed to the northern boundary of the initial residential development.

Whilst this report includes many of the components of the original assessment, further information on both the potential yield, access via Sefton Road or immediately adjacent roads and traffic counts require an expanded assessment of future traffic conditions.



Thus, this report seeks to acknowledge both the original work undertaken to date and enable Council to make an informed decision on the preferred final access arrangements to serve Westleigh Park.



### 3. Background Report Review

Hornsby Shire Council have provided several background reports for the existing site and surrounding road network investigations. The following presents a summary of the known planning and traffic reports undertaken in the vicinity of the development site.

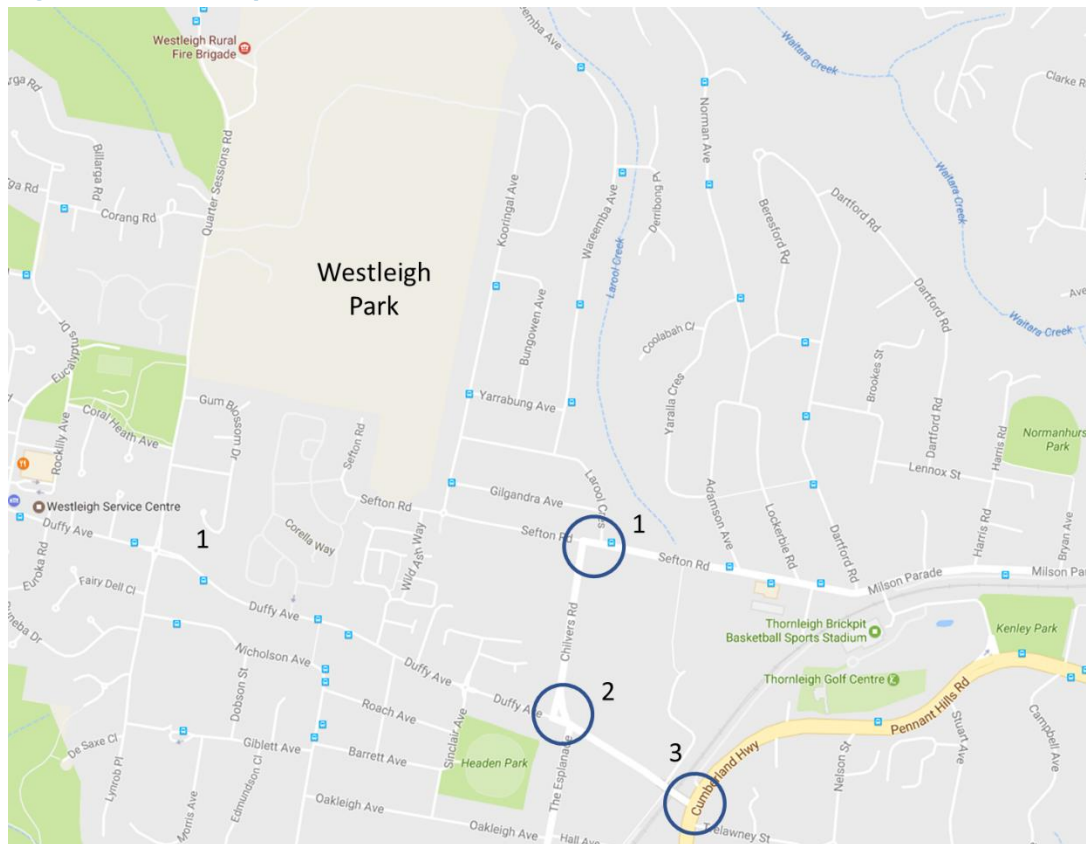
#### 3.1 Westleigh LES Traffic Capacity Calculations for Varying Development Scenarios – Masson Wilson Twiney November 1998

This traffic report included an assessment of traffic conditions at the time through counts and intersection modelling of the following locations:

1. Sefton Road / Chilvers Road
2. Chilvers Road / Duffy Avenue
3. Duffy Avenue / Pennant Hills Road

These locations are also shown below:

**Figure 1 – MWT Report Intersection Count Locations**

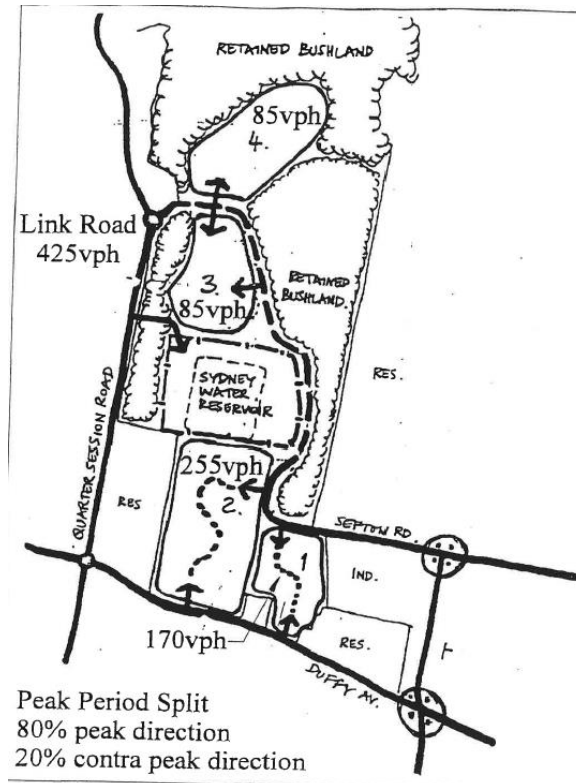


The purpose of the report was to ascertain the potential traffic impacts of a potential 700 residential dwellings at Westleigh Park. Further, access to the development would include Duffy Avenue as the primary access to the developed site. Duffy Avenue was identified as the primary potential access road due to uncertainty as to whether Sefton Road would be extended and connected to Quarter Sessions Road.



Four precincts of potential residential development surrounding the existing reservoir were identified and possible access connections to each are shown below:

**Figure 2 – MWT Report Assumed Access Options to Residential Areas**



The report assessed a range of potential traffic generation of the site as a whole ranging from a net increase of 400 to 1,000 additional peak hour trips.

The scenario testing found that up to 600 additional vehicle trips through the modelled intersections would not result in unsatisfactory intersection operating conditions at these intersections. Beyond 600 additional trips intersections would begin to fail operating at Level of Service (LOS) F.

Of note the assessment considered an access from Sefton Road to Quarter Sessions Road through the Sydney Water Reservoir but ultimately the development was not constructed.

### 4. Site Location / Existing Traffic / Parking Conditions

#### 4.1 Site Location

The location of Westleigh Park is shown in **Figure 3**.

**Figure 3 - Site Location**



Source: Hornsby Council



The existing site is bounded by Quarter Sessions Road in the west, Sydney Water Thornleigh Reservoir to the south and residential properties on Koorungal Avenue in the east. Vehicular access to the site is via Warrigal Drive and its three (3) existing intersection connections with Quarter Sessions Road. These are shown below:

**Figure 4 – Existing Intersection Warrigal Drive (southern end) with Quarter Sessions Road – Looking North**



© Google Maps

**Figure 5 – Existing Intersection from Warrigal Drive (southern end) with Quarter Sessions Road – Looking South**



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The southern access via Warrigal Drive is located in close proximity to an existing crest within Quarter Sessions Road with poor available sight distance in either direction for exiting traffic.

**Figure 6 – Existing Intersection Warrigal Drive (Northern End) with Quarter Sessions Road – Looking North**



**Figure 7 – Existing Intersection Warrigal Drive (Northern End) with Quarter Sessions Road – Looking South**



**Figure 8 – Existing Southern Access with Quarter Sessions Road near Corang Road – Looking North**



The northern access includes via Warrigal Drive is a formal street and services adjacent residential properties and Westleigh Rural Fire Station. As with the southern access, site distance in both directions is generally poor.

#### 4.2 Classification Criteria

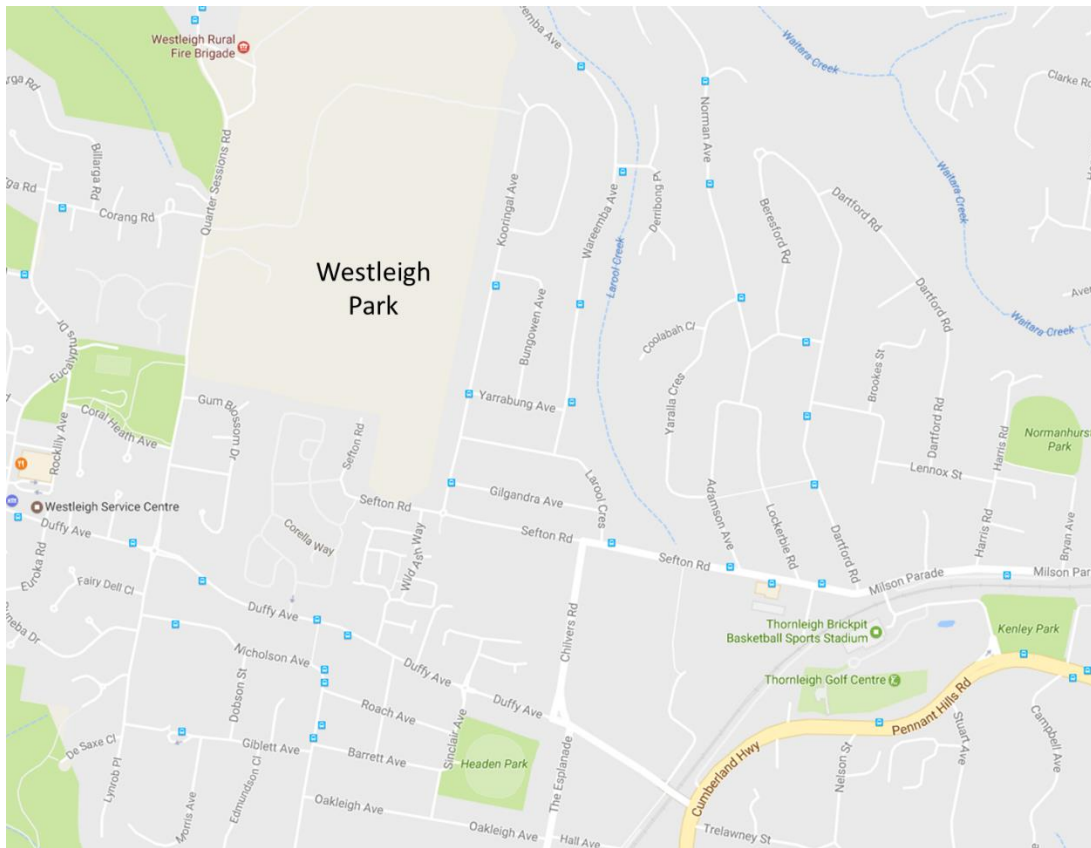
It is usual to classify roads according to a road hierarchy in order to determine their functional role within the road network. Changes to traffic flows on the roads can then be assessed within the context of the road hierarchy. Roads are classified according to the role they fulfil and the volume of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

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

#### 4.3 Existing Road Network

The existing road network located in the vicinity of the site is shown in **Figure 9** and described below.

Figure 9 – Existing Road Network Surrounding Westleigh Park



Quarter Sessions Road – is a local collector road linking Duffy Avenue in the south with residential housing in the north. The road forms a cul-de-sac at its northern end. The road generally consists of a single travel lane in each direction with parallel parking on both sides of the street. All intersections along the road are priority controlled intersections except its intersection with Duffy Avenue which is controlled by a single lane roundabout. The road forms the western boundary of Westleigh Park.

Duffy Avenue – is considered a sub arterial road east of Chilvers Road and a local collector road west of Chilvers Road linking residential areas in the west (Peninsula developments) with the main arterial road through the area, Pennant Hills Road. The road generally consists of a single travel lane in each direction with parallel parking on both sides of the street. All intersections along the road are priority controlled intersections except its intersection with Chilvers Road / The Esplanade and Pennant Hills Road which are controlled by traffic signals. The intersection of Duffy Avenue / Sinclair Avenue includes a roundabout. Duffy Avenue includes local bus routes servicing lands to the west and north of Westleigh Park.

Chilvers Road – is a regional road connecting Duffy Avenue in the south with Sefton Road in the north. The road provides access to both a small number of residential dwellings and a small industrial precinct along its western side. The street includes a single lane of travel in each direction and parallel parking on both sides of the street towards its northern end. Southbound towards Duffy Avenue, the southbound lanes widen to three approach lanes and a single northbound lane. The street includes a posted speed limit of 50km/hr. At its northern end, priority is given to northbound into Sefton Road and southbound from Sefton Road into Chilvers Road. This forms part of the parallel route to Pennant Hills Road linking Pennant Hills in the south with Hornsby in the north and is subject to large volumes of traffic during peak periods.

The Esplanade – is a north – south sub-arterial road linking Pennant Hills Road in the south via Yarrara Road with Duffy Avenue in the north. Near Duffy Avenue the road includes two approach lanes northbound and two lanes southbound for a short distance before merging into a single lane. As stated above this road forms part of the parallel route with Pennant Hills Road and includes local bus routes through the area. It generally consists of a single travel lane in each direction and a 50km/hr speed limit. The road also provides direct access to Thornleigh Rail Station and associated commuter car park.

Sefton Road – is an east - west collector road linking Chilvers Road in the west with Hornsby in the north and includes a road width of approximately 12.9m. However, east of Chilvers Road, Sefton Road is considered a sub-arterial road and provides a parallel route to Pennant Hills Road and the railway line. It carries large volumes of traffic during peak periods despite only providing a single lane of travel in each direction. West of Chilvers Road, Sefton Road functions as a local road providing access to a small pocket of industrial developments and residential properties. The road is a posted speed limit of 50km/hr west of Chilvers Road.

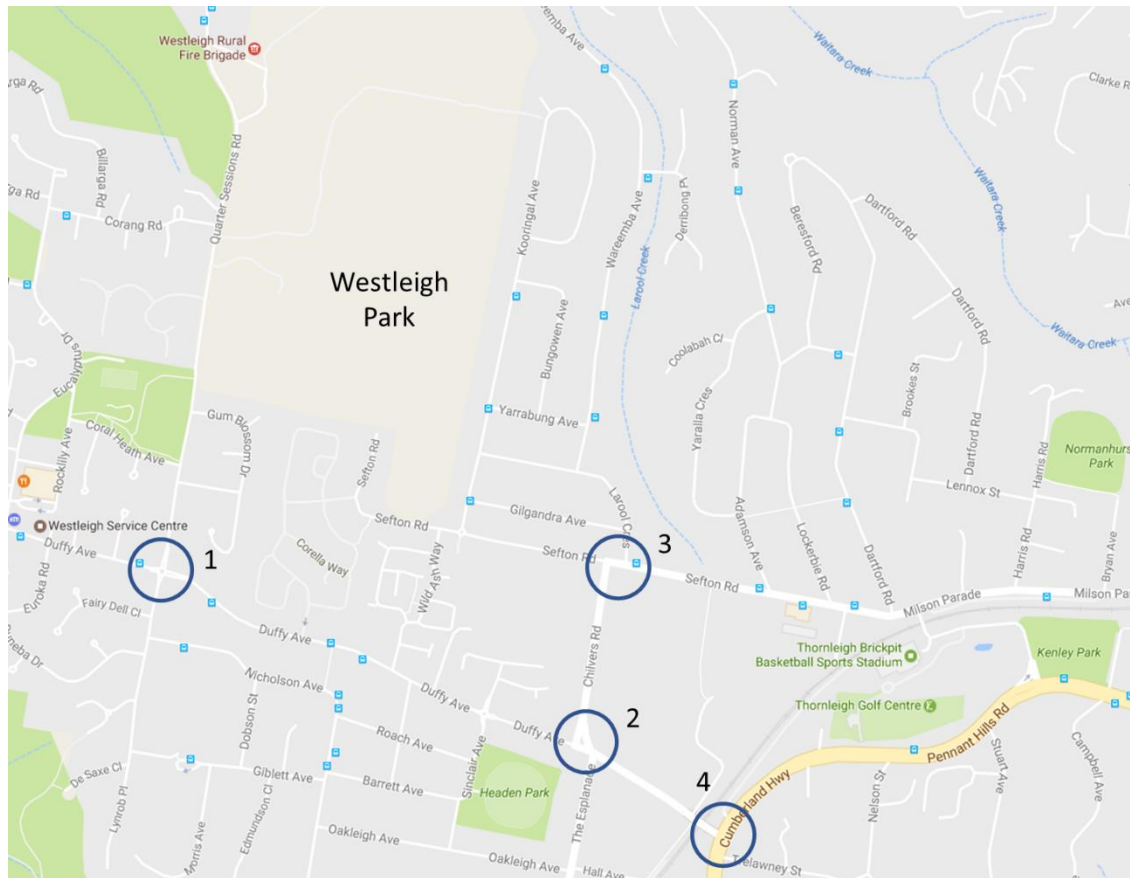
Koorungal Avenue – is a north-south local road connecting with Sefton Road in the south and forms a cul-de-sac in the north. The street includes a carriageway width of some 7.3m with unrestricted parking on both sides of the street and a single travel lane in each direction. The street also includes the Route 587/588 bus service and has a posted speed limit of 50km/hr. The intersection of Koorungal Avenue / Sefton Road is controlled via a single lane roundabout.

Larool Crescent – is predominantly a east-west local road connecting Koorungal Avenue in the west with Sefton Road (east of Chilvers Road) in the east. The intersections with Koorungal Avenue and Sefton Road include priority-controlled intersections. The street has a carriageway width of some 7.3m with unrestricted parking on both sides of the street and a single travel lane in each direction with a posted speed limit of 50km/hr.

#### 4.4 Traffic Flows – 2017 Intersection Counts

To gauge existing traffic conditions, intersection counts were undertaken at four (4) locations as shown below in **Figure 10**.

**Figure 10 – Intersection Count Locations (2017)**



These were:

1. Duffy Avenue / Quarter Sessions Road
2. Duffy Avenue / The Esplanade / Chilvers Road
3. Chilvers Road / Sefton Road
4. Duffy Avenue / Pennant Hills Road

These counts were undertaken on both a weekday and a Saturday to gauge traffic conditions during periods of peak use of a recreational facility at Westleigh Park. Copies of the intersection counts can be found in **Appendix A** of this report. The peak flows by direction in each street at each intersection are summarised below for a weekday and Saturday conditions.



**Table 1 - Summary of 2017 Weekday Peak Period Volumes in vicinity of site (veh/hr)**

Road	Location	AM		PM	
		NB/EB	SB/WB	NB/EB	SB/WB
Quarter Sessions Rd	North of Duffy Ave	102	229	308	126
Quarter Sessions Rd	South of Duffy Ave	205	198	128	88
Duffy Ave	West of Quarter Sessions Rd	262	165	201	283
Duffy Ave	East of Quarter Sessions Rd	440	209	290	514
Duffy Ave	West of Chilvers Rd	581	218	339	489
Duffy Ave	East of Chilvers Rd	390	289	316	469
Chilvers Rd	North of Duffy Ave	817	765	719	922
The Esplanade	South of Duffy Ave	687	897	701	907
Sefton Rd	West of Chilvers Rd	126	91	140	108
Sefton Rd	East of Chilvers Rd	890	707	701	910
Chilvers Rd	South of Sefton Rd	830	682	663	904
Duffy Ave	West of Pennant Hills Rd	325	226	341	406
Pennant Hills Rd	North of Duffy Ave	1,945	1,753	2,644	1,700
Pennant Hills Rd	South of Duffy Ave	1,874	1,781	2,698	1,689

From **Table 1** it can be seen that existing flows on surrounding roads are in generally in line with their classification. Of note, the corridor of The Esplanade, Chilvers Road / Sefton Road east are carrying volumes in the order of 15,000 vehicles per day, or traffic volumes to that which is expected for a sub-arterial road.

**Table 2 - Summary of 2017 Saturday Peak Period Volumes in vicinity of site (veh/hr)**

Road	Location	AM		PM	
		NB/EB	SB/WB	NB/EB	SB/WB
Quarter Sessions Rd	North of Duffy Ave	155	229	176	122
Quarter Sessions Rd	South of Duffy Ave	69	52	50	38
Duffy Ave	West of Quarter Sessions Rd	261	181	162	159
Duffy Ave	East of Quarter Sessions Rd	453	282	267	306
Duffy Ave	West of Chilvers Rd	545	265	327	331
Duffy Ave	East of Chilvers Rd	357	237	227	286
Chilvers Rd	North of Duffy Ave	606	615	433	553
The Esplanade	South of Duffy Ave	527	696	409	584
Sefton Rd	West of Chilvers Rd	107	64	68	52
Sefton Rd	East of Chilvers Rd	625	598	458	551
Chilvers Rd	South of Sefton Rd	596	612	435	544
Duffy Ave	West of Pennant Hills Rd	351	255	240	291
Pennant Hills Rd	North of Duffy Ave	2,520	1,838	2,197	1,925
Pennant Hills Rd	South of Duffy Ave	2,493	1,907	2,280	1,957

From **Table 2** it can be seen that existing flows on surrounding roads are in generally in line with their classification. Of note traffic flows along The Esplanade, Chilvers Road / Sefton Road east during a

Weekend AM / PM peak are approximately 75% of those which occur during a weekday AM / PM peak.

However, Duffy Avenue in the vicinity of Quarter Sessions Road experiences non-peak direction flows similar to that which occur during the AM / PM peak of a weekday. The peak direction is approximately 75% of that which occurs during a typical AM/PM peak on a weekday.

#### 4.5 Traffic Flows – 2019 Intersection Counts

To expand the understanding of traffic conditions in the vicinity of Sefton Road and to inform additional access scenarios, further intersection counts were undertaken at:

- Sefton Road / Koorungal Avenue
- Sefton Road / Larool Crescent

Copies of the intersection counts can also be found in **Appendix A** of this report. The peak flows by direction in each street at each intersection are summarised below for a weekday and Saturday conditions in **Table 3** and **Table 4** respectively.

**Table 3 - Summary of 2019 Weekday Peak Period Volumes in vicinity of site (veh/hr)**

Road	Location	AM		PM	
		NB/EB	SB/WB	NB/EB	SB/WB
Sefton Road	West of Koorungal Avenue	70	44	26	66
Sefton Road	East of Koorungal Avenue	125	54	62	115
Koorungal Avenue	North of Sefton Road	26	71	58	45
Sefton Road	West of Larool Crescent	909	774	729	897
	East of Larool Crescent	939	762	723	924
Larool Crescent	North of Sefton Road	22	64	85	52

From **Table 3** it is noted that 2019 recorded traffic flows on surveyed road are in generally in line with their classification. As expected, traffic flows in Sefton Road west of Koorungal Avenue are quite low given the street stops at the reservoir boundary at its western end. Of note traffic flows in Sefton Road at Larool Crescent were generally higher in both peak periods compared to those recorded in 2017 at the intersection with Chilvers Road which is only a short distance to the west.

**Table 4 - Summary of 2019 Saturday Peak Period Volumes in vicinity of site (veh/hr)**

Road	Location	AM		PM	
		NB/EB	SB/WB	NB/EB	SB/WB
Sefton Road	West of Koorungal Avenue	43	34	48	55
Sefton Road	East of Koorungal Avenue	89	52	86	72
Koorungal Avenue	North of Sefton Road	31	59	29	50
Sefton Road	West of Larool Crescent	671	682	561	673
	East of Larool Crescent	677	680	548	681
Larool Crescent	North of Sefton Road	46	54	55	34

From **Table 4** it is noted that traffic flows are generally less than those recorded on a weekday which is expected.

#### 4.6 2017 / 2019 Intersection Operating Conditions Analysis

All intersections surveyed have been analysed using the Sidra Intersection analysis program. Sidra Intersection determines the average delay that vehicles encounter, the degree of saturation of the intersection, and the level of service. The degree of saturation is the ratio of the arrival rate of vehicles to the capacity of the approach. Sidra Intersection provides analysis of the operating conditions which can be compared to the performance criteria set out in **Table 5**.

**Table 5 – Level of Service Criteria**

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

Adapted from RTA Guide to Traffic Generating Developments, 2002.

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

The existing weekday and Saturday intersection operating conditions are presented in **Table 6** and **Table 7** respectively. Average delay is expressed in seconds per vehicle.

**Table 6 – 2017 Weekday AM / PM Intersection Operating Conditions**

Intersection	Control	Morning Peak		Evening Peak	
		Av Delay	LOS	Av Delay	LOS
Quarter Sessions Rd / Duffy Ave	Roundabout	10.5	A	11.1	A
Duffy Ave / Chilvers Rd / The Esplanade	Signals	42.1	C	54.5	D
Duffy Ave / Pennant Hills Rd	Signals	16.3	B	22.1	B
Chilvers Rd / Sefton Road	Priority	14.8	B	11.0	A

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

From **Table 6** it is noted that all intersections surveyed currently operate at an acceptable level of service during both the AM and PM peak periods on a weekday. The intersection of Duffy Avenue / Chilvers Road / The Esplanade is nearing capacity during the PM peak period on a weekday.

**Table 7 – 2017 Saturday AM Intersection Operating Conditions**

Intersection	Control	Morning Peak	
		Av Delay	LOS
Quarter Sessions Rd / Duffy Ave	Roundabout	9.8	A
Duffy Ave / Chilvers Rd / The Esplanade	Signals	40.5	C
Duffy Ave / Pennant Hills Rd	Signals	18.7	B
Chilvers Rd / Sefton Road	Priority	9.6	A

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

From **Table 7** it is noted that operating conditions on a Saturday during the AM peak were very similar to those conditions experienced during the weekday AM peak. This indicates that demands on a Saturday through the surrounding intersections are similar to that which is experienced on a typical commuting weekday period.

The intersection analysis was expanded to accommodate the additional intersections surveyed in 2019. The findings of this assessment for both a weekday and a Saturday are presented below in **Table 8** and **Table 9**.

**Table 8 – 2019 Weekday AM / PM Intersection Operating Conditions**

Intersection	Control	Morning Peak		Evening Peak	
		Av Delay	LOS	Av Delay	LOS
Sefton Road / Koorungal Avenue	Roundabout	8.1	A	7.8	A
Sefton Road / Larool Crescent	Priority	84.2	F	70.2	F

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

From **Table 8** it can be seen that the intersection of Sefton Road / Koorungal Avenue operates well in the AM and PM peak periods of a weekday. However, the intersection of Sefton Road / Larool Crescent is designated as Level of Service F for both peak periods due to the delays for right turn movements out of Larool Crescent (priority-controlled intersections must report the worst movement as the LOS). All other movements at the intersection operate at Level of Service A.

**Table 9 – 2019 Saturday AM Intersection Operating Conditions**

Intersection	Control	Morning Peak	
		Av Delay	LOS
Sefton Road / Koorungal Avenue	Roundabout	7.9	A
Sefton Road / Larool Crescent	Priority	32.8	C

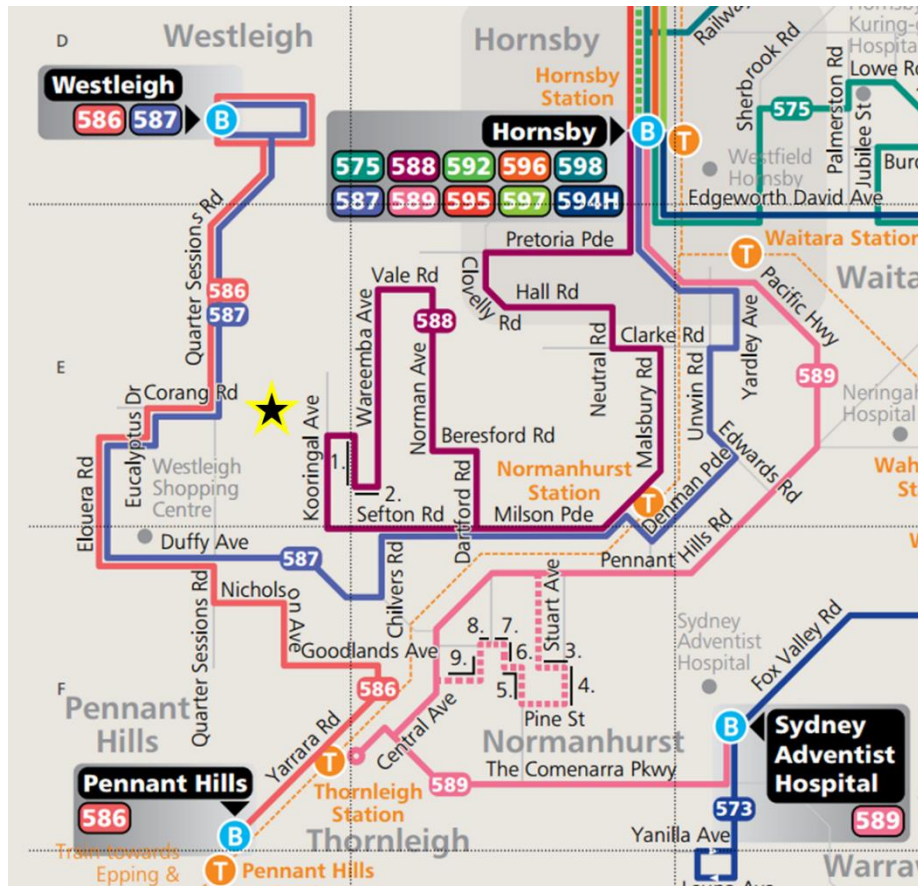
Avg Delay (sec/veh) is over all movements at signals, and for worst movement at priority and roundabouts

From **Table 9** it is noted that both intersections surveyed for 2019 conditions operate at a satisfactory level of service on a Saturday during the AM peak period.

## 4.7 Existing Public Transport Operations

Given the limited access options around Westleigh Park, bus services are focused on the western and eastern edges of the park. All services are operated by Trans Dev Bus Services and all existing bus services in the vicinity are shown in **Figure 11**.

**Figure 11 – Existing Bus Stops**



A summary of the existing services are provided in **Table 10**.

**Table 10 - Existing Bus Services**

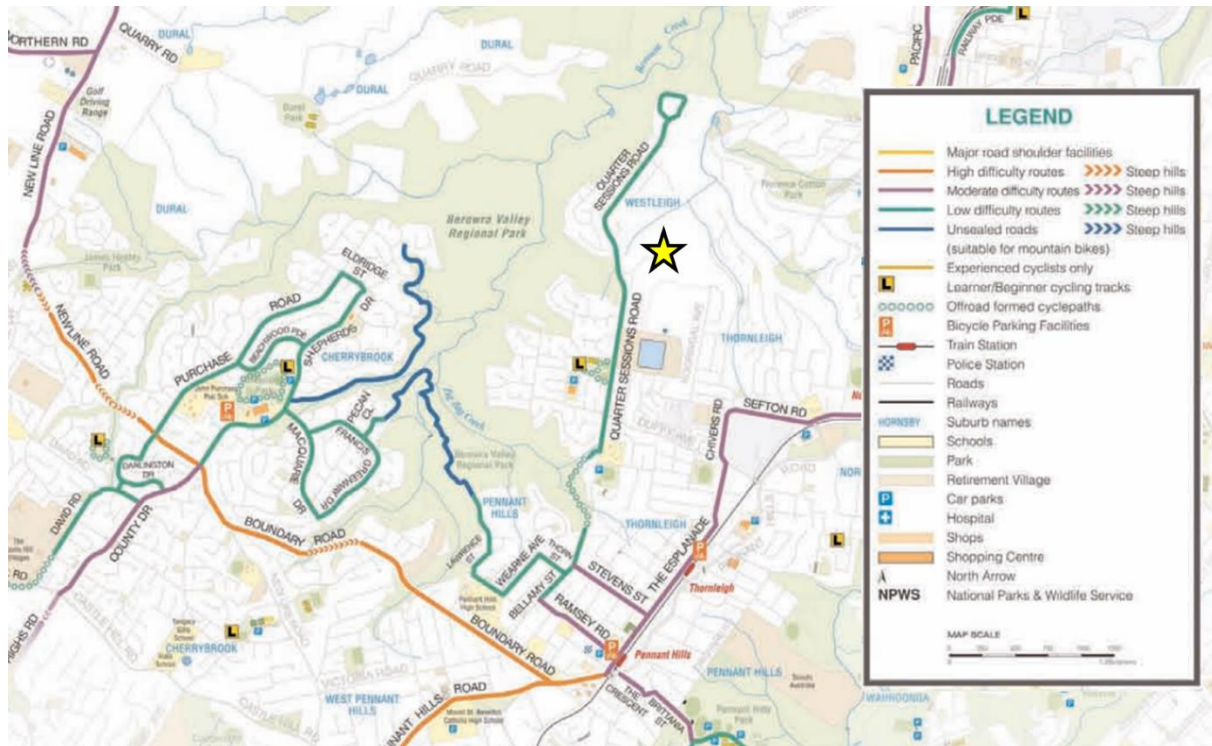
Route No.	Origin	Destination	Via
586	Pennant Hills Station	Westleigh (and return)	Westleigh Shopping Centre
587	Hornsby Rail Station	Westleigh (and return)	Westleigh Shopping Centre
588	Hornsby Rail Station	Hornsby Rail Station (loop)	Koorling Avenue

From **Table 10** it can be seen that two existing bus services which operate past the western edge of Westleigh Park (via Quarter Sessions Road) provide access to / from major rail stations, namely Hornsby and Pennant Hills. Route 588 which provides bus services to residential areas east of the park would be less attractive given the park does not have access from Sefton Road and Route 587 would provide a better service to the park via Hornsby Station.

## 4.8 Existing Bicycle Network

It is well known that Westleigh Park itself has been utilised by mountain bikers over a number of years and is a popular location for such activities. The bicycle network in the vicinity of Westleigh Park is shown in **Figure 12**.

**Figure 12 – Existing Bicycle Network Near Westleigh Park**



Quarter Sessions Road includes an on-road identified bicycle route. However, other than on-street parking lanes in areas along Quarter Sessions Road north of Duffy Avenue, no specific signage or linemarking identifying this bicycle route was noted. This corridor is classified as a 'low difficulty' route.

At the southern end of this corridor south of Duffy Avenue, off road bicycle access is available to / from Bellamy Street.

As with Quarter Sessions Road, The Esplanade / Chilvers Road / Duffy Avenue includes an on-road bicycle corridor with little to no formal identification in the form of linemarking or signage. Given the topography along these roads, this corridor is classified as a 'moderate difficulty' route.

Of note, there is no connection between the residential areas of Westleigh near Quarter Sessions Road and those on the eastern side of Westleigh Park near Sefton Road.

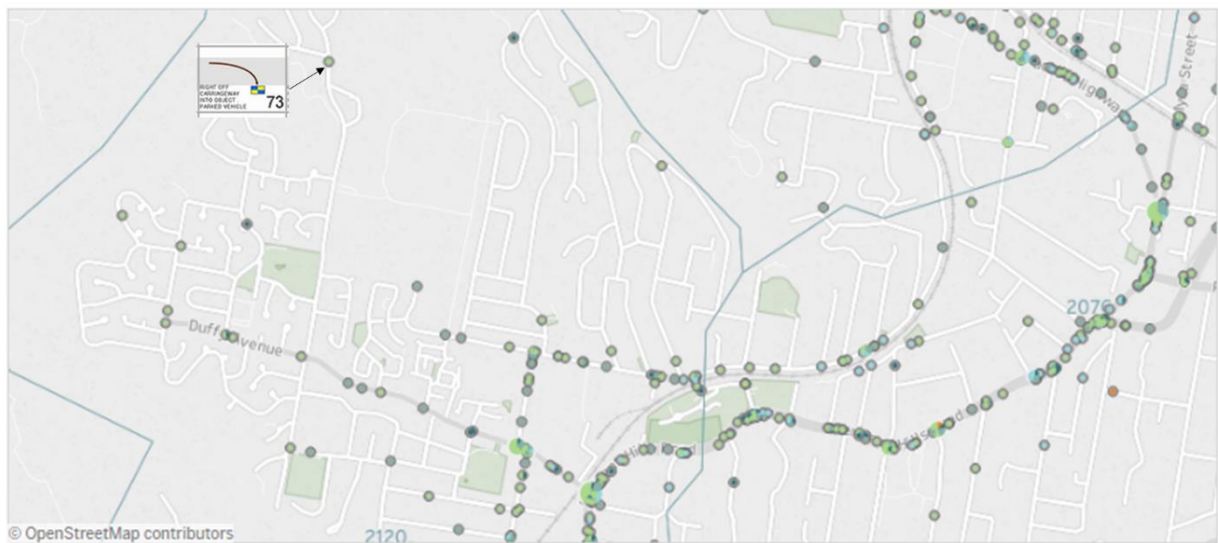
## 4.9 Accident History Assessment

The following presents a summary of the last five (5) years of accidents which have occurred in the vicinity of Westleigh Park by street.

### 4.9.1 Accident History – Quarter Sessions Road

During the past five years, the only recorded accident which has occurred on Quarter Sessions Road has involved an out of control vehicle travelling through the bends north of Corang Road as shown below in **Figure 13**:

**Figure 13 – Five Year Accidents – Quarter Sessions Road**

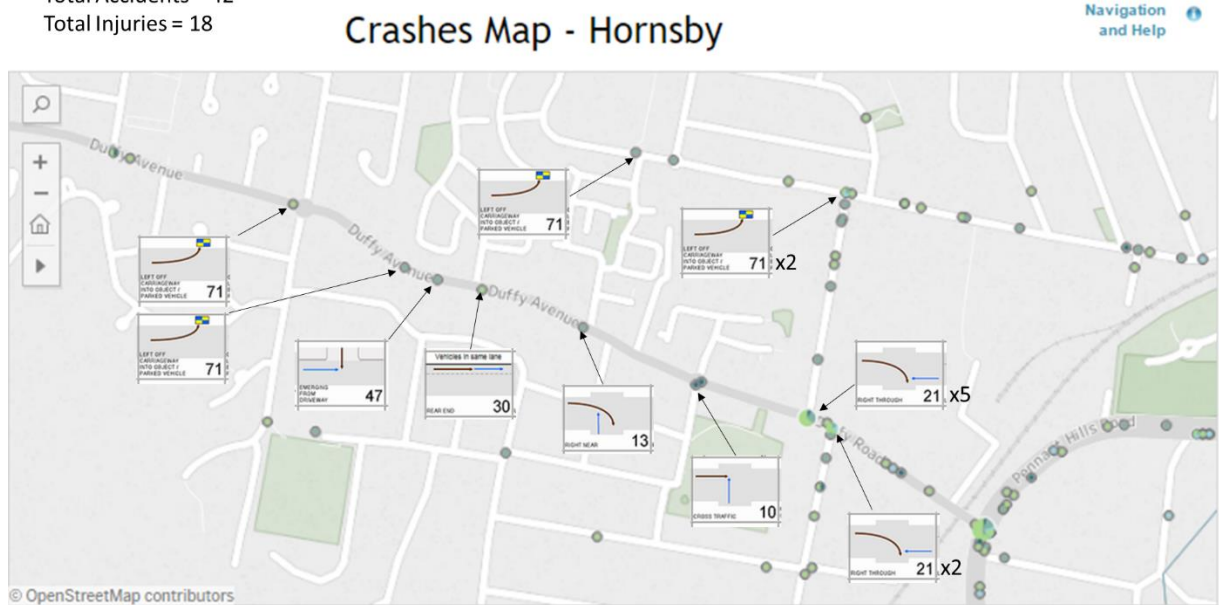


#### 4.9.2 Accident History – Duffy Avenue / Chilvers Road / Sefton Road

The known accidents which have occurred on the above roads within the last five (5) years are shown below:

**Figure 14 – Five Year Accidents – Duffy Avenue / The Esplanade / Chilvers Road**

Total Accidents = 42  
Total Injuries = 18



During the past five (5) years the three streets have included a total of 42 reported accidents with 18 injuries. The intersection of Duffy Avenue / The Esplanade / Sefton Road included the highest concentration of accidents with a total of seven (7). The largest proportion involved vehicles turning right into The Esplanade colliding with westbound traffic in Duffy Avenue.

Of note is the number of out of control accidents that occurred on Duffy Avenue with vehicles colliding with park cars.



## 5. Adopted Trip Distribution

### 5.1 Trip Distribution

The demand to and from the developed park will be via Quarter Sessions Road unless an internal direct connection to Sefton Road is created.

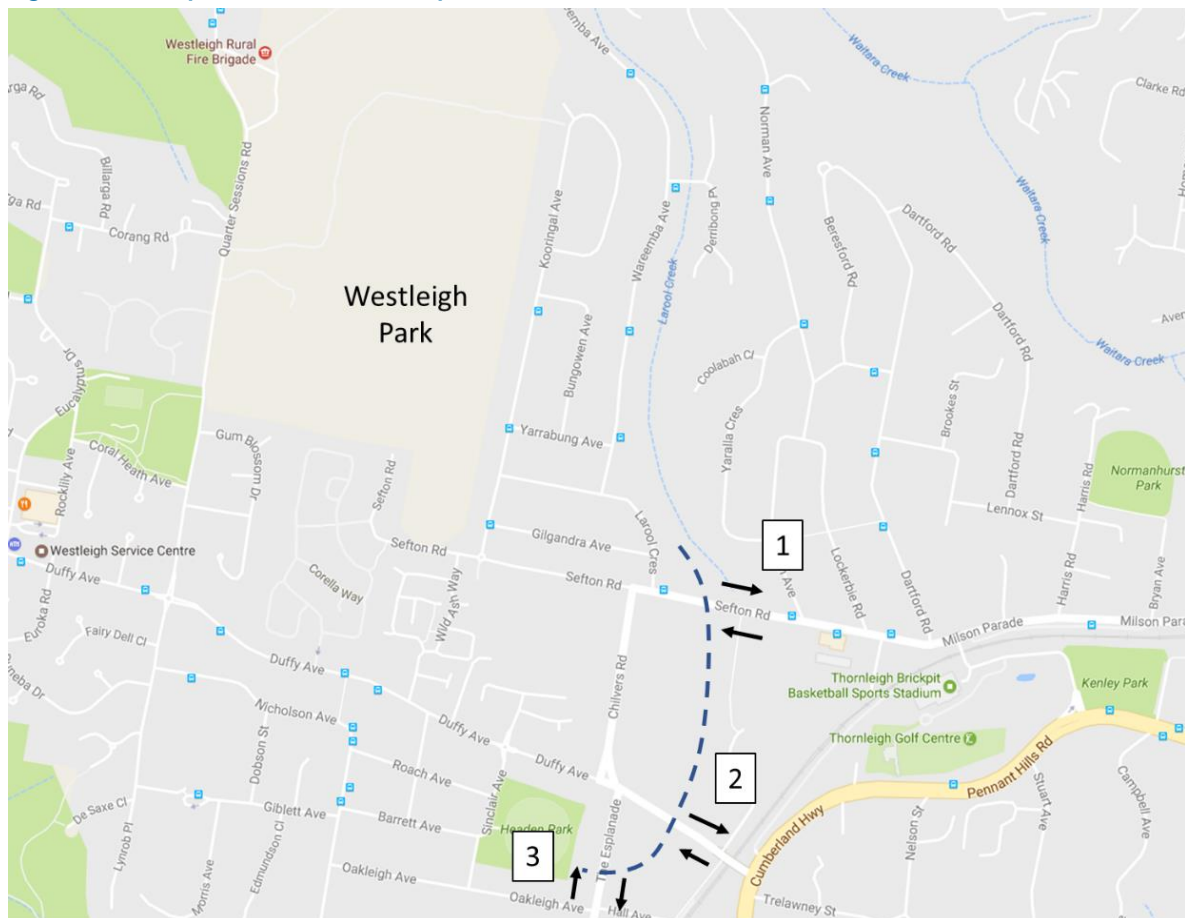
Therefore, the trip distribution during weekday and weekend day peak periods has been estimated assuming Quarter Sessions Road provides all vehicular access to / from the developed park.

To gauge potential distribution of trips to and from the park via the surrounding road network, a screenline assessment of existing traffic flows has been utilised. This approach has assessed the total demand via Sefton Road, Duffy Avenue at Pennant Hills Road and The Esplanade to ascertain potential routes of travel to and from the park.

Whilst the park would be attractive to immediate residents in Quarter Sessions Road, Duffy Avenue and other nearby streets, the net traffic generation has been applied to corridors which provide access to the park without any discount for 'local' trips.

The adopted screenline is shown below in **Figure 15**:

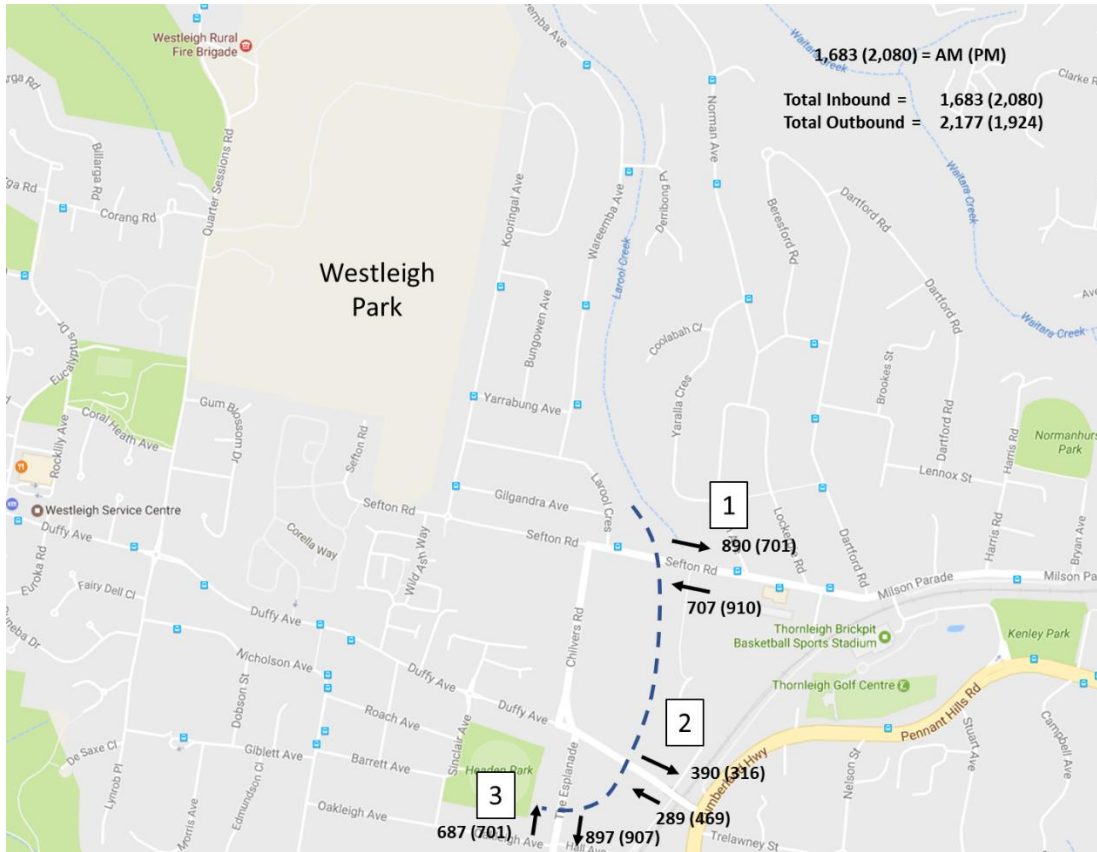
**Figure 15 – Adopted Screenline for Trip Distribution Assessment**



The total traffic flows by period and by direction have been reviewed in each location above which forms a total traffic demand into and out of the area which leads to the park. The resulting % proportion of trips on each corridor has been adopted as the trip distribution of new trips generated by the developed park.

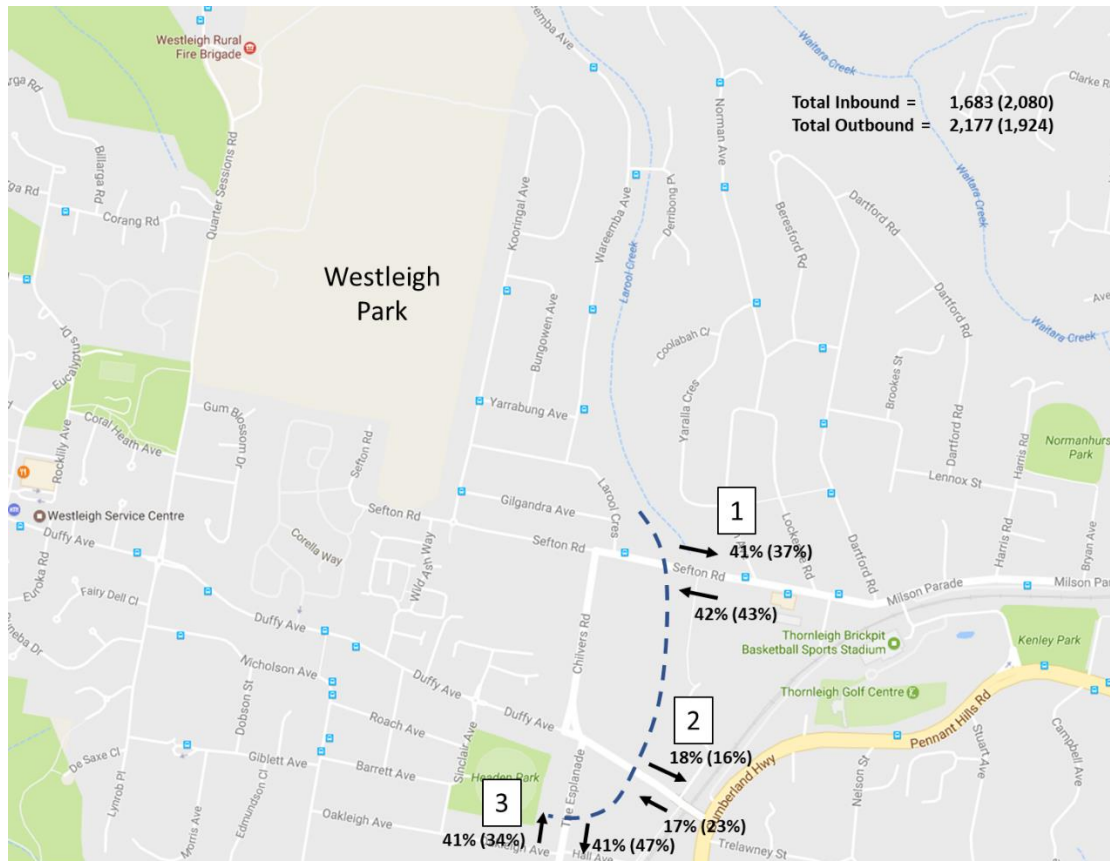
The existing traffic flows by screenline location is summarised below in **Figure 16**:

**Figure 16 – Inbound / Outbound Existing Screenline Flows for a Weekday**



Thus, the resulting adopted trip distribution by entry / exit route for additional trips generated by a developed Westleigh Park is shown below in **Figure 17**:

Figure 17 – Adopted Trip Distribution Proportions of Westleigh Park Generated Trips



## 5.2 Sefton Road Access Trip Distribution

As detailed below, the scenario assessment of potential access arrangements includes an assumption of providing a connection to Sefton Road (or Koorringal Avenue) which in turn could be utilised by existing traffic in Quarter Sessions Road. That is, with the Sefton Road or Koorringal Avenue road connection to Westleigh Park, southbound traffic on Quarter Sessions Road wishing to travel to Hornsby via Sefton Road could utilise this access instead of travelling along Duffy Avenue.

Using the adopted proportions presented in Figure 17 above, it has been assumed the same proportion of southbound trips in Quarter Sessions Road at Duffy Road would instead use the new park access link to either Sefton Road or Koorringal Avenue.

In the AM peak this represents 41% of the existing southbound traffic and 42% of the northbound traffic in Quarters Sessions Road. Similarly in the PM peak this would equate to 37% of the southbound traffic and 43% of the northbound traffic.

For trips generated by the development of Westleigh Park, it has been assumed that *all* traffic wishing to travel to Sefton Road east of Chilvers Road would do so via an access off Sefton Road or Koorringal Avenue. The remaining traffic generated by Westleigh Park would continue to use Duffy Avenue when wishing to travel to Pennant Hills Road and The Esplanade.

The remainder of the southbound traffic in Quarter Sessions Road wishing to travel to Duffy Avenue west of The Esplanade or south via The Esplanade would continue to travel east / west via Duffy Avenue.



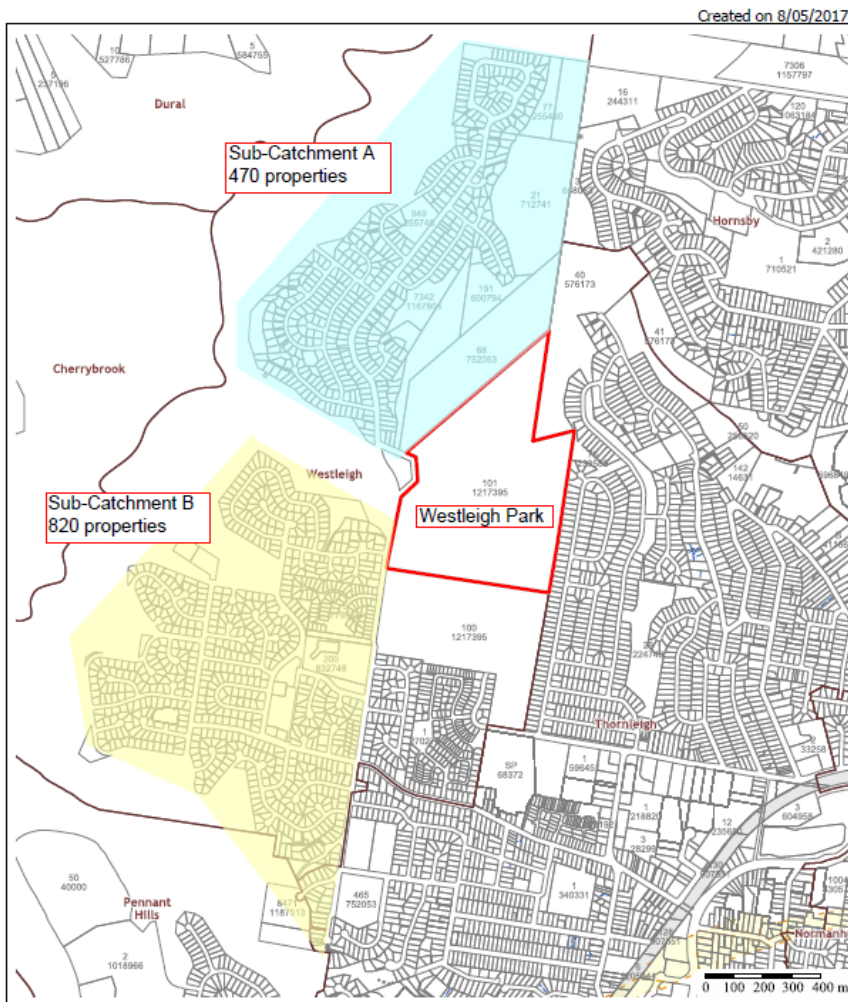
## 6. Traffic Impact Assessment – First Principles Potential Development Traffic Demands



The future traffic demands have been calculated on a first principles basis of potential uses within a developed Westleigh Park and provided by Hornsby Council.

### 6.1 Traffic Generation by Area

Analysis has been undertaken by Council on the potential catchments of trips and those trips would be undertaken by non-private vehicle modes. The catchment analysis has been based on the following plan as shown in **Figure 18**:

**Figure 18 – Westleigh Park Traffic Generation Catchments**



 <p><b>HORNSBY</b> SHIRE COUNCIL</p>	<p><b>Westleigh Park Traffic and Parking catchments</b></p>	<p>Map Scale: 1:15000 at A4 Portrait</p>	
<p>Hornsby Shire Council 296 Peats Ferry Road HORNSBY NSW 2077 Telephone: 02 9647 8666 Email: <a href="mailto:info@hornsby.nsw.gov.au">info@hornsby.nsw.gov.au</a></p>	<p><i>Important Notice!</i> Dimensions, location of features and boundaries are indicative only, their actual position has not been surveyed. Aerial photography may not align with cadastral boundaries. Hornsby Shire Council accepts no responsibility for any incident arising from any inaccuracy.</p> <p><small>Copyright © Hornsby Shire Council 2016. Aerial Imagery © aerialmap 2013, 2014, 2016, 2016. © The State of New South Wales (Land and Property Information (LPI) and SLM 2014. © LPI and AAM 2011. © AAM 1980-2009.</small></p>	<p>Projection: GDA54 / MGA zone 55</p>	
		<p>Date: 9/05/2017 12:55 PM</p>	

## 6.2 Traffic Generation Forecasts

The estimated traffic generation of the site has been based on the number of potential fields, sport uses and other activities by time of day. The estimated traffic generation by time of year (based on the information presented in **Table 11** and **Table 12** below:

The following presents the potential traffic generation of the anticipated uses by day of the week by hour of the day and for the purpose of modelling should be considered as only estimates of potential ultimate demands generated by a developed park.

**Table 11 - Estimated Park Traffic Generation by Hour - WINTER**

Winter							
	Organised sport		Mountain Bikes		Playground		Total
Weekday	In	Out	In	Out	In	Out	
9am-10am			5	5	5	5	20
10am-11am			5	5	10	10	30
11am-12pm			5	5	10	10	30
12pm-1pm			5	5	5	5	20
1pm-2pm			5	5	5	5	20
2pm-3pm			10	10	10	10	40
3pm-4pm			10	10	10	10	40
4pm-5pm	88		10	10	10	10	128
5pm-6pm	88	88					176
6pm-7pm	88	88					176
8pm-9pm		44					44
9pm-10pm		44					44

Weekend	In	Out	In	Out	In	Out	
8am-9am	160						160
9am-10am	160	160	10	10	10	10	360
10am-11am	160	160	10	10	10	10	360
11am-12pm	88	160	25	25	10	10	318
12pm-1pm	88		10	10	10	10	128
1pm-2pm		88	25	10	10	10	143
2pm-3pm	88		25	25	10	10	158
3pm-4pm		88	10	25	10	10	143
4pm-5pm			10	10	10	10	40
5pm-6pm		88					88

## Assumptions

<b>Weekday</b>	
4pm-5pm	Based on 4 teams of AFL (4 x22) or 8 teams of Soccer (8 x11) training
<b>Weekend</b>	
9am-10am	Based on 16 games of small sided soccer 10 players per game.
	9am small sided 45mins
10am-11am	10am small sided 45min
11am-12pm	11am small sided 45 min
12pm-1pm	Based on 4 games senior soccer (4x22) or 2 AFL (2x36).
	12pm full fields 1 hour
1pm-2pm	1pm full field 2 hours
3pm-4pm	3pm full field 2 hours

The following presents the anticipated traffic generation of the park during the summer months:

**Table 12 - Estimated Park Traffic Generation by Hour - SUMMER**

<b>Summer</b>							
	<b>Organised sport</b>		<b>Mountain Bikes</b>		<b>Playground</b>		<b>Total</b>
<b>Weekday</b>	In	Out	In	Out	In	Out	
9am-10am			5	5	5	5	20
10am-11am			5	5	10	10	30
11am-12pm			5	5	10	10	30
12pm-1pm			5	5	5	5	20
1pm-2pm			5	5	5	5	20
2pm-3pm			10	10	10	10	40
3pm-4pm			10	10	10	10	40
4pm-5pm	100		10	10	15	15	150
5pm-6pm		100	25	25	15	15	180
6pm-7pm	100		25	25			150
8pm-9pm		50	10	10			70
9pm-10pm		50					50

<b>Weekend</b>	In	Out	In	Out	In	Out	
8am-9am	350		25				375
9am-10am	50		25	25	10	10	120
10am-11am		50	10		10	10	80
11am-12pm		100	5	10	10	10	135
12pm-1pm	44	250	5	5	10	10	324
1pm-2pm			5	5	20	10	40
2pm-3pm			10	5	20	20	55
3pm-4pm			25	10	20	20	75
4pm-5pm		44	25	25	10	20	124
5pm-6pm				25		10	35

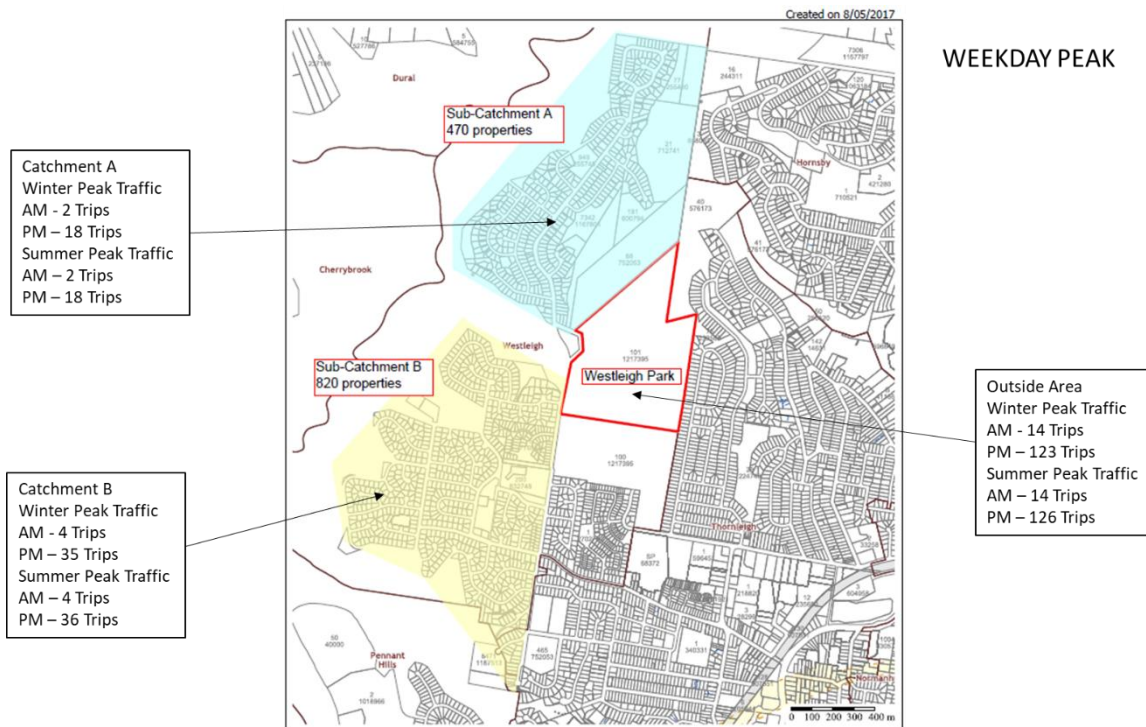


Assumptions

<b>Weekday</b>	
5pm-6pm	Based on athletics or junior cricket/baseball training of 100
<b>Weekend</b>	
9am-10am	Based on athletics or junior cricket of 400
	9am -12pm little athletics
12pm-1pm	Senior cricket
1pm-2pm	1pm-5pm senior cricket

The resulting AM and PM peak hour generated trips for a weekday applying the trip catchment areas detailed above is shown below:

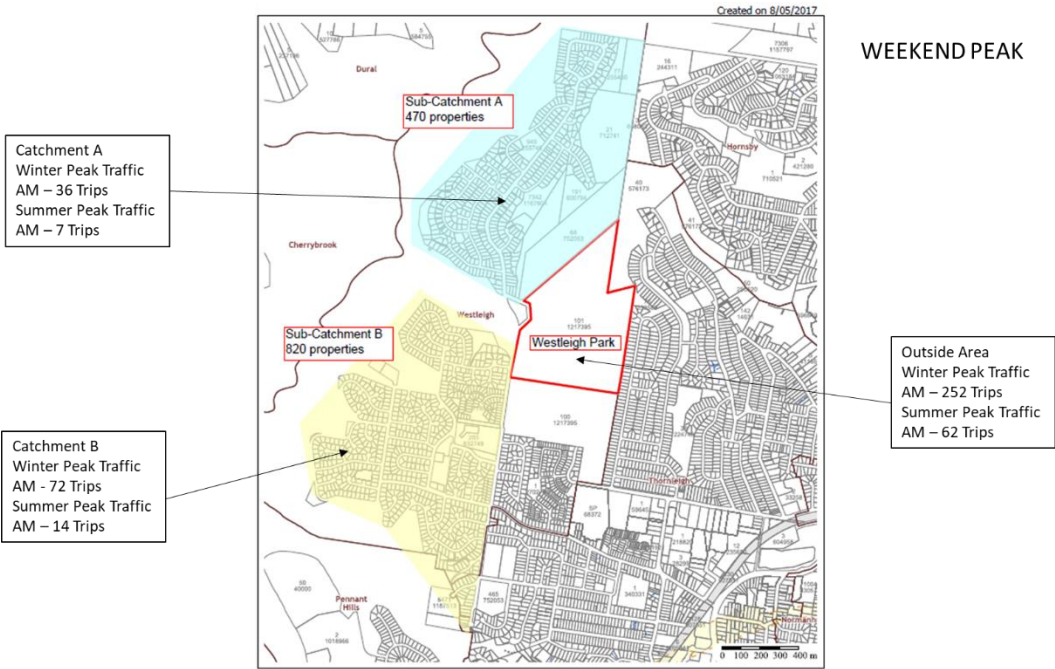
**Figure 19 – Westleigh Park WEEKDAY AM / PM Traffic Generation by Catchment**



For consistency, the 'out of area' trips have been distributed to Milsons Parade, Duffy Avenue East and The Esplanade in the same proportions as existing flows into and out of the precinct. Further, the AM and PM inbound / outbound split has been assumed to be 50/50.

Applying the same approach to the potential weekend trips generated by the park would result in the following trip generation by catchment:

Figure 20 – Westleigh Park WEEKEND AM Traffic Generation by Catchment



The resulting trips by source location are shown below:

Figure 21 – Westleigh Park WEEKDAY AM/PM Traffic Generation by Approach



Figure 22 – Westleigh Park WEEKEND AM WINTER Traffic Generation by Approach



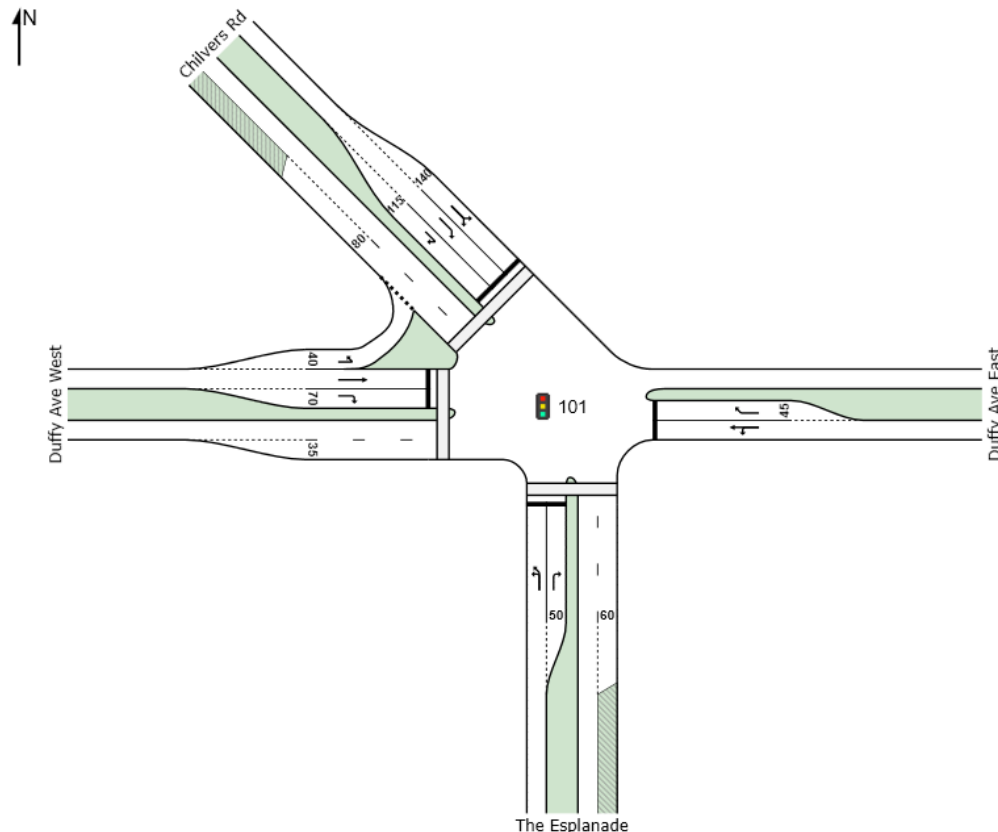
## 7. Future Traffic Conditions Assessment

### 7.1 Chilvers Road / The Esplanade / Duffy Avenue Intersection Improvements

As advised by Hornsby Council, the intersection of Chilvers Road / The Esplanade / Duffy Avenue will be subject to improvements in the future to create additional capacity. These works are proposed to occur in the future prior to 2029 and thus need to be accounted for in future intersection analysis scenarios.

The proposed ultimate arrangements of the intersection are presented below in **Figure 23**.

**Figure 23 – Proposed Future Intersection Arrangements of Chilvers Road / The Esplanade / Duffy Avenue**



Along with an additional southbound lane in Chilvers Road, a left turn slip lane will be provided from Duffy Avenue eastbound to Chilvers Road northbound. The intersection arrangements shown in **Figure 23** has been adopted for all future scenarios detailed below.

### 7.2 2029 Intersection Operating Conditions Analysis

The estimated future traffic conditions 10 years following the current intersection counts is presented below. Given it is unlikely there would be significant residential growth west of The Esplanade / Chilvers Road corridor, 0.25% growth has been assumed on Quarter Sessions Road and Duffy Avenue west of Chilvers Road. This has also been assumed for traffic travelling to / from Sefton Road west of Chilvers Road and Larool Crescent north of Sefton Road. All remaining movement at intersections have adopted a 1.5% growth rate compounded annually.

A 12 year timeframe has been applied to intersections counted in 2017 and the 2019 intersections adopting a 10 year timeframe.

The 12 year timeframe in the future also does not include any traffic generated by a developed Westleigh Park. The resultant 2029 intersection operating conditions are presented below in **Table 13 to Table 16**:

**Table 13 – 2029 Weekday AM / PM Intersection Operating Conditions**

Intersection	Control	Morning Peak		Evening Peak	
		Av Delay	LOS	Av Delay	LOS
Quarter Sessions Rd / Duffy Ave	Roundabout	10.5	A	11.2	A
Duffy Ave / Chilvers Rd / The Esplanade	Signals	39.8	C	49.6	D
Duffy Ave / Pennant Hills Rd	Signals	23.9	B	41.6	C
Chilvers Rd / Sefton Road	Priority	19.7	B	13.1	A

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

From **Table 13** it is noted that the intersection of Duffy Avenue / Chilvers Road / The Esplanade would operate at an improved level of service (compared with results shown in **Table 6**) in both the AM and PM weekday peak periods in 2029 following the intersection improvements. The intersection of Duffy Avenue / Pennant Hills Road would operate at a diminished level of service in the PM peak. The Saturday 2029 intersection operating conditions are shown in **Table 14**.

**Table 14 – 2029 Saturday AM Intersection Operating Conditions**

Intersection	Control	Morning Peak	
		Av Delay	LOS
Quarter Sessions Rd / Duffy Ave	Roundabout	9.9	A
Duffy Ave / Chilvers Rd / The Esplanade	Signals	50.5	D
Duffy Ave / Pennant Hills Rd	Signals	26.4	B
Chilvers Rd / Sefton Road	Priority	10.9	A

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

From **Table 14** it is noted that the intersection of Duffy Avenue / Chilvers Road / The Esplanade would continue to operate satisfactorily but at a diminished level of service compared to existing conditions (**Table 7**).

The 2029 intersection operating conditions for the additional intersections counted in 2019 is presented below in **Table 15** and **Table 16** respectively.

**Table 15 – 2029 Weekday AM / PM Intersection Operating Conditions**

Intersection	Control	Morning Peak		Evening Peak	
		Av Delay	LOS	Av Delay	LOS
Sefton Road / Koorungal Avenue	Roundabout	8.1	A	7.8	A
Sefton Road / Larool Crescent	Priority	>120	F	>120	F

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

From **Table 15** it is also noted that the intersection of Sefton Road / Larool Crescent would fail with significant delays for traffic exiting Larool Crescent in both the AM and PM peak periods on a weekday. Consideration would need to be given to removal the right turn movement out of Larool Crescent.

**Table 16 – 2029 Saturday AM Intersection Operating Conditions**

Intersection	Control	Morning Peak	
		Av Delay	LOS
Sefton Road / Koorringal Avenue	Roundabout	7.9	A
Sefton Road / Larool Crescent	Priority	53.7	E

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

The intersection of Sefton Road / Koorringal Avenue would exhibit little change by the year 2029. However, the intersection of Sefton Road / Larool Crescent would again fail in the AM peak due to larger delays for exiting right turn traffic at the intersection. Again, a ban on the right turn movement and redirection of this traffic to Sefton Road west of Chilvers Road would be a potential solution.

### 7.3 2029 Future Intersection Operation – Developed Park - No Sefton Road Access - WINTER

This scenario assumes a developed Westleigh Park using the traffic generation rates provided by Hornsby Council for Winter sport which is overall a higher traffic generator than summer sports.

The future traffic flows on the surrounding road generated by potential developed park traffic generation have been assessed in SIDRA. For consistency, the assessment has focused on the PM weekday peak and AM weekend peak where the greatest traffic generation of the proposals would occur. In addition, as the park traffic generation during the Winter and Summer periods on a weekday were the same and significantly higher during the Winter period on a Saturday AM, the Winter demands of the park have been adopted as the traffic generation of the park. The resulting future intersection operation is presented below in **Table 17**.

**Table 17 – 2029 WINTER Weekday / Weekend Intersection Operating Conditions**

Intersection	Control	Saturday Morning Peak		Weekday Evening Peak	
		Av Delay	LOS	Av Delay	LOS
Quarter Sessions Rd / Duffy Ave	Roundabout	10.7	A	11.9	A
Duffy Ave / Chilvers Rd / The Esplanade	Signals	56.0	D	57.1	E
Duffy Ave / Pennant Hills Rd	Signals	25.7	B	40.0	C
Chilvers Rd / Sefton Road	Priority	11.9	A	13.7	A
Sefton Rd / Koorringal Avenue	Roundabout	7.9	A	7.8	A
Sefton Rd / Larool Crescent	Priority	73.5	F	>120	F

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

From **Table 17** it is noted that on the basis that Quarter Sessions Road provides the only vehicular access to a developed Westleigh Park, the majority of the intersections surveyed would continue to operate at a satisfactory level of service during both the AM Weekend and PM during both periods.

However, despite the improvements to the intersection of Duffy Avenue / Chilvers Road / The Esplanade planned prior to 2029 the intersection would operate at an unsatisfactory level of service during a Weekday PM peak period and operate near capacity during a Saturday AM peak period.

In addition, the right turn movements out of Larool Crescent would continue to operate at a LOS F in both the weekday PM and weekend AM peak periods. All other movements at the intersection function well.

Therefore, alternative access arrangements are necessary to accommodate the combination of increases in background traffic growth and a developed Westleigh Park.

#### 7.4 Alternative Access Options Assessment

Through further consultation with Hornsby Council, it is understood there is an opportunity to consider vehicle access directly from or in the vicinity of Sefton Road. It is noted that, as part of the original residential development proposal, the main road connection was with the end of Sefton Road, along the eastern edge of the Sydney Water site.

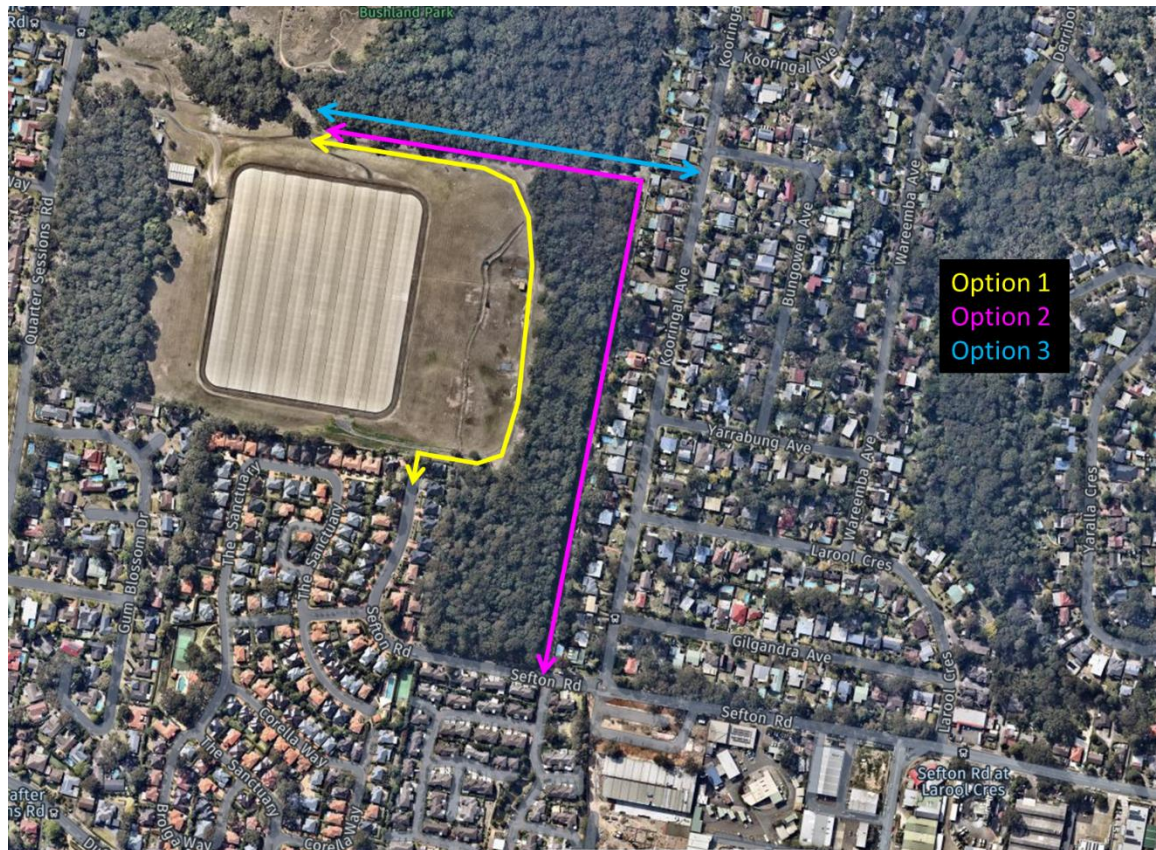
There are three (3) potential access options in the vicinity of Sefton Road to provide complimentary access to the developed Westleigh Park. These are:

- Option 1 – Sefton Road connection through Sydney Water land;
- Option 2 – Sefton Road connection via existing power line easement corridor; and
- Option 3 – Westleigh Park connection via Koorringal Avenue

The potential routes for each option above is shown below in **Figure 24**.



Figure 24 – Possible Route Options for Sefton Road Access



### 7.5 Options 1 Sefton Road Access / Option 2 Powerline Easement Access

Given the close proximity of each access option to the intersection of Sefton Road / Koorinal Avenue and the desire for the majority of traffic to travel to / from Chilvers Road, it is expected that future traffic conditions in each scenario would be similar. That is, the distribution of traffic in each instance is expected to be similar, in particular for Option 1 and 2.

To gauge the potential traffic impacts with a road connection to Westleigh Park (and Quarter Sessions Road) and Sefton Road, the following assumptions have been made to traffic generated by the proposed development travelling from outside Catchments A and B above.

- All park generated traffic travelling to / from Sefton Road east of Chilvers Road would access the park via Sefton Road only.
- 50% of the park generated traffic to / from Duffy Avenue east of Chilvers Road / The Esplanade intersection would use Sefton Road, the remaining 50% would use Duffy Avenue.
- 50% of the park generated traffic to / from The Esplanade south of Duffy Avenue would use Sefton Road, the remaining 50% would use Duffy Avenue.

For Option 1 and Option 2 above, the resulting traffic distribution of park generated traffic is shown below for the Saturday AM and Weekday PM peak periods.



Figure 25 – Westleigh Park WEEKDAY PM WINTER Sefton Access Scenario Traffic Generation by Approach - INBOUND

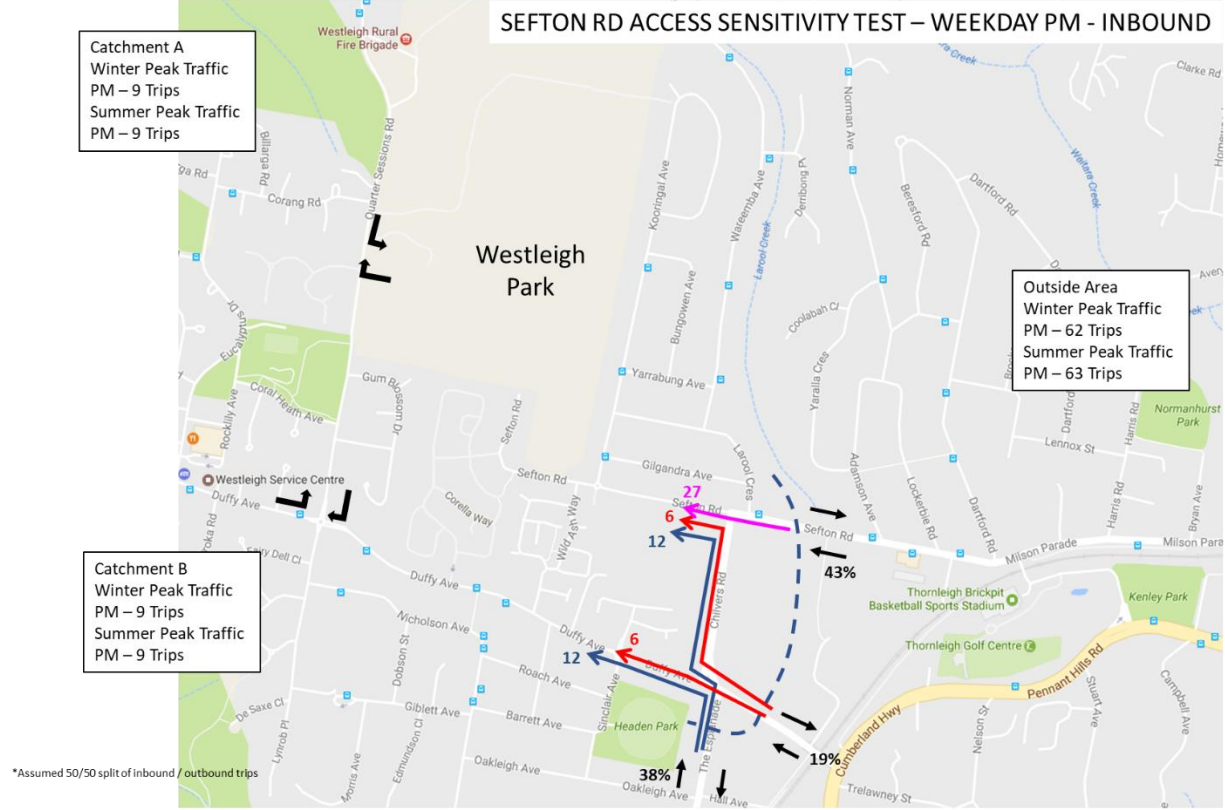


Figure 26 – Westleigh Park WEEKDAY PM WINTER Sefton Access Scenario Traffic Generation by Approach - OUTBOUND

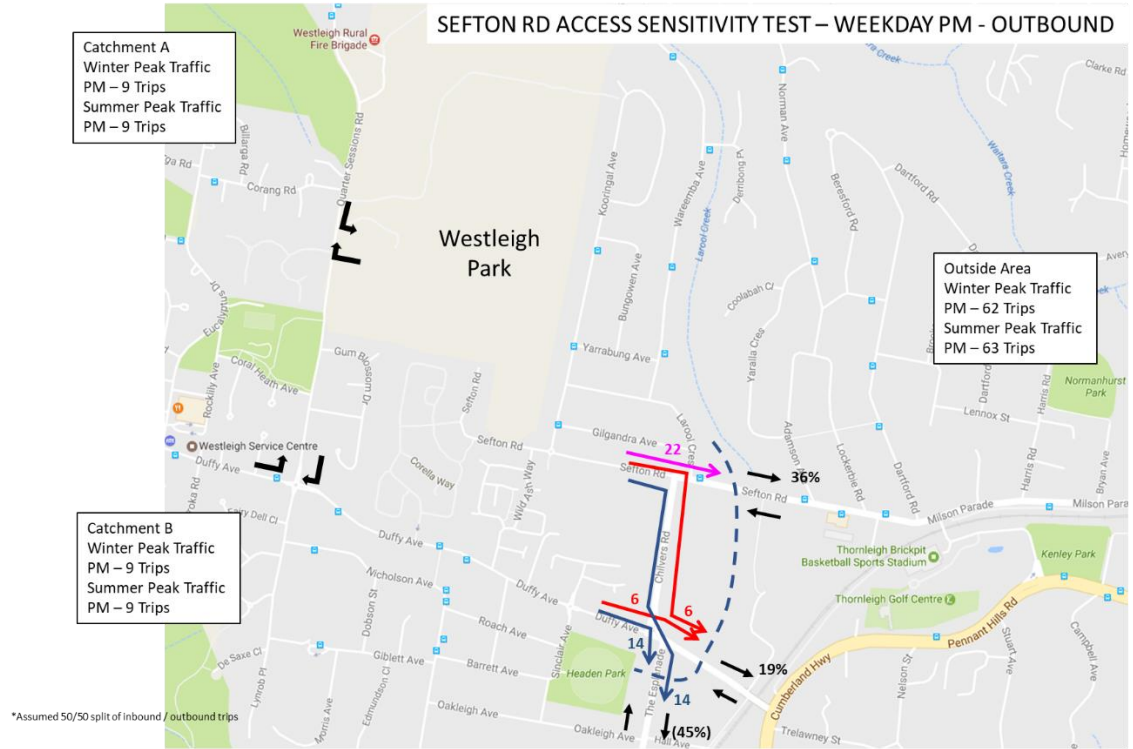
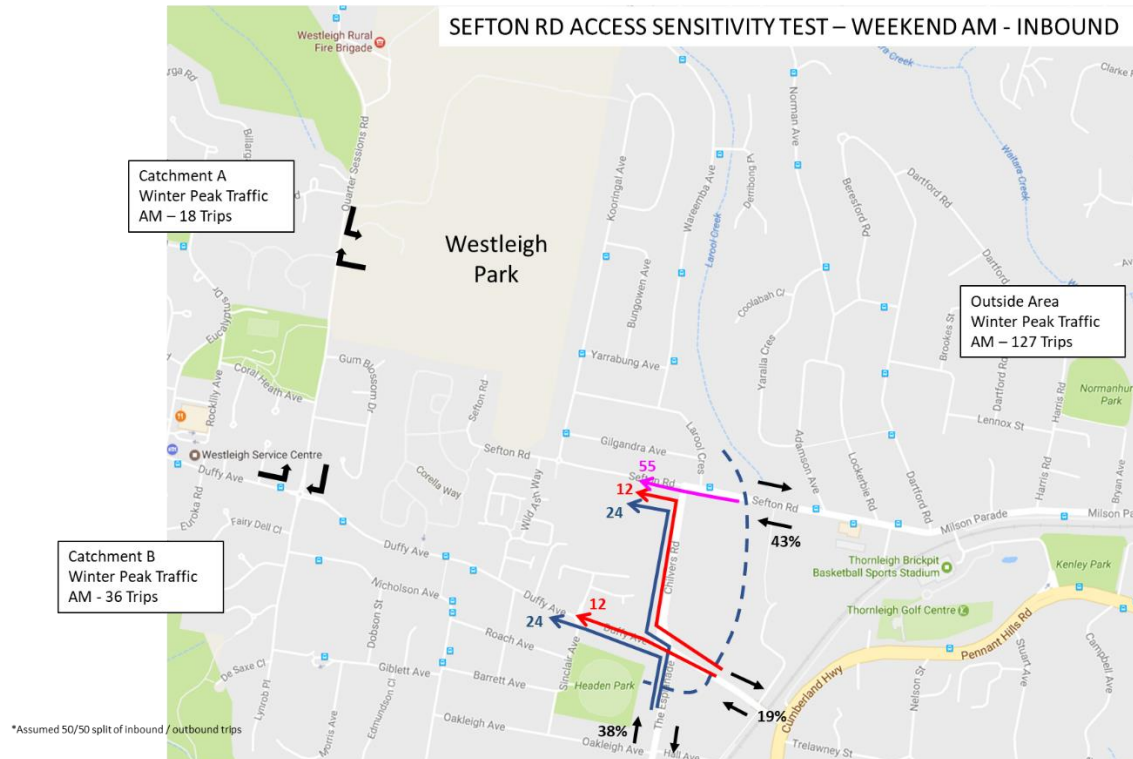
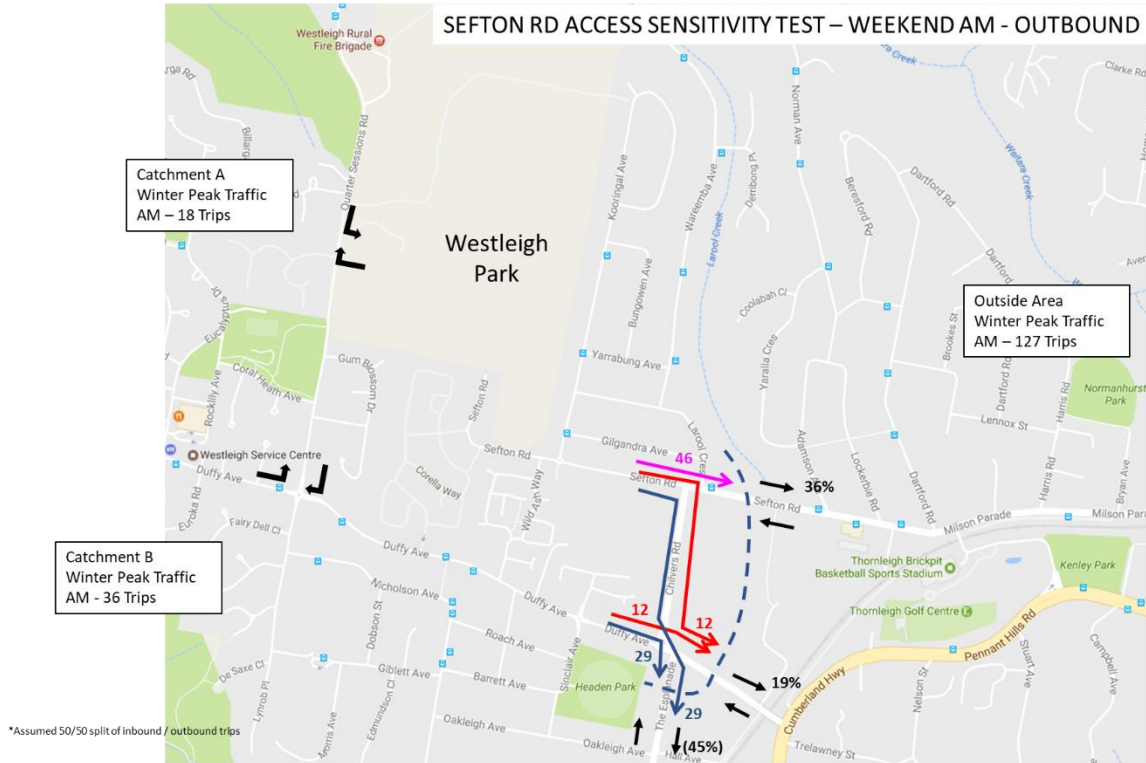


Figure 27 – Westleigh Park WEEKEND AM WINTER Sefton Access Scenario Traffic Generation by Approach - INBOUND



**Figure 28 – Westleigh Park WEEKEND AM WINTER Sefton Access Scenario Traffic Generation by Approach - OUTBOUND**



The traffic distribution assumptions of the Sefton Road access sensitivity test have been added to the existing traffic flows using the distributions shown above. In addition, the redistribution of existing traffic with the Sefton Road connection in place has also been accounted for in the assessment below.

The intersection of Quarter Sessions Road / Duffy Avenue has been omitted from the assessment as without the Sefton Road connection in 2029 this intersection operates satisfactorily with spare capacity. The connection to Sefton Road would only reduce further the traffic demands on this intersection.

The resultant future intersection operating conditions is shown below in **Table 18**.

**Table 18 – 2029 WINTER Weekend / Weekday Intersection Operating Conditions – Sefton Ave Sensitivity Test**

Intersection	Control	Saturday Morning Peak		Weekday Evening Peak	
		Av Delay	LOS	Av Delay	LOS
Duffy Ave / Chilvers Rd / The Esplanade	Signals	31.7	C	55.5	D
Duffy Ave / Pennant Hills Rd	Signals	25.7	B	40.0	C
Chilvers Rd / Sefton Road	Priority	15.9	B	17.2	B
Sefton Road / Koorungal Avenue	Roundabout	8.9	A	8.6	A
Sefton Road / Larool Crescent	Priority	<b>73.5</b>	<b>F</b>	<b>&gt;120</b>	<b>F</b>

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

From **Table 18** it is noted that in comparison to the results presented in **Table 17**, there would be a significant improvement to Saturday AM peak intersection operating conditions with an access via Option 1 or Option 2 and a minor improvement to intersection operating conditions during a weekday PM peak period.

All remaining intersections would continue to operate at a satisfactory level of service.

As is the case in all future scenarios, the right turn movements out of Larool Crescent operate at LOS F with all other movements operating well. Consideration could be given to closing this movement in the AM / PM peaks on a weekday. Alternatively, permanently banning this right turn movement and redistribute this traffic to the intersection of Sefton Road / Chilvers Road which has spare capacity in all future scenarios.

### **7.5.1 Option 3 – Koorringal Avenue Access**

As stated above, Option 3 includes a direct connection to Koorringal Avenue in the vicinity of Bungowen Avenue and those whom wish to access Sefton Road east of Chilvers Road may be enticed to use Larool Crescent.

As stated above, given the poor intersection operating conditions in Option 1 and 2 above for right turn movements out of Larool Crescent.

As stated above, Hornsby Council's proposal to convert this intersection into left in / left out only with provision of traffic signals at Chilvers Road would resolve this poor intersection operating conditions issue. It would also prevent any inbound traffic from Sefton Road east of Chilvers Road from entering the park via Larool Crescent and focusing all entry traffic to Koorringal Avenue.

From an intersection operation point of view, Option 3 makes no change to the future intersection operating conditions presented in **Table 18** above for the key intersections.

On the basis that the intersection of Sefton Road / Larool Crescent was modified to left in / left out, the additional traffic demands on the intersection would not be significant.

From a mid block capacity standpoint in Larool Crescent was noted to have and AM / PM peak mid block flows of 80-140 vehicles respectively. Koorringal Avenue was noted to have AM / PM peak mid block flows of 100-110 vehicles respectively. Overall, mid block traffic flows in both Larool Crescent and Koorringal Avenue are well within the environmental capacity of the street (some 200 vehicles in each peak hour). Mid block flows in each street during the Saturday AM peak were some 25% less than the weekday peaks.

Overlaying the weekday and weekend peak hour traffic demands onto the mid block flows in Koorungal Avenue and Larool Crescent as estimated in **Figure 25**, **Figure 26**, **Figure 27** and **Figure 28** would not result in traffic volumes in each street greater than their environmental capacity for each street. Although, additional traffic flows would result in a 50-100% increase over and above current mid block flows in each street.

A further consideration is the need to ensure adequate sight distance from the potential connection to Koorungal Avenue. To make connection to the existing fire trail, the location of the intersection access would be close to both the intersection with Bungowan Avenue and a crest within the roadway. The connection would also require the acquisition and removal of a single private residence.

## **7.6 Commentary on Sefton Road Access Option**

It is evident in the modelling that provision of an access to / from a developed Westleigh Park would result in improved intersection operating conditions at key intersections which are currently utilised to travel to / from Westleigh Park.

Further, the increase in traffic demands on Duffy Avenue would be some 60-120 vehicles less per hour in the respective peaks assessed as shown above in the redistribution of park generated trips via a Sefton Road access away from Duffy Avenue.

A key benefit of introducing the Sefton Road connection to Westleigh Park / Quarter Sessions Road is the marked improvement to intersection operating conditions at Duffy Avenue / The Esplanade / Chilvers Road during a Saturday AM peak period. Further improvements are also achieved during the weekday PM peak. An alternative connection to Westleigh Park provides additional capacity at key intersections in the immediate area.

Some 40%+ of the traffic generated by the developed park would use Sefton Road and an access via Sefton Road would both reduce the impacts on the surrounding road network and of equal importance reduce the overall Vehicle Kilometres Travelled (VKT) generated by park traffic in turn providing an improved environmental outcome.

On the basis that Sefton Road access was provided, this would reduce the travel between the intersection of Chilvers Road / Sefton Road to the park by some 1.1km per vehicle generated by the park in each direction. During the weekend AM peak period, a Sefton Road access would reduce vehicle kilometres travelled by some 210km.

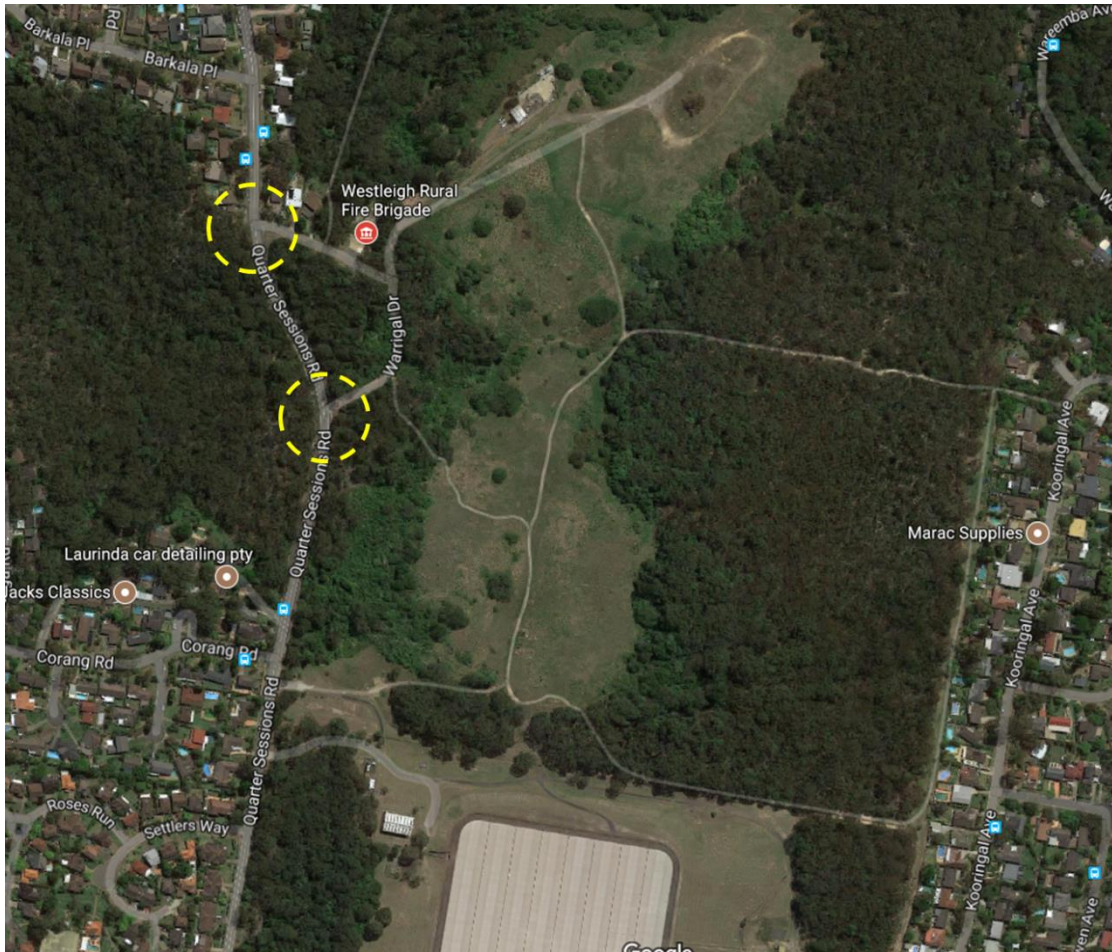
It is acknowledged that whilst originally Sefton Road was designed to have an access to the site, it currently stops at the reservoir boundary at its western end and any increase in traffic in Sefton Road would in turn have an impact on adjacent residents.

## 8. Access Assessment

### 8.1 Existing Conditions

As stated above, the existing reserve is served by two vehicular access points. These include entry / exit access via driveway located between Corang Road / Warrigal Drive intersections and the second via the existing intersection of Quarter Sessions Road / Warrigal Drive. The locations are shown below:

**Figure 29 – Westleigh Park Existing Access Locations**



The sight distance at each location is generally poor due to the topography of Quarter Sessions Road limited sight distance from the southern access to the north limited as shown in [Figures 4-7](#).

With increased activity within the park the potential for accidents to occur within Quarter Sessions Road would also increase. It is expected with the majority of traffic travelling to / from the developed park from outside the area via Duffy Avenue, the southern access to the park would have higher usage compared with the northern access.

## **8.2 Access Arrangements for Consideration**

### **8.2.1 Southern Vehicular Access (Quarter Sessions Rd & Warrigal Dr)**

On the basis that two access locations are proposed for the developed park, the southern access near Corang Road (Refer to **Figure 31**) should not permit right turn movements out of the access.

To facilitate any vehicle which wishes to travel north along Quarter Sessions Road, it is recommended a roundabout be considered at the intersection of Quarter Sessions Road / Corang Road. The roundabout would act as a slowing device for northbound traffic in Quarter Sessions Road immediately prior to the switchback bends where out of control accidents have occurred. This facility also could provide direct entry to the park via a new road connection as an entry statement.

The provision of a roundabout at the intersection of Quarter Sessions Road / Corang Road could also facilitate a pedestrian crossing facility in the form of a pedestrian refuge to provide a pedestrian / cycle link which is discussed further below.

It is noted that provision of a roundabout at this intersection must take into account the need to retain the existing water pumping station on the site.

Another consideration for the southern access in place of a roundabout at Corang Road would be the provision of a roundabout access to the site. However, given the existing topography of Quarter Sessions Road north of Corang Road, a roundabout access may be difficult having regard to the Austroads sight distance requirements for such a facility. This may necessitate some regrading of Quarter Sessions Road at this location.

### **8.2.2 Northern Vehicular Access**

The access to the north should be facilitated via the existing intersection of Quarter Sessions Road / Warrigal Drive (northern end). Consideration could also be given to the provision of a roundabout at this intersection. However, the provision of such a device at the intersection would be predicated on the findings of a road safety audit of the proposal to confirm available approach sight distance was considered adequate given the existing curves / topography of the location as shown below:

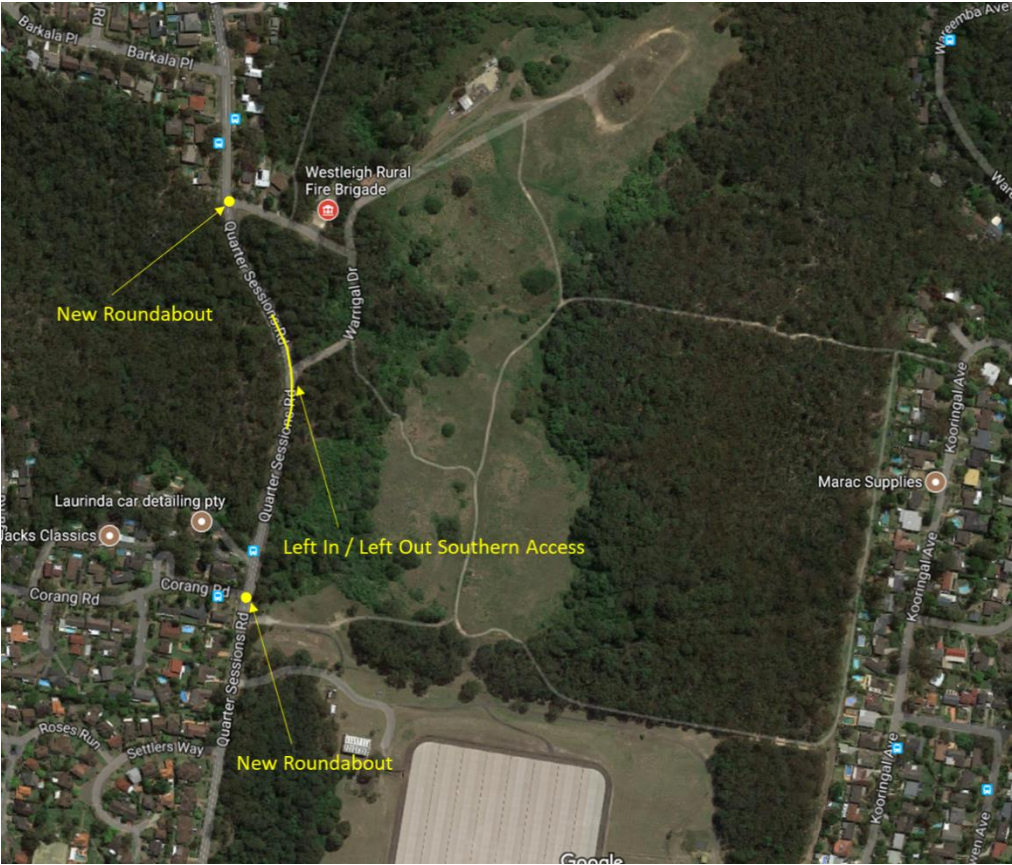
Figure 30 – Intersection of Quarter Sessions Road / Warrigal Drive



8.2.3 Potential Access Arrangements

The potential access arrangements for the developed park are shown below:

Figure 31 – Potential Developed Park Access Arrangements





### 8.3 Alternative Access Road Design Comparison

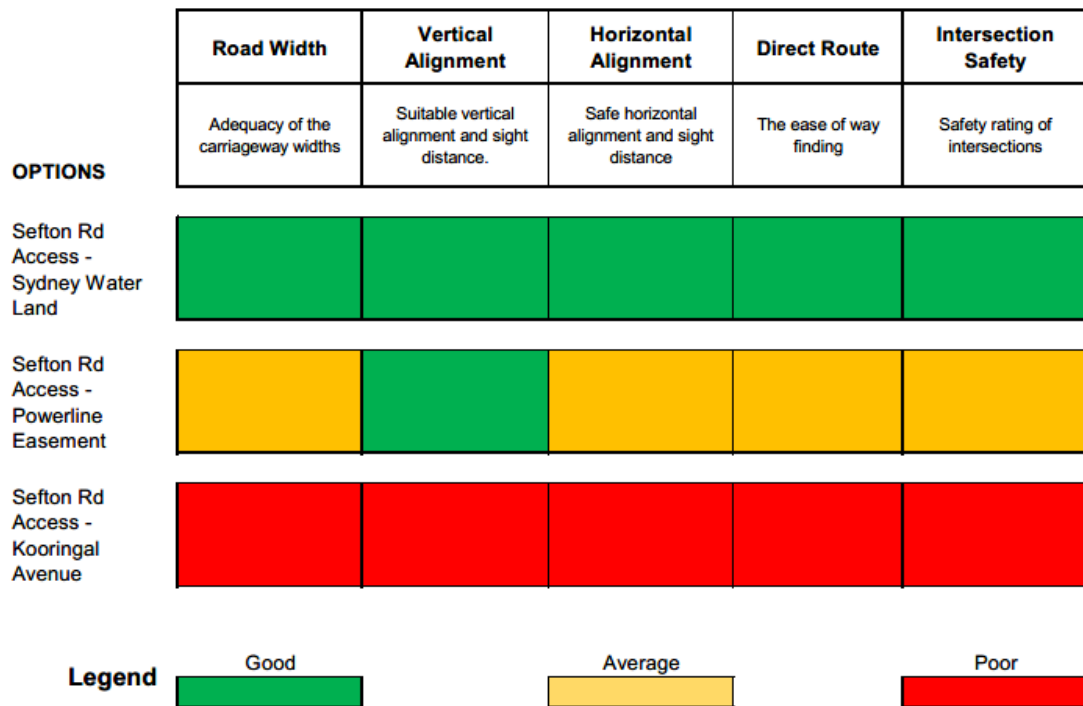
The potential traffic operation benefits of providing a vehicular access to / from Sefton Road and other alternatives has been assessed in Section 7 of this report.

On the basis that vehicular access was possible through the existing Sydney Water land to / from Sefton Road, this would markedly spread the traffic demands throughout the available network instead of the majority of traffic having to use Duffy Avenue.

A further benefit this access would be to reduce demands on the near capacity intersection of Duffy Avenue / Chilvers Road / The Esplanade as all traffic travelling to the park via Sefton Road would not be required to travel through this intersection.

On the matter of road design considerations for each alternative access to / from Sefton Road, the following presents a comparison ranking design considerations to provide such access arrangements in each instance.

Figure 32 - Road Design Considerations Comparisons



### 8.4 Pedestrian / Cyclist Access

As stated in Section 4.8, Quarter Sessions Road is identified as an on-road bicycle north / south route and although parking lanes are provided, the topography would be difficult for some and not conducive for use by parents with small children on bikes.



There are two options to provide an improved pedestrian / cycle link to Ruddock Park (see **Figure 33**). Option 1 would include an improved existing pathway (widened) on the western side of Quarter Sessions Road or Option 2 - a new shared pedestrian / cycleway along the eastern side of Quarter Sessions Road. The existing pathway along the western side of Quarter Sessions Road is narrow and would require widening to accommodate a shared path.

The benefits of Option 2 compared with Option 1 include pedestrians / cyclists would not be required to cross Settlers Way and would cross Quarter Sessions Road in a better location where the road is flat and straight.

**Figure 33 – Options to Improve Pedestrian / Cycle Link to Developed Park**



As with vehicular access opportunities, the developed site would benefit from pedestrian access through the Sydney Water land to / from Sefton Road.

## 9. Parking Provision

### 9.1 Introduction

For the uses proposed, the RTA Guide to Traffic Generating Developments does not provide specific parking rates for sport field uses. In addition, the Hornsby Council General Provisions DCP also does not provide specific parking rates for sporting fields.

### 9.2 First Principles Assessment of Potential Peak Parking Demands

Typically, parking provision seeks to accommodate business as usual demands on a particular development / facility. In the case of sporting fields, demands are consistent throughout a number of months with peaks occurring during the Saturday morning periods.

Having regard to the timetable information provided by Council and shown in **Table 11** and **Table 12**, the peak demand of parking would occur at 9:00am on a Saturday morning where up to 16 games of small sided soccer could occur with 10 players per game. That is, 160 players playing at any one time.

Similarly, in summer Council's estimates for total peak demand could occur during junior cricket where the site could accommodate some 400 players at one time.

Such games generally include at least one player per vehicle and one parent given the young age of the players. This is expected to be similar when junior cricket is held.

Parking provision needs to consider the crossover of parking demands. That is, parking demands generated by games in progress and those demands of vehicles arriving to the venues to prepare for the next game. For the purpose of parking provision it has been assumed 75% of the players for the next game would arrive during the previous game (small sided games). On that basis, a total of 280 players could be present at the venue at peak parking demands.

Assuming a vehicle occupancy rate of 1.25 persons per vehicle, small sided soccer games have the potential to generate approximately 224 parking spaces. Allowing for administration and club official parking, the venue should provide in the order of 250 parking spaces.

On a field basis (assuming 4 small sided games per field and 75% arrival rate – total of 70 players), this would equate to some 56 spaces per field.

## 10. Summary of Findings

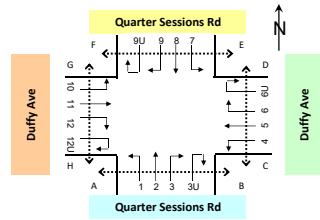
This report has assessed the potential traffic generation impacts, parking needs and access requirements for a developed Westleigh Park. The findings of this assessment are presented below:

1. Based on the estimate traffic generation by catchment area, all intersections surveyed would operate at a satisfactory level of service during the weekday and weekend peak periods following full anticipated development of the park on the basis that alternative access to Quarter Sessions Road can be achieved.
2. On the basis that Quarter Sessions Road provides the only vehicular access to the park, the intersection of Duffy Avenue / Chilvers Road / The Esplanade would require further expansion over and above that which is proposed to occur prior to 2029.
3. The two vehicular access points to the park should include left in / left out only for the southern access (near Corang Road) and via Warrigal Drive in the north.
4. A roundabout should be considered at the intersection of Quarter Sessions Road / Corang Road) not for capacity reasons but to provide both a slow point and U-turn facility for the park.
5. The provision of an entry / exit access from Sefton Road would result in improved intersection operating conditions at Duffy Avenue / Chilvers Road / The Esplanade and Chilvers Road / Sefton Road and would not require further expansion into the future.
6. The provision of the road connection envisaged in the original subdivision in Sefton Road to Quarter Sessions Road would result in marked improvements to intersection operating conditions at Duffy Avenue / Chilvers Road / The Esplanade and negate the need for physical expansion to accommodate future year traffic demands.
7. Consideration should be given to banning the right turn movement out of Larool Crescent as an alternative outbound route is available via Sefton Road.
8. Future mid-block flows in both Koorungal Avenue and Larool Crescent would be within the environmental capacity of each street on the basis that a connection to the park was made from Koorungal Avenue. However, due to the narrow carriageway and poor sight distances this would be a substandard solution.
9. As a whole, consideration should be given to providing some 250 parking spaces throughout the park via both open air car parks near ovals and throughout the two-way loop road system recommended.
10. A new shared pedestrian / cycleway should be considered linking Westleigh Park with Ruddock Park on either the western or eastern side of Quarter Sessions Road. The eastern side is considered preferable but may not be possible within the existing road carriageway.
11. Vehicular and / or pedestrian access from Sefton Road through the Sydney Water land would have the positive effect of spreading traffic demands of the parking throughout the available road network instead of focusing traffic demands on Duffy Avenue.
12. Overall the extension of Sefton Road into the park would provide the best connection to facilitate a further vehicle / pedestrian access to the park over and above the potential connections via the powerline easement or Koorungal Avenue.

## 11. Appendix A – 2017 / 2019 Intersection Counts



**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 1. Duffy Ave / Quarter Sessions Rd  
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
 : 15 mins Data

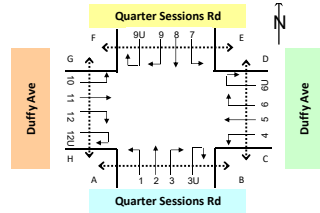


Classifications	Class 1	Class 2	Class 3
	Cars	Trucks	Buses

Approach	Quarter Sessions Rd																Duffy Ave																		
	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)									
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses
6:00 to 6:15	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	5	0	0	5	6	0	0	6	0	0	0	0			
6:15 to 6:30	1	0	0	1	1	0	1	2	2	0	0	2	0	0	0	0	1	0	1	2	3	0	0	3	3	1	0	4	1	0	0	1			
6:30 to 6:45	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	7	0	0	7	5	0	1	6	1	0	0	1				
6:45 to 7:00	1	0	1	2	0	0	0	0	6	0	0	6	0	0	0	1	0	0	1	12	1	0	13	17	0	1	18	0	0	0	0				
7:00 to 7:15	1	0	0	1	2	0	0	2	10	0	0	10	0	0	0	0	2	0	0	2	8	1	0	9	16	3	0	19	1	0	0	1			
7:15 to 7:30	5	0	0	5	1	0	0	1	9	0	0	9	0	0	0	1	0	0	1	12	0	0	12	14	1	2	17	1	0	0	1				
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<b>AM Totals</b>	<b>102</b>	<b>0</b>	<b>3</b>	<b>105</b>	<b>67</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>172</b>	<b>2</b>	<b>0</b>	<b>174</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>5</b>	<b>1</b>	<b>79</b>	<b>254</b>	<b>9</b>	<b>3</b>	<b>266</b>	<b>201</b>	<b>6</b>	<b>10</b>	<b>217</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>12</b>			
14:00 to 14:15	2	0	0	2	0	0	0	0	3	0	0	3	1	0	0	1	2	0	0	2	35	1	0	36	18	0	0	18	0	0	0	0			
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14:45 to 15:00	10	0	0	10	0	0	0	0	4	0	0	4	0	0	0	21	0	0	21	35	0	1	36	21	1	0	22	0	0	0	0				
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Job No. : N2959  
 Client : Positive Traffic  
 Suburb : Westleigh  
 Location : 1. Duffy Ave / Quarter Sessions Rd  
  
 Day/Date : Tuesday, 07th Feb 2017  
 Weather : Fine  
 Description : Classified Intersection Count  
 : Hourly Summary

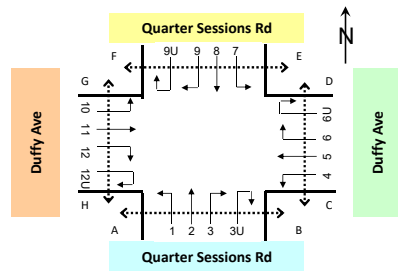


Approach	Quarter Sessions Rd												Duffy Ave																							
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)							
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
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7:30 to 8:30	19	0	2	21	15	0	0	15	41	1	0	42	1	0	0	1	22	2	0	24	57	0	0	57	46	0	6	52	2	0	1	3				
7:45 to 8:45	24	0	2	24	18	0	0	18	54	0	0	54	1	0	0	1	39	1	0	40	68	1	0	69	48	0	5	53	2	0	1	3				
8:00 to 9:00	45	0	0	45	22	1	0	23	80	0	0	80	1	0	0	1	52	2	0	54	82	5	1	88	47	0	5	52	2	0	1	3				
8:15 to 9:15	66	0	0	66	41	1	1	43	95	0	0	95	1	0	0	1	51	3	0	54	90	5	1	96	56	0	1	57	2	0	0	2				
8:30 to 9:30	66	0	0	66	44	1	1	46	89	0	0	89	1	0	0	1	42	2	0	44	93	6	1	100	59	1	0	60	3	0	0	3				
8:45 to 9:45	60	0	0	60	42	1	1	44	72	1	0	73	1	0	0	1	21	2	0	23	103	5	2	110	72	1	0	73	4	0	0	4				
9:00 to 10:00	39	0	0	39	28	0	1	29	43	1	0	44	0	0	0	0	4	2	0	6	105	2	2	109	73	1	0	74	4	0	0	4				
<b>AM Totals</b>	<b>102</b>	<b>0</b>	<b>3</b>	<b>105</b>	<b>67</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>172</b>	<b>2</b>	<b>0</b>	<b>174</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>5</b>	<b>1</b>	<b>79</b>	<b>254</b>	<b>9</b>	<b>3</b>	<b>266</b>	<b>201</b>	<b>6</b>	<b>10</b>	<b>217</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>12</b>					
14:00 to 15:00	18	0	0	18	2	0	0	2	12	0	0	12	1	0	0	1	41	0	0	41	137	3	1	141	92	4	0	96	0	0	0	0				
14:15 to 15:15	43	0	1	44	35	0	2	37	55	0	0	55	0	0	0	0	47	0	0	47	146	2	1	149	100	5	0	105	0	0	0	0				
14:30 to 15:30	50	0	2	52	38	0	2	40	61	0	0	61	0	0	0	0	48	0	0	48	155	3	1	159	113	5	0	118	0	0	0	0				
14:45 to 15:45	54	0	2	56	42	0	2	44	71	0	0	71	1	0	0	1	48	1	0	49	173	1	2	176	114	4	0	118	0	0	0	0				
15:00 to 16:00	52	0	4	56	44	0	3	47	79	1	0	80	1	0	0	1	38	1	0	39	180	2	2	184	139	3	1	143	1	0	0	1				
15:15 to 16:15	33	0	3	36	18	0	2	20	39	1	0	40	1	0	0	1	35	1	0	36	178	2	3	183	162	2	3	167	1	0	0	1				
15:30 to 16:30	27	0	3	30	22	0	2	24	37	1	0	38	1	0	0	1	33	1	0	34	185	1	4	190	173	0	3	176	1	0	0	1				
15:45 to 16:45	35	0	3	38	31	0	2	33	40	1	0	41	0	0	0	0	31	0	0	31	197	1	3	201	195	0	3	198	2	0	0	2				
16:00 to 17:00	34	0	2	36	38	0	1	39	32	0	0	32	0	0	0	0	28	0	0	28	209	0	3	212	192	0	2	194	2	0	0	2				
16:15 to 17:15	45	0	2	47	38	0	0	38	31	0	0	31	1	0	0	1	33	0	0	33	217	0	2	219	184	0	0	184	3	0	0	3				
16:30 to 17:30	48	0	1	49	40	0	0	40	37	1	0	38	1	0	0	1	41	0	0	41	218	0	2	220	191	0	0	191	3	0	0	3				
16:45 to 17:45	44	0	2	46	39	0	0	39	30	1	0	31	1	0	0	1	47	0	0	47	218	0	2	220	193	0	0	193	2	0	0	2				
17:00 to 18:00	54	0	1	55	42	0	0	42	29	1	0	30	1	0	0	1	49	0	0	49	218	1	2	221	221	0	0	221	1	0	0	1				
17:15 to 18:15	46	0	2	48	48	0	0	48	31	1	0	32	0	0	0	0	49	0	0	49	221	2	2	225	240	0	0	240	0	0	0	0				
17:30 to 18:30	47	0	2	49	46	0	0	46	22	0	0	22	0	0	0	0	40	1	0	41	227	2	2	231	230	0	0	230	1	0	0	1				
17:45 to 18:45	46	0	2	48	37	0	0	37	14	0	0	14	0	0	0	0	29	1	0	30	210	2	2	214	225	0	0	225	2	0	0	2				
18:00 to 19:00	38	0	2	40	28	0	0	28	17	0	0	17	0	0	0	0	28	1	0	29	203	1	2	206	197	0	0	197	2	0	0	2				
<b>PM Totals</b>	<b>196</b>	<b>0</b>	<b>9</b>	<b>205</b>	<b>154</b>	<b>0</b>	<b>4</b>	<b>158</b>	<b>169</b>	<b>2</b>	<b>0</b>	<b>171</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>184</b>	<b>2</b>	<b>0</b>	<b>186</b>	<b>947</b>	<b>7</b>	<b>10</b>	<b>964</b>	<b>841</b>	<b>7</b>	<b>3</b>	<b>851</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>					



Approach	Quarter Sessions Rd																Duffy Ave																Crossing Pedestrians								
	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)				A	B	C	D	E	F	G	H	Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total									
6:00 to 7:00	194	3	0	197	11	0	0	11	1	0	0	1	0	0	0	1	0	0	1	138	0	2	140	8	0	2	10	0	0	0	0	2	2	2	7	10	11	3	1	38	
6:15 to 7:15	220	2	0	222	15	0	0	15	1	0	0	1	0	0	0	1	0	0	1	164	1	3	168	13	0	2	15	0	0	0	0	2	2	3	7	10	10	3	1	38	
6:30 to 7:30	247	2	0	249	32	0	0	32	3	0	0	3	0	0	0	1	0	0	1	186	1	3	190	21	0	2	23	0	0	0	0	1	2	5	4	10	10	3	1	36	
6:45 to 7:45	247	2	0	249	54	0	0	54	5	0	0	5	0	0	0	1	0	0	1	218	2	2	222	32	0	3	35	0	0	0	0	0	2	6	7	8	15	2	3	43	
7:00 to 8:00	231	0	1	232	69	0	0	69	6	0	0	6	0	0	0	0	0	0	0	220	2	2	224	38	0	4	42	0	0	0	0	0	0	5	5	9	12	3	3	37	
7:15 to 8:15	212	0	1	213	75	0	0	75	10	0	0	10	0	0	0	1	0	0	1	203	1	1	205	41	0	3	44	0	0	0	0	1	0	6	8	11	10	3	2	41	
7:30 to 8:30	192	0	1	193	72	0	0	72	8	0	0	8	0	0	0	2	0	0	2	207	1	2	210	43	0	5	48	0	0	0	0	1	0	10	9	13	13	4	2	52	
7:45 to 8:45	180	0	1	181	80	0	0	80	7	0	0	7	0	0	0	3	0	0	3	193	1	2	196	50	0	4	54	0	0	0	0	2	1	17	4	14	8	6	4	56	
8:00 to 9:00	160	1	0	161	79	0	0	79	6	0	0	6	0	0	0	3	0	0	3	188	1	1	190	71	0	3	74	0	0	0	0	2	1	28	5	10	9	5	6	66	
8:15 to 9:15	152	1	0	153	73	0	0	73	3	0	0	3	0	0	0	2	0	0	2	185	3	2	190	67	0	3	70	0	0	0	0	1	1	26	2	10	10	6	7	63	
8:30 to 9:30	148	3	0	151	57	0	0	57	3	0	0	3	0	0	0	3	0	0	3	172	3	1	176	60	0	1	61	0	0	0	0	1	1	22	1	7	7	6	7	52	
8:45 to 9:45	131	4	0	135	26	0	0	26	4	0	0	4	0	0	0	5	0	0	5	165	3	1	169	41	0	0	41	0	0	0	0	0	0	14	1	6	7	4	3	35	
9:00 to 10:00	120	3	1	124	7	0	0	7	4	0	0	4	0	0	0	7	0	0	7	166	3	1	170	11	0	0	11	0	0	0	0	0	1	3	0	10	4	4	2	24	
<b>AM Totals</b>	<b>705</b>	<b>7</b>	<b>2</b>	<b>714</b>	<b>166</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>712</b>	<b>6</b>	<b>6</b>	<b>724</b>	<b>128</b>	<b>0</b>	<b>9</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>38</b>	<b>17</b>	<b>39</b>	<b>36</b>	<b>15</b>	<b>12</b>	<b>165</b>	
14:00 to 15:00	109	7	0	116	36	0	0	36	2	0	0	2	0	0	0	4	1	0	5	130	1	1	132	44	0	0	44	0	0	0	0	0	0	0	0	1	0	4	5	5	
14:15 to 15:15	97	8	0	105	39	0	1	40	3	0	0	3	0	0	0	9	1	0	10	141	1	2	144	41	0	0	41	0	0	0	0	2	0	0	8	0	1	8	4	23	
14:30 to 15:30	94	8	2	104	37	0	1	38	7	0	0	7	0	0	0	10	1	0	11	150	0	2	152	39	0	0	39	0	0	0	0	2	0	0	8	0	1	8	4	23	
14:45 to 15:45	84	5	2	91	26	0	1	27	9	0	0	9	0	0	0	13	1	0	14	141	0	3	144	37	0	0	37	0	0	0	0	2	0	0	10	0	3	10	3	28	
15:00 to 16:00	75	1	3	79	7	0	1	8	8	0	0	8	0	0	0	15	0	0	15	144	0	3	147	15	0	0	15	0	0	0	0	2	2	0	11	1	5	12	0	33	
15:15 to 16:15	81	0	8	89	10	0	0	10	9	0	0	9	0	0	0	12	0	0	12	151	0	2	153	20	0	0	20	2	0	0	2	0	2	0	4	1	6	4	1	18	
15:30 to 16:30	76	0	7	83	15	0	0	15	9	0	0	9	2	0	0	2	15	0	0	15	135	0	2	137	27	0	0	27	2	0	0	2	0	2	0	4	1	6	5	3	21
15:45 to 16:45	81	0	8	89	15	0	0	15	8	0	0	8	2	0	0	2	14	0	0	14	152	0	2	154	22	0	0	22	2	0	0	2	1	2	1	3	2	3	4	3	19
16:00 to 17:00	92	0	7	99	17	0	0	17	9	0	0	9	2	0	0	2	10	0	0	10	147	1	2	150	22	0	0	22	2	0	0	2	1	1	3	2	3	5	4	5	24
16:15 to 17:15	89	0	4	93	11	0	0	11	8	0	0	8	2	0	0	2	10	0	0	10	148	2	2	152	21	0	0	21	0	0	0	0	3	1	4	4	6	9	4	5	36
16:30 to 17:30	96	0	3	99	9	0	0	9	5	0	0	5	0	0	0	9	0	0	9	157	2	2	161	19	0	0	19	0	0	0	0	5	1	4	7	8	12	5	3	45	
16:45 to 17:45	94	0	2	96	10	0	0	10	8	0	0	8	3	0	0	3	12	0	0	12	148	2	2	152	21	0	0	21	0	0	0	0	6	2	4	6	8	13	9	5	53
17:00 to 18:00	94	0	3	97	11	0	0	11	8	0	0	8	3	0	0	3	14	0	0	14	162	2	2	166	26	0	0	26	0	0	0	0	6	1	3	7	12	14	10	4	57
17:15 to 18:15	100	0	1	101	12	0	0	12	10	0	0	10	3	0	0	3	17	0	0	17	154	1	2	157	27	0	0	27	0	0	0	0	4	1	2	6	10	12	11	5	51
17:30 to 18:30	93	0	2	95	12	0	0	12	12	0	0	12	3	0	0	3	18	0	0	18	163	2	2	167	24	0	0	24	1	0	0	1	2	1	3	9	10	13	11	7	56
17:45 to 18:45	103	0	2	105	13	0	0	13	9	0	0	9	0	0	0	17	0	0	17	163	2	2	167	25	0	0	25	1	0	0	1	0	0	4	12	12	18	8	6	60	
18:00 to 19:00	103	1	2	106	9	0	0	9	10	0	0	10	0	0	0	17	0	0	17	156	1	2	159	24	0	0	24	1	0	0	1	2	0	5	13	11	20	5	6	62	
<b>PM Totals</b>	<b>473</b>	<b>9</b>	<b>15</b>	<b>497</b>	<b>80</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>739</b>	<b>5</b>	<b>10</b>	<b>754</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>4</b>	<b>11</b>	<b>33</b>	<b>27</b>	<b>45</b>	<b>31</b>	<b>19</b>	<b>181</b>

**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 1. Duffy Ave / Quarter Sessions Rd  
  
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Peak Hour Summary



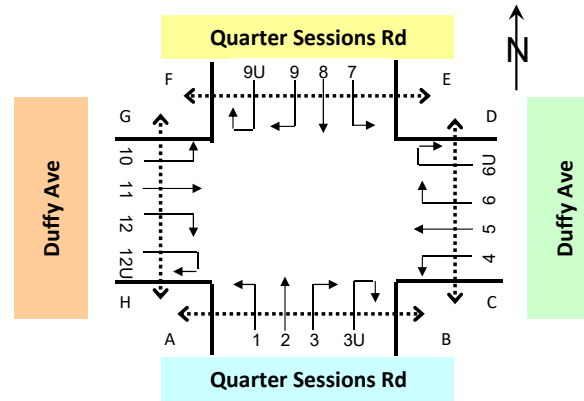
Approach	Quarter Sessions Rd				Duffy Ave				Quarter Sessions Rd				Duffy Ave				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM 8:15 to 9:15	203	1	1	205	199	8	2	209	228	1	0	229	254	3	5	262	905
PM 17:15 to 18:15	125	1	2	128	510	2	2	514	125	0	1	126	198	1	2	201	969

Approach	Quarter Sessions Rd				Duffy Ave				Quarter Sessions Rd				Duffy Ave				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
6:00 to 7:00	16	0	2	18	63	2	3	68	206	3	0	209	147	0	4	151	446
6:15 to 7:15	26	0	2	28	78	6	3	87	236	2	0	238	178	1	5	184	537
6:30 to 7:30	37	0	1	38	98	6	4	108	282	2	0	284	208	1	5	214	644
6:45 to 7:45	51	1	3	55	111	7	4	122	306	2	0	308	251	2	5	258	743
7:00 to 8:00	69	1	2	72	107	6	3	116	306	0	1	307	258	2	6	266	761
7:15 to 8:15	73	1	2	76	109	2	8	119	297	0	1	298	245	1	4	250	743
7:30 to 8:30	76	1	2	79	127	2	7	136	272	0	1	273	252	1	7	260	748
7:45 to 8:45	97	0	0	97	157	2	6	165	267	0	1	268	246	1	6	253	783
8:00 to 9:00	148	1	0	149	183	7	7	197	245	1	0	246	262	1	4	267	859
8:15 to 9:15	203	1	1	205	199	8	2	209	228	1	0	229	254	3	5	262	905
8:30 to 9:30	200	1	1	202	197	9	1	207	208	3	0	211	235	3	2	240	860
8:45 to 9:45	175	2	1	178	200	8	2	210	161	4	0	165	211	3	1	215	768
9:00 to 10:00	110	1	1	112	186	5	2	193	131	3	1	135	184	3	1	188	628
<b>AM Totals</b>	<b>343</b>	<b>3</b>	<b>5</b>	<b>351</b>	<b>539</b>	<b>20</b>	<b>15</b>	<b>574</b>	<b>888</b>	<b>7</b>	<b>2</b>	<b>897</b>	<b>851</b>	<b>6</b>	<b>15</b>	<b>872</b>	<b>2,694</b>
14:00 to 15:00	33	0	0	33	270	7	1	278	147	7	0	154	178	2	1	181	646
14:15 to 15:15	133	0	3	136	293	7	1	301	139	8	1	148	191	2	2	195	780
14:30 to 15:30	149	0	4	153	316	8	1	325	138	8	3	149	199	1	2	202	829
14:45 to 15:45	168	0	4	172	335	6	2	343	119	5	3	127	191	1	3	195	837
15:00 to 16:00	176	1	7	184	358	6	3	367	90	1	4	95	174	0	3	177	823
15:15 to 16:15	91	1	5	97	376	5	6	387	100	0	8	108	185	0	2	187	779
15:30 to 16:30	87	1	5	93	392	2	7	401	102	0	7	109	179	0	2	181	784
15:45 to 16:45	106	1	5	112	425	1	6	432	106	0	8	114	190	0	2	192	850
16:00 to 17:00	104	0	3	107	431	0	5	436	120	0	7	127	181	1	2	184	854
16:15 to 17:15	115	0	2	117	437	0	2	439	110	0	4	114	179	2	2	183	853
16:30 to 17:30	126	1	1	128	453	0	2	455	110	0	3	113	185	2	2	189	885
16:45 to 17:45	114	1	2	117	460	0	2	462	115	0	2	117	181	2	2	185	881
17:00 to 18:00	126	1	1	128	489	1	2	492	116	0	3	119	202	2	2	206	945
17:15 to 18:15	125	1	2	128	510	2	2	514	125	0	1	126	198	1	2	201	969
17:30 to 18:30	115	0	2	117	498	3	2	503	120	0	2	122	206	2	2	210	952
17:45 to 18:45	97	0	2	99	466	3	2	471	125	0	2	127	206	2	2	210	907
18:00 to 19:00	83	0	2	85	430	2	2	434	122	1	2	125	198	1	2	201	845
<b>PM Totals</b>	<b>522</b>	<b>2</b>	<b>13</b>	<b>537</b>	<b>1,978</b>	<b>16</b>	<b>13</b>	<b>2,007</b>	<b>595</b>	<b>9</b>	<b>16</b>	<b>620</b>	<b>933</b>	<b>6</b>	<b>10</b>	<b>949</b>	<b>4,113</b>



**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 1. Duffy Ave / Quarter Sessions Rd

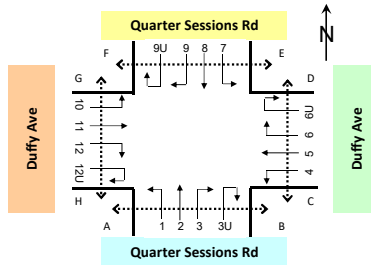
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
 : Pedestrian Data



Direction	Pedestrians							
Time Period	A	B	C	D	E	F	G	H
6:00 to 6:15	0	0	0	0	0	3	0	1
6:15 to 6:30	1	0	0	3	3	1	0	0
6:30 to 6:45	1	0	1	2	4	2	2	0
6:45 to 7:00	0	2	1	2	3	5	1	0
7:00 to 7:15	0	0	1	0	0	2	0	1
7:15 to 7:30	0	0	2	0	3	1	0	0
7:30 to 7:45	0	0	2	5	2	7	1	2
7:45 to 8:00	0	0	0	0	4	2	2	0
8:00 to 8:15	1	0	2	3	2	0	0	0
8:15 to 8:30	0	0	6	1	5	4	1	0
8:30 to 8:45	1	1	9	0	3	2	3	4
8:45 to 9:00	0	0	11	1	0	3	1	2
9:00 to 9:15	0	0	0	0	2	1	1	1
9:15 to 9:30	0	0	2	0	2	1	1	0
9:30 to 9:45	0	0	1	0	2	2	1	0
9:45 to 10:00	0	1	0	0	4	0	1	1
<b>AM Totals</b>	<b>4</b>	<b>4</b>	<b>38</b>	<b>17</b>	<b>39</b>	<b>36</b>	<b>15</b>	<b>12</b>

14:00 to 14:15	0	0	0	0	0	0	0	0	0
14:15 to 14:30	0	0	0	0	0	0	0	0	0
14:30 to 14:45	0	0	0	0	0	1	0	1	
14:45 to 15:00	0	0	0	0	0	0	0	3	
15:00 to 15:15	2	0	0	8	0	0	8	0	
15:15 to 15:30	0	0	0	0	0	0	0	0	
15:30 to 15:45	0	0	0	2	0	3	2	0	
15:45 to 16:00	0	2	0	1	1	2	2	0	
16:00 to 16:15	0	0	0	1	0	1	0	1	
16:15 to 16:30	0	0	0	0	0	0	1	2	
16:30 to 16:45	1	0	1	1	1	0	1	0	
16:45 to 17:00	0	1	2	0	2	4	2	2	
17:00 to 17:15	2	0	1	3	3	5	0	1	
17:15 to 17:30	2	0	0	3	2	3	2	0	
17:30 to 17:45	2	1	1	0	1	1	5	2	
17:45 to 18:00	0	0	1	1	6	5	3	1	
18:00 to 18:15	0	0	0	2	1	3	1	2	
18:15 to 18:30	0	0	1	6	2	4	2	2	
18:30 to 18:45	0	0	2	3	3	6	2	1	
18:45 to 19:00	2	0	2	2	5	7	0	1	
<b>PM Totals</b>	<b>11</b>	<b>4</b>	<b>11</b>	<b>33</b>	<b>27</b>	<b>45</b>	<b>31</b>	<b>19</b>	

Job No. : N2959  
 Client : Positive Traffic  
 Suburb : Westleigh  
 Location : 1. Duffy Ave/ Quarter Sessions Rd  
 Day/Date : Saturday, 11th Feb 2017  
 Weather : Fine  
 Description : Classified Intersection Count  
 : 15 mins Data

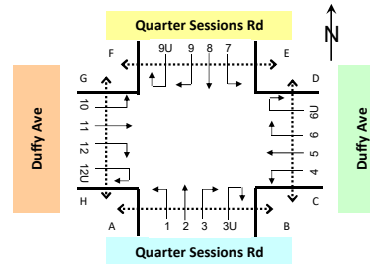


	Class 1	Class 2	Class 3
Classifications	Cars	Trucks	Buses

Approach	Quarter Sessions Rd												Duffy Ave																											
	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)											
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total				
7:00 to 7:15	0	0	0	0	2	0	0	2	4	0	0	4	0	0	0	0	0	0	0	0	12	0	0	12	6	0	0	6	1	0	0	1	0	0	0	0	0	0	0	0
7:15 to 7:30	3	0	0	3	2	0	0	2	3	0	0	3	0	0	0	0	1	0	0	1	8	0	0	8	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	1	0	0	1	3	0	0	3	0	0	0	0	1	0	0	1	9	0	1	10	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	2	0	0	2	2	0	0	2	0	0	0	0	3	0	0	3	10	1	0	11	19	0	0	19	1	0	0	1	0	0	0	0	0	0	0	0
8:00 to 8:15	5	0	0	5	1	0	0	1	3	0	0	3	0	0	0	0	1	0	0	1	33	0	0	33	19	1	0	20	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	8	0	0	8	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	3	20	1	0	21	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	4	0	0	4	1	0	0	1	7	0	0	7	0	0	0	0	4	0	0	4	31	0	1	32	15	0	0	15	1	0	0	1	0	0	0	0	0	0	0	0
8:45 to 9:00	5	0	0	5	2	0	0	2	5	0	0	5	0	0	0	0	10	0	0	10	35	1	0	36	24	0	0	24	2	0	0	2	0	0	0	0	0	0	0	0
9:00 to 9:15	2	0	0	2	3	0	0	3	8	0	0	8	0	0	0	0	5	0	0	5	32	0	0	32	28	0	0	28	2	0	0	2	0	0	0	0	0	0	0	0
9:15 to 9:30	5	0	0	5	4	0	0	4	6	0	0	6	0	0	0	0	4	0	0	4	33	0	0	33	21	0	0	21	2	0	0	2	0	0	0	0	0	0	0	0
9:30 to 9:45	11	0	0	11	4	0	0	4	4	0	0	4	0	0	0	0	0	0	0	0	35	0	1	36	37	1	0	38	2	0	0	2	0	0	0	0	0	0	0	0
9:45 to 10:00	10	0	0	10	5	0	0	5	7	0	0	7	0	0	0	0	4	0	0	4	38	2	0	40	31	1	0	32	2	1	0	3	0	0	0	0	0	0	0	0
<b>AM Totals</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>296</b>	<b>5</b>	<b>3</b>	<b>304</b>	<b>241</b>	<b>3</b>	<b>0</b>	<b>244</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 to 14:15	5	0	0	5	4	0	0	4	6	0	0	6	0	0	0	0	3	0	0	3	33	1	0	34	31	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 14:30	6	0	0	6	4	0	0	4	5	0	0	5	0	0	0	0	8	0	0	8	28	0	0	28	35	1	0	36	0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45	4	0	0	4	5	0	0	5	2	0	0	2	0	0	0	0	4	0	0	4	35	0	1	36	40	0	0	40	3	0	0	3	0	0	0	0	0	0	0	0
14:45 to 15:00	3	0	0	3	2	0	0	2	4	0	0	4	0	0	0	0	4	0	0	4	35	1	0	36	41	0	0	41	2	0	0	2	0	0	0	0	0	0	0	0
15:00 to 15:15	4	0	0	4	3	0	0	3	3	0	0	3	0	0	0	0	5	0	0	5	27	0	0	27	34	0	0	34	1	0	0	1	0	0	0	0	0	0	0	0
15:15 to 15:30	9	0	0	9	3	0	0	3	5	0	0	5	0	0	0	0	4	0	0	4	44	1	0	45	32	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	3	0	0	3	2	0	0	2	4	0	0	4	0	0	0	0	1	0	0	1	39	0	1	40	34	0	0	34	4	0	0	4	0	0	0	0	0	0	0	0
15:45 to 16:00	2	0	0	2	4	0	0	4	4	0	0	4	0	0	0	0	5	0	0	5	44	0	0	44	29	0	0	29	1	0	0	1	0	0	0	0	0	0	0	0
<b>PM Totals</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>285</b>	<b>3</b>	<b>2</b>	<b>290</b>	<b>276</b>	<b>1</b>	<b>0</b>	<b>277</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Approach	Quarter Sessions Rd																Duffy Ave																Crossing Pedestrians									
	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)				A	B	C	D	E	F	G	H	Total	
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	C	D	E	F	G	H	Total	
7:00 to 7:15	15	0	0	15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	1	0	0	1	0	0	0	0	0	1	1	1	0	2	4	0	3	11
7:15 to 7:30	22	1	0	23	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	23	0	0	23	2	0	0	2	0	0	0	0	0	0	0	5	3	1	9	9		
7:30 to 7:45	25	0	0	25	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	2	0	0	2	0	0	0	0	0	2	2	6	2	2	16	16		
7:45 to 8:00	27	0	0	27	2	0	0	2	3	0	0	3	0	0	0	0	3	0	0	3	26	2	0	28	2	0	0	2	0	0	0	0	0	2	1	3	6	4	1	17	17	
8:00 to 8:15	38	0	0	38	3	0	0	3	3	0	0	3	0	0	0	0	1	0	0	1	42	0	0	42	2	0	0	2	0	0	0	0	0	2	2	5	6	0	2	17	17	
8:15 to 8:30	37	1	0	38	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	40	0	0	40	5	0	0	5	0	0	0	0	0	5	1	1	1	8	8			
8:30 to 8:45	47	0	0	47	0	0	0	0	1	1	0	0	1	0	0	0	2	0	0	2	47	1	0	48	1	0	0	1	0	0	0	0	0	0	3	1	0	0	4	4		
8:45 to 9:00	53	0	0	53	3	0	0	3	2	0	0	2	0	0	0	0	2	0	0	2	42	1	1	44	4	0	0	4	0	0	0	0	0	0	1	3	4	8	8			
9:00 to 9:15	52	0	0	52	4	0	0	4	4	0	0	4	0	0	0	0	3	0	0	3	58	0	0	58	3	0	0	3	0	0	0	0	0	1	3	2	0	6	6			
9:15 to 9:30	48	1	0	49	5	0	0	5	5	0	0	5	0	0	0	0	5	0	0	5	66	0	0	66	3	0	0	3	0	0	0	0	1	1	1	3	0	2	0	8	8	
9:30 to 9:45	49	0	0	49	5	0	0	5	2	0	0	2	0	0	0	0	6	0	0	6	44	0	0	44	9	0	0	9	0	0	0	0	0	1	0	3	1	0	0	5	5	
9:45 to 10:00	47	1	0	48	4	0	0	4	1	0	0	1	1	0	0	1	5	0	0	5	51	1	1	53	6	0	0	6	0	0	0	0	0	0	0	0	0	1	1	1	1	
<b>AM Totals</b>	<b>460</b>	<b>4</b>	<b>0</b>	<b>464</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>476</b>	<b>5</b>	<b>2</b>	<b>483</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>27</b>	<b>34</b>	<b>17</b>	<b>15</b>	<b>110</b>		
14:00 to 14:15	24	0	0	24	2	0	0	2	4	0	0	4	0	0	0	0	5	0	0	5	34	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15 to 14:30	27	0	0	27	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	39	1	0	40	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45	33	0	0	33	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	36	0	0	36	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 to 15:00	24	0	0	24	2	0	0	2	1	0	0	1	0	0	0	0	5	0	0	5	26	0	1	27	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 to 15:15	23	0	0	23	3	0	0	3	2	0	0	2	0	0	0	0	1	0	0	1	32	0	0	32	4	0	0	4	0	0	0	0	0	0	0	0	0	1	0	2	2	
15:15 to 15:30	27	0	0	27	1	0	0	1	3	0	0	3	0	0	0	0	1	0	0	1	27	0	0	27	3	0	0	3	0	0	0	0	0	1	0	0	1	0	0	2	2	
15:30 to 15:45	31	1	0	32	1	0	0	1	3	0	0	3	0	0	0	0	2	0	0	2	51	1	0	52	5	0	0	5	0	0	0	0	0	0	0	0	0	1	1	1	2	
15:45 to 16:00	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	25	0	1	26	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	2	
<b>PM Totals</b>	<b>212</b>	<b>1</b>	<b>0</b>	<b>213</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>270</b>	<b>2</b>	<b>2</b>	<b>274</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>7</b>		

**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 1. Duffy Ave/ Quarter Sessions Rd  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
 : Hourly Summary

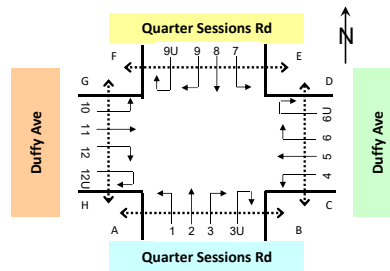


Approach	Quarter Sessions Rd																Duffy Ave																			
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)							
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total				
7:00 to 8:00	3	0	0	3	7	0	0	7	12	0	0	12	0	0	0	0	5	0	0	5	39	1	1	41	53	0	0	53	2	0	0	2	0	0	0	0
7:15 to 8:15	8	0	0	8	6	0	0	6	11	0	0	11	0	0	0	0	6	0	0	6	60	1	1	62	66	1	0	67	1	0	0	1	0	0	0	0
7:30 to 8:30	13	0	0	13	4	0	0	4	11	0	0	11	0	0	0	0	8	0	0	8	72	2	1	75	65	1	0	66	1	0	0	1	0	0	0	0
7:45 to 8:45	17	0	0	17	4	0	0	4	15	0	0	15	0	0	0	0	11	0	0	11	94	2	1	97	66	1	0	67	2	0	0	2	0	0	0	0
8:00 to 9:00	22	0	0	22	4	0	0	4	18	0	0	18	0	0	0	0	18	0	0	18	119	2	1	122	71	1	0	72	3	0	0	3	0	0	0	0
8:15 to 9:15	19	0	0	19	6	0	0	6	23	0	0	23	0	0	0	0	22	0	0	22	118	2	1	121	80	0	0	80	5	0	0	5	0	0	0	0
8:30 to 9:30	16	0	0	16	10	0	0	10	26	0	0	26	0	0	0	0	23	0	0	23	131	1	1	133	88	0	0	88	7	0	0	7	0	0	0	0
8:45 to 9:45	23	0	0	23	13	0	0	13	23	0	0	23	0	0	0	0	19	0	0	19	135	1	1	137	110	1	0	111	8	0	0	8	0	0	0	0
9:00 to 10:00	28	0	0	28	16	0	0	16	25	0	0	25	0	0	0	0	13	0	0	13	138	2	1	141	117	2	0	119	8	1	0	9	0	0	0	0
<b>AM Totals</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>296</b>	<b>5</b>	<b>3</b>	<b>304</b>	<b>241</b>	<b>3</b>	<b>0</b>	<b>244</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 to 15:00	18	0	0	18	15	0	0	15	17	0	0	17	0	0	0	0	19	0	0	19	131	2	1	134	147	1	0	148	5	0	0	5	0	0	0	0
14:15 to 15:15	17	0	0	17	14	0	0	14	14	0	0	14	0	0	0	0	21	0	0	21	125	1	1	127	150	1	0	151	6	0	0	6	0	0	0	0
14:30 to 15:30	20	0	0	20	13	0	0	13	14	0	0	14	0	0	0	0	17	0	0	17	141	2	1	144	147	0	0	147	6	0	0	6	0	0	0	0
14:45 to 15:45	19	0	0	19	10	0	0	10	16	0	0	16	0	0	0	0	14	0	0	14	145	2	1	148	141	0	0	141	7	0	0	7	0	0	0	0
15:00 to 16:00	18	0	0	18	12	0	0	12	16	0	0	16	0	0	0	0	15	0	0	15	154	1	1	156	129	0	0	129	6	0	0	6	0	0	0	0
<b>PM Totals</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>285</b>	<b>3</b>	<b>2</b>	<b>290</b>	<b>276</b>	<b>1</b>	<b>0</b>	<b>277</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Approach	Quarter Sessions Rd												Duffy Ave												Crossing Pedestrians																
	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)				A	B	C	D	E	F	G	H	Total
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	C	D	E	F	G	H	Total
7:00 to 8:00	89	1	0	90	4	0	0	4	4	0	0	4	0	0	0	0	3	0	0	3	86	2	0	88	7	0	0	7	0	0	0	0	0	3	3	3	7	21	9	7	53
7:15 to 8:15	112	1	0	113	6	0	0	6	7	0	0	7	0	0	0	0	4	0	0	4	114	2	0	116	8	0	0	8	0	0	0	0	0	2	4	5	10	23	9	6	59
7:30 to 8:30	127	1	0	128	6	0	0	6	6	0	0	6	0	0	0	0	5	0	0	5	131	2	0	133	11	0	0	11	0	0	0	0	0	2	4	5	15	19	7	6	58
7:45 to 8:45	149	1	0	150	5	0	0	5	7	0	0	7	0	0	0	0	7	0	0	7	155	3	0	158	10	0	0	10	0	0	0	0	0	4	3	16	14	5	4	46	
8:00 to 9:00	175	1	0	176	6	0	0	6	6	0	0	6	0	0	0	0	6	0	0	6	171	2	1	174	12	0	0	12	0	0	0	0	0	2	2	13	9	4	7	37	
8:15 to 9:15	189	1	0	190	7	0	0	7	7	0	0	7	0	0	0	0	8	0	0	8	187	2	1	190	13	0	0	13	0	0	0	0	0	0	0	9	6	6	5	26	
8:30 to 9:30	200	1	0	201	12	0	0	12	12	0	0	12	0	0	0	0	12	0	0	12	213	2	1	216	11	0	0	11	0	0	0	0	1	1	1	7	5	7	4	26	
8:45 to 9:45	202	1	0	203	17	0	0	17	13	0	0	13	0	0	0	0	16	0	0	16	210	1	1	212	19	0	0	19	0	0	0	0	1	2	1	7	5	7	4	27	
9:00 to 10:00	196	2	0	198	18	0	0	18	12	0	0	12	1	0	0	1	19	0	0	19	219	1	1	221	21	0	0	21	0	0	0	0	1	2	1	7	4	4	1	20	
<b>AM Totals</b>	<b>460</b>	<b>4</b>	<b>0</b>	<b>464</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>476</b>	<b>5</b>	<b>2</b>	<b>483</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>27</b>	<b>34</b>	<b>17</b>	<b>15</b>	<b>110</b>
14:00 to 15:00	108	0	0	108	7	0	0	7	7	0	0	7	0	0	0	0	13	0	0	13	135	1	1	137	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 15:15	107	0	0	107	8	0	0	8	5	0	0	5	0	0	0	0	9	0	0	9	133	1	1	135	16	0	0	16	0	0	0	0	1	0	0	0	0	0	1	0	2
14:30 to 15:30	107	0	0	107	9	0	0	9	6	0	0	6	0	0	0	0	8	0	0	8	121	0	1	122	15	0	0	15	0	0	0	0	1	1	0	0	0	1	1	0	4
14:45 to 15:45	105	1	0	106	7	0	0	7	9	0	0	9	0	0	0	0	9	0	0	9	136	1	1	138	15	0	0	15	0	0	0	0	1	1	0	0	0	1	2	1	6
15:00 to 16:00	104	1	0	105	5	0	0	5	8	0	0	8	0	0	0	0	6	0	0	6	135	1	1	137	14	0	0	14	0	0	0	0	1	1	0	0	0	1	3	1	7
<b>PM Totals</b>	<b>212</b>	<b>1</b>	<b>0</b>	<b>213</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>270</b>	<b>2</b>	<b>2</b>	<b>274</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>7</b>

**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 1. Duffy Ave/ Quarter Sessions Rd  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Peak Hour Summary



Approach	Quarter Sessions Rd				Duffy Ave				Quarter Sessions Rd				Duffy Ave				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM 9:00 to 10:00	69	0	0	69	276	5	1	282	227	2	0	229	259	1	1	261	841
PM 14:00 to 15:00	50	0	0	50	302	3	1	306	122	0	0	122	160	1	1	162	640

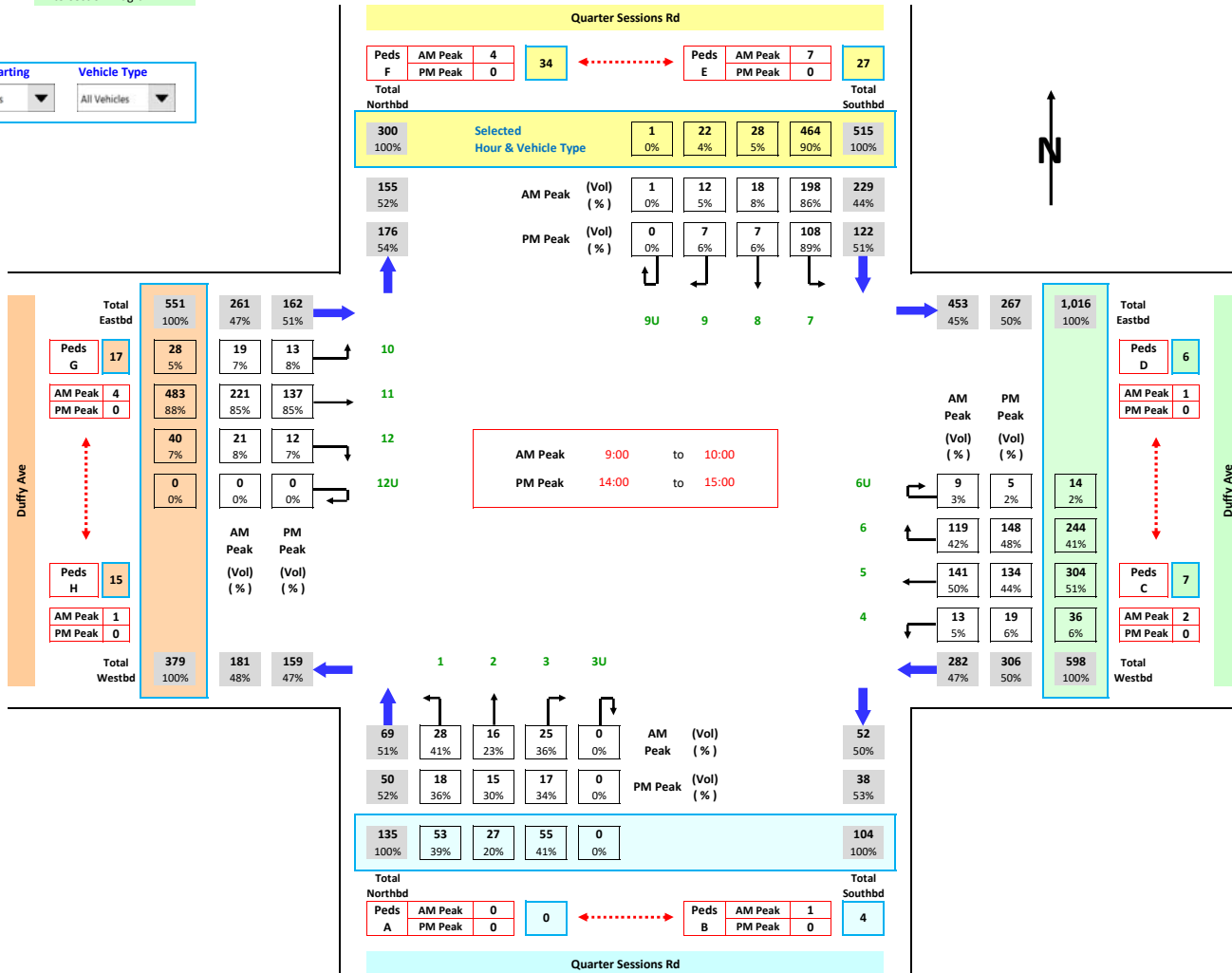
Approach	Quarter Sessions Rd				Duffy Ave				Quarter Sessions Rd				Duffy Ave				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
7:00 to 8:00	22	0	0	22	99	1	1	101	97	1	0	98	96	2	0	98	319
7:15 to 8:15	25	0	0	25	133	2	1	136	125	1	0	126	126	2	0	128	415
7:30 to 8:30	28	0	0	28	146	3	1	150	139	1	0	140	147	2	0	149	467
7:45 to 8:45	36	0	0	36	173	3	1	177	161	1	0	162	172	3	0	175	550
8:00 to 9:00	44	0	0	44	211	3	1	215	187	1	0	188	189	2	1	192	639
8:15 to 9:15	48	0	0	48	225	2	1	228	203	1	0	204	208	2	1	211	691
8:30 to 9:30	52	0	0	52	249	1	1	251	224	1	0	225	236	2	1	239	767
8:45 to 9:45	59	0	0	59	272	2	1	275	232	1	0	233	245	1	1	247	814
9:00 to 10:00	69	0	0	69	276	5	1	282	227	2	0	229	259	1	1	261	841
<b>AM Totals</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>586</b>	<b>9</b>	<b>3</b>	<b>598</b>	<b>511</b>	<b>4</b>	<b>0</b>	<b>515</b>	<b>544</b>	<b>5</b>	<b>2</b>	<b>551</b>	<b>1,799</b>
14:00 to 15:00	50	0	0	50	302	3	1	306	122	0	0	122	160	1	1	162	640
14:15 to 15:15	45	0	0	45	302	2	1	305	120	0	0	120	158	1	1	160	630
14:30 to 15:30	47	0	0	47	311	2	1	314	122	0	0	122	144	0	1	145	628
14:45 to 15:45	45	0	0	45	307	2	1	310	121	1	0	122	160	1	1	162	639
15:00 to 16:00	46	0	0	46	304	1	1	306	117	1	0	118	155	1	1	157	627
<b>PM Totals</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>606</b>	<b>4</b>	<b>2</b>	<b>612</b>	<b>239</b>	<b>1</b>	<b>0</b>	<b>240</b>	<b>315</b>	<b>2</b>	<b>2</b>	<b>319</b>	<b>1,267</b>

Job No. : N2959  
 Client : Positive Traffic  
 Suburb : Westleigh  
 Location : 1. Duffy Ave/ Quarter Sessions Rd

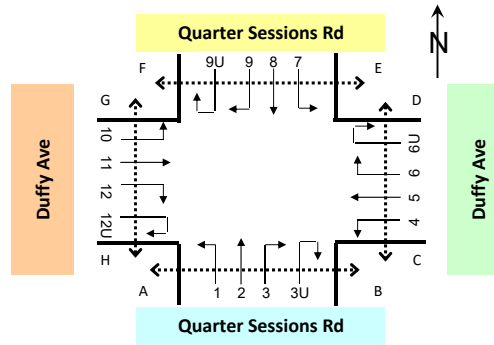
Day/Date : Saturday, 11th Feb 2017  
 Weather : Fine  
 Description : Classified Intersection Count  
 : Intersection Diagram



Hour Starting: AM Totals  
 Vehicle Type: All Vehicles



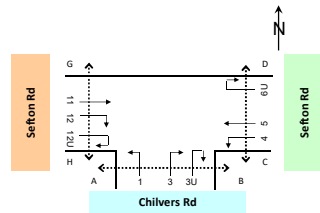
**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 1. Duffy Ave/ Quarter Sessions Rd  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Pedestrian Data



Direction	Pedestrians							
	A	B	C	D	E	F	G	H
7:00 to 7:15	0	1	1	0	2	4	0	3
7:15 to 7:30	0	0	0	0	0	5	3	1
7:30 to 7:45	0	2	0	2	2	6	2	2
7:45 to 8:00	0	0	2	1	3	6	4	1
8:00 to 8:15	0	0	2	2	5	6	0	2
8:15 to 8:30	0	0	0	0	5	1	1	1
8:30 to 8:45	0	0	0	0	3	1	0	0
8:45 to 9:00	0	0	0	0	0	1	3	4
9:00 to 9:15	0	0	0	0	1	3	2	0
9:15 to 9:30	0	1	1	1	3	0	2	0
9:30 to 9:45	0	0	1	0	3	1	0	0
9:45 to 10:00	0	0	0	0	0	0	0	1
<b>AM Totals</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>27</b>	<b>34</b>	<b>17</b>	<b>15</b>
14:00 to 14:15	0	0	0	0	0	0	0	0
14:15 to 14:30	0	0	0	0	0	0	0	0
14:30 to 14:45	0	0	0	0	0	0	0	0
14:45 to 15:00	0	0	0	0	0	0	0	0
15:00 to 15:15	1	0	0	0	0	0	1	0
15:15 to 15:30	0	1	0	0	0	1	0	0
15:30 to 15:45	0	0	0	0	0	0	1	1
15:45 to 16:00	0	0	0	0	0	0	1	0
<b>PM Totals</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>

**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 2. Chilvers Rd / Sefton Rd  
  
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
 : 15 mins Data

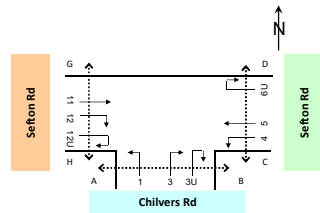
Classifications	Class 1	Class 2	Class 3
	Cars	Trucks	Buses



Approach	Chilvers Rd																Sefton Rd															
	Direction 1 (Left Turn)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6U (U Turn)											
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total								
6:00 to 6:15	2	0	0	2	45	1	0	46	0	0	0	0	80	7	0	87	8	0	0	8	0	0	0	0								
6:15 to 6:30	11	0	0	11	59	0	0	59	0	0	0	0	90	2	1	93	13	0	1	14	0	0	0	0								
6:30 to 6:45	9	0	0	9	91	5	1	97	0	0	0	0	146	2	1	149	11	0	1	12	0	0	0	0								
6:45 to 7:00	7	0	0	7	144	7	1	152	0	0	0	0	182	1	2	185	9	0	1	10	0	0	0	0								
7:00 to 7:15	5	0	0	5	148	7	0	155	0	0	0	0	212	4	2	218	10	0	1	11	0	0	0	0								
7:15 to 7:30	3	1	0	4	152	4	1	157	0	0	0	0	141	2	3	146	9	0	0	9	0	0	0	0								
7:30 to 7:45	6	0	0	6	171	2	0	173	0	0	0	0	118	3	1	122	7	0	0	7	0	0	0	0								
7:45 to 8:00	7	0	0	7	195	4	0	199	0	0	0	0	110	5	1	116	8	0	1	9	0	0	0	0								
8:00 to 8:15	8	1	0	9	212	1	1	214	0	0	0	0	155	5	1	161	18	0	0	18	0	0	0	0								
8:15 to 8:30	4	0	1	5	180	2	2	184	0	0	0	0	149	5	2	156	14	0	0	14	0	0	0	0								
8:30 to 8:45	6	1	0	7	209	2	0	211	0	0	0	0	140	5	0	145	16	0	0	16	0	0	0	0								
8:45 to 9:00	4	0	0	4	191	4	1	196	0	0	0	0	178	1	0	179	18	0	0	18	0	0	0	0								
9:00 to 9:15	11	4	0	15	157	5	3	165	0	0	0	0	171	7	2	180	17	0	1	18	0	0	0	0								
9:15 to 9:30	4	1	0	5	177	3	3	183	0	0	0	0	194	6	1	201	9	0	0	9	0	0	0	0								
9:30 to 9:45	11	0	0	11	129	4	1	134	0	0	0	0	185	6	2	193	7	0	1	8	0	0	0	0								
9:45 to 10:00	4	0	0	4	138	8	2	148	0	0	0	0	161	7	0	168	11	0	0	11	0	0	0	0								
<b>AM Totals</b>	<b>102</b>	<b>8</b>	<b>1</b>	<b>111</b>	<b>2,398</b>	<b>59</b>	<b>16</b>	<b>2,473</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,412</b>	<b>68</b>	<b>19</b>	<b>2,499</b>	<b>185</b>	<b>0</b>	<b>8</b>	<b>193</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>								
14:00 to 14:15	6	1	0	7	117	3	2	122	0	0	0	0	143	3	0	146	6	1	0	7	0	0	0	0								
14:15 to 14:30	4	1	0	5	131	1	0	132	0	0	0	0	152	6	0	158	7	0	0	7	0	0	0	0								
14:30 to 14:45	5	0	0	5	138	10	0	148	0	0	0	0	166	2	2	170	10	0	0	10	0	0	0	0								
14:45 to 15:00	15	2	1	18	142	7	2	151	0	0	0	0	164	5	1	170	11	0	0	11	0	0	0	0								
15:00 to 15:15	9	0	0	9	141	3	4	148	0	0	0	0	181	4	1	186	18	3	0	21	0	0	0	0								
15:15 to 15:30	11	5	0	16	138	3	0	141	0	0	0	0	219	4	0	223	16	5	0	21	0	0	0	0								
15:30 to 15:45	16	0	0	16	155	1	1	157	0	0	0	0	229	7	0	236	16	0	0	16	0	0	0	0								
15:45 to 16:00	11	0	0	11	152	4	0	156	0	0	0	0	196	3	4	203	7	1	0	8	0	0	0	0								
16:00 to 16:15	5	0	1	6	157	0	3	160	0	0	0	0	188	1	0	189	14	0	0	14	0	0	0	0								
16:15 to 16:30	14	0	0	14	156	4	0	160	0	0	0	0	209	2	1	212	12	0	0	12	0	0	0	0								
16:30 to 16:45	12	1	0	13	156	0	0	156	0	0	0	0	199	1	0	200	13	0	0	13	0	0	0	0								
16:45 to 17:00	14	0	0	14	164	3	1	168	0	0	0	0	177	1	1	179	12	0	0	12	0	0	0	0								
17:00 to 17:15	17	0	0	17	183	1	1	185	0	0	0	0	188	3	0	191	17	0	0	17	0	0	0	0								
17:15 to 17:30	16	0	0	16	142	2	0	144	0	0	0	0	220	2	1	223	20	0	0	20	0	0	0	0								
17:30 to 17:45	21	0	0	21	150	0	1	151	0	0	0	0	228	0	0	228	17	0	0	17	0	0	0	0								
17:45 to 18:00	16	0	0	16	167	0	0	167	0	0	0	0	182	3	1	186	20	0	0	20	0	0	0	0								
18:00 to 18:15	11	0	0	11	136	1	0	137	0	0	0	0	149	2	0	151	11	0	0	11	0	0	0	0								
18:15 to 18:30	19	0	0	19	117	1	1	119	0	0	0	0	156	1	1	158	19	0	0	19	0	0	0	0								
18:30 to 18:45	12	0	0	12	119	0	0	119	0	0	0	0	139	1	0	140	15	0	0	15	0	0	0	0								
18:45 to 19:00	11	0	0	11	112	1	1	114	0	0	0	0	126	0	1	127	13	0	0	13	0	0	0	0								
<b>PM Totals</b>	<b>245</b>	<b>10</b>	<b>2</b>	<b>257</b>	<b>2,873</b>	<b>45</b>	<b>17</b>	<b>2,935</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,611</b>	<b>51</b>	<b>14</b>	<b>3,676</b>	<b>274</b>	<b>10</b>	<b>0</b>	<b>284</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>								



**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 2. Chilvers Rd / Sefton Rd  
  
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
 : Hourly Summary

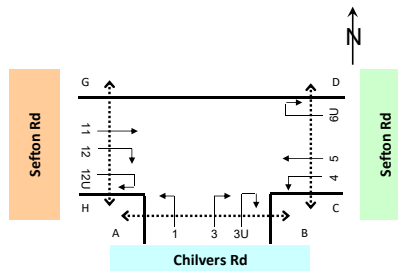


Approach	Chilvers Rd													Sefton Rd												
	Direction 1 (Left Turn)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6U (U Turn)					
	Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total					
6:00 to 7:00	29	0	0	29	339	13	2	354	0	0	0	0	498	12	4	514	41	0	4	45	0	0	0	0		
6:15 to 7:15	32	0	0	32	442	19	2	463	0	0	0	0	630	9	6	645	43	0	4	47	0	0	0	0		
6:30 to 7:30	24	1	0	25	535	23	3	561	0	0	0	0	681	9	8	698	39	0	3	42	0	0	0	0		
6:45 to 7:45	21	1	0	22	615	20	2	637	0	0	0	0	653	10	8	671	35	0	2	37	0	0	0	0		
7:00 to 8:00	21	1	0	22	666	17	1	684	0	0	0	0	581	14	7	602	34	0	2	36	0	0	0	0		
7:15 to 8:15	24	2	0	26	730	11	2	743	0	0	0	0	524	15	6	545	42	0	1	43	0	0	0	0		
7:30 to 8:30	25	1	1	27	758	9	3	770	0	0	0	0	532	18	5	555	47	0	1	48	0	0	0	0		
7:45 to 8:45	25	2	1	28	796	9	3	808	0	0	0	0	554	20	4	578	56	0	1	57	0	0	0	0		
8:00 to 9:00	22	2	1	25	792	9	4	805	0	0	0	0	622	16	3	641	66	0	0	66	0	0	0	0		
8:15 to 9:15	25	5	1	31	737	13	6	756	0	0	0	0	638	18	4	660	65	0	1	66	0	0	0	0		
8:30 to 9:30	25	6	0	31	734	14	7	755	0	0	0	0	683	19	3	705	60	0	1	61	0	0	0	0		
8:45 to 9:45	30	5	0	35	654	16	8	678	0	0	0	0	728	20	5	753	51	0	2	53	0	0	0	0		
9:00 to 10:00	30	5	0	35	601	20	9	630	0	0	0	0	711	26	5	742	44	0	2	46	0	0	0	0		
<b>AM Totals</b>	<b>102</b>	<b>8</b>	<b>1</b>	<b>111</b>	<b>2,398</b>	<b>59</b>	<b>16</b>	<b>2,473</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,412</b>	<b>68</b>	<b>19</b>	<b>2,499</b>	<b>185</b>	<b>0</b>	<b>8</b>	<b>193</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
14:00 to 15:00	30	4	1	35	528	21	4	553	0	0	0	0	625	16	3	644	34	1	0	35	0	0	0	0		
14:15 to 15:15	33	3	1	37	552	21	6	579	0	0	0	0	663	17	4	684	46	3	0	49	0	0	0	0		
14:30 to 15:30	40	7	1	48	559	23	6	588	0	0	0	0	730	15	4	749	55	8	0	63	0	0	0	0		
14:45 to 15:45	51	7	1	59	576	14	7	597	0	0	0	0	793	20	2	815	61	8	0	69	0	0	0	0		
15:00 to 16:00	47	5	0	52	586	11	5	602	0	0	0	0	825	18	5	848	57	9	0	66	0	0	0	0		
15:15 to 16:15	43	5	1	49	602	8	4	614	0	0	0	0	832	15	4	851	53	6	0	59	0	0	0	0		
15:30 to 16:30	46	0	1	47	620	9	4	633	0	0	0	0	822	13	5	840	49	1	0	50	0	0	0	0		
15:45 to 16:45	42	1	1	44	621	8	3	632	0	0	0	0	792	7	5	804	46	1	0	47	0	0	0	0		
16:00 to 17:00	45	1	1	47	633	7	4	644	0	0	0	0	773	5	2	780	51	0	0	51	0	0	0	0		
16:15 to 17:15	57	1	0	58	659	8	2	669	0	0	0	0	773	7	2	782	54	0	0	54	0	0	0	0		
16:30 to 17:30	59	1	0	60	645	6	2	653	0	0	0	0	784	7	2	793	62	0	0	62	0	0	0	0		
16:45 to 17:45	68	0	0	68	639	6	3	648	0	0	0	0	813	6	2	821	66	0	0	66	0	0	0	0		
17:00 to 18:00	70	0	0	70	642	3	2	647	0	0	0	0	818	8	2	828	74	0	0	74	0	0	0	0		
17:15 to 18:15	64	0	0	64	595	3	1	599	0	0	0	0	779	7	2	788	68	0	0	68	0	0	0	0		
17:30 to 18:30	67	0	0	67	570	2	2	574	0	0	0	0	715	6	2	723	67	0	0	67	0	0	0	0		
17:45 to 18:45	58	0	0	58	539	2	1	542	0	0	0	0	626	7	2	635	65	0	0	65	0	0	0	0		
18:00 to 19:00	53	0	0	53	484	3	2	489	0	0	0	0	570	4	2	576	58	0	0	58	0	0	0	0		
<b>PM Totals</b>	<b>245</b>	<b>10</b>	<b>2</b>	<b>257</b>	<b>2,873</b>	<b>45</b>	<b>17</b>	<b>2,935</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,611</b>	<b>51</b>	<b>14</b>	<b>3,676</b>	<b>274</b>	<b>10</b>	<b>0</b>	<b>284</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		





**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 2. Chilvers Rd / Sefton Rd  
  
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Peak Hour Summary



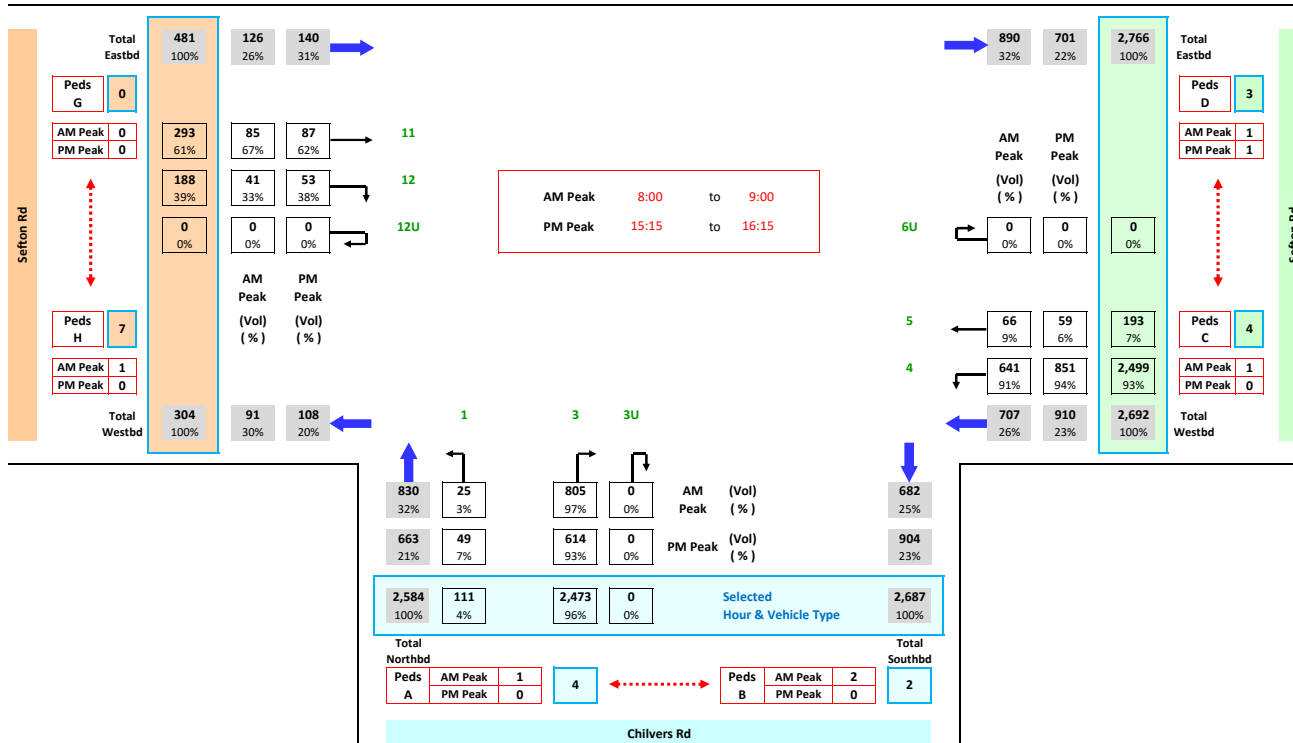
Approach	Chilvers Rd				Sefton Rd				Sefton Rd				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM 8:00 to 9:00	814	11	5	830	688	16	3	707	122	2	2	126	1,663
PM 15:15 to 16:15	645	13	5	663	885	21	4	910	138	0	2	140	1,713

Approach	Chilvers Rd				Sefton Rd				Sefton Rd				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
6:00 to 7:00	368	13	2	383	539	12	8	559	89	6	0	95	1,037
6:15 to 7:15	474	19	2	495	673	9	10	692	104	14	0	118	1,305
6:30 to 7:30	559	24	3	586	720	9	11	740	130	17	0	147	1,473
6:45 to 7:45	636	21	2	659	688	10	10	708	147	17	0	164	1,531
7:00 to 8:00	687	18	1	706	615	14	9	638	147	13	1	161	1,505
7:15 to 8:15	754	13	2	769	566	15	7	588	147	5	3	155	1,512
7:30 to 8:30	783	10	4	797	579	18	6	603	137	4	3	144	1,544
7:45 to 8:45	821	11	4	836	610	20	5	635	139	3	3	145	1,616
8:00 to 9:00	814	11	5	830	688	16	3	707	122	2	2	126	1,663
8:15 to 9:15	762	18	7	787	703	18	5	726	120	3	0	123	1,636
8:30 to 9:30	759	20	7	786	743	19	4	766	105	5	0	110	1,662
8:45 to 9:45	684	21	8	713	779	20	7	806	94	6	0	100	1,619
9:00 to 10:00	631	25	9	665	755	26	7	788	92	7	0	99	1,552
<b>AM Totals</b>	<b>2,500</b>	<b>67</b>	<b>17</b>	<b>2,584</b>	<b>2,597</b>	<b>68</b>	<b>27</b>	<b>2,692</b>	<b>450</b>	<b>28</b>	<b>3</b>	<b>481</b>	<b>5,757</b>
14:00 to 15:00	558	25	5	588	659	17	3	679	88	3	1	92	1,359
14:15 to 15:15	585	24	7	616	709	20	4	733	92	3	2	97	1,446
14:30 to 15:30	599	30	7	636	785	23	4	812	94	3	1	98	1,546
14:45 to 15:45	627	21	8	656	854	28	2	884	105	1	1	107	1,647
15:00 to 16:00	633	16	5	654	882	27	5	914	123	0	3	126	1,694
15:15 to 16:15	645	13	5	663	885	21	4	910	138	0	2	140	1,713
15:30 to 16:30	666	9	5	680	871	14	5	890	134	0	2	136	1,706
15:45 to 16:45	663	9	4	676	838	8	5	851	118	0	3	121	1,648
16:00 to 17:00	678	8	5	691	824	5	2	831	90	0	1	91	1,613
16:15 to 17:15	716	9	2	727	827	7	2	836	66	0	2	68	1,631
16:30 to 17:30	704	7	2	713	846	7	2	855	76	0	2	78	1,646
16:45 to 17:45	707	6	3	716	879	6	2	887	67	0	2	69	1,672
17:00 to 18:00	712	3	2	717	892	8	2	902	75	0	3	78	1,697
17:15 to 18:15	659	3	1	663	847	7	2	856	76	0	2	78	1,597
17:30 to 18:30	637	2	2	641	782	6	2	790	61	0	2	63	1,494
17:45 to 18:45	597	2	1	600	691	7	2	700	67	1	1	69	1,369
18:00 to 19:00	537	3	2	542	628	4	2	634	58	1	1	60	1,236
<b>PM Totals</b>	<b>3,118</b>	<b>55</b>	<b>19</b>	<b>3,192</b>	<b>3,885</b>	<b>61</b>	<b>14</b>	<b>3,960</b>	<b>434</b>	<b>4</b>	<b>9</b>	<b>447</b>	<b>7,599</b>

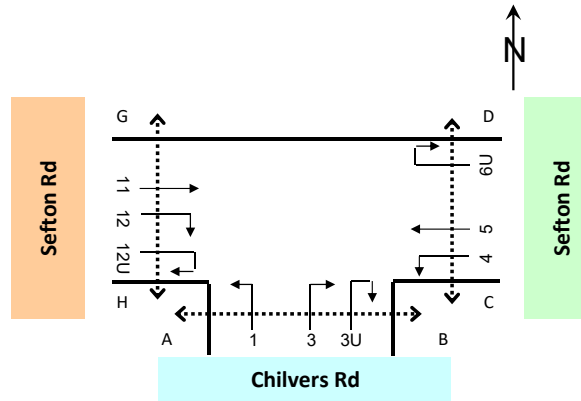
**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 2. Chilvers Rd / Sefton Rd  
  
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Intersection Diagram



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



**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 2. Chilvers Rd / Sefton Rd  
  
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Pedestrian Data

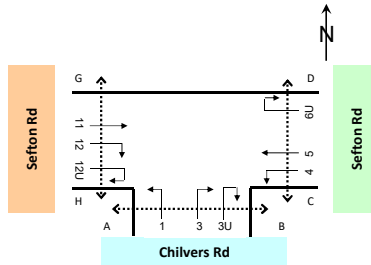


Direction	Pedestrians							
	A	B	C	D			G	H
6:00 to 6:15	0	0	0	0			0	0
6:15 to 6:30	0	0	0	0			0	1
6:30 to 6:45	0	0	0	0			0	1
6:45 to 7:00	0	0	0	0			0	0
7:00 to 7:15	1	0	0	1			0	1
7:15 to 7:30	0	0	2	0			0	1
7:30 to 7:45	0	0	0	0			0	0
7:45 to 8:00	1	0	0	0			0	1
8:00 to 8:15	0	0	0	0			0	0
8:15 to 8:30	0	0	0	0			0	0
8:30 to 8:45	0	0	0	1			0	0
8:45 to 9:00	1	2	1	0			0	1
9:00 to 9:15	0	0	0	0			0	1
9:15 to 9:30	1	0	0	0			0	0
9:30 to 9:45	0	0	0	0			0	0
9:45 to 10:00	0	0	1	1			0	0
<b>AM Totals</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>3</b>			<b>0</b>	<b>7</b>

14:00 to 14:15	0	0	1	2
14:15 to 14:30	0	0	0	0
14:30 to 14:45	0	0	0	0
14:45 to 15:00	0	1	0	0
15:00 to 15:15	0	0	0	0
15:15 to 15:30	0	0	0	0
15:30 to 15:45	0	0	0	0
15:45 to 16:00	0	0	0	1
16:00 to 16:15	0	0	0	0
16:15 to 16:30	0	0	0	0
16:30 to 16:45	2	0	0	0
16:45 to 17:00	1	0	0	1
17:00 to 17:15	0	0	0	0
17:15 to 17:30	0	0	0	0
17:30 to 17:45	0	0	0	0
17:45 to 18:00	0	0	0	0
18:00 to 18:15	0	0	0	1
18:15 to 18:30	0	0	0	1
18:30 to 18:45	0	0	0	0
18:45 to 19:00	0	0	0	1
<b>PM Totals</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>7</b>

0	0
0	0
0	0
1	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
1	1
0	0
0	1
0	1
1	0
1	0
1	1
<b>5</b>	<b>4</b>

**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 2. Chilvers Rd/ Sefton Rd  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
 : 15 mins Data

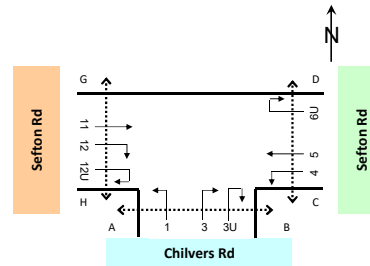


Classifications	Class 1	Class 2	Class 3
	Cars	Trucks	Buses

Approach	Chilvers Rd												Sefton Rd											
	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	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total			
7:00 to 7:15	3	0	0	3	28	2	0	30	0	0	0	0	34	2	0	36	1	0	0	1	0	0	0	0
7:15 to 7:30	3	0	0	3	47	1	0	48	0	0	0	0	55	0	0	55	4	0	0	4	0	0	0	0
7:30 to 7:45	1	0	0	1	63	1	0	64	0	0	0	0	52	2	0	54	1	0	0	1	0	0	0	0
7:45 to 8:00	4	0	0	4	71	2	0	73	0	0	0	0	78	0	0	78	3	0	0	3	0	0	0	0
8:00 to 8:15	1	0	0	1	72	1	0	73	0	0	0	0	67	1	0	68	7	0	0	7	0	0	0	0
8:15 to 8:30	1	0	0	1	106	3	0	109	0	0	0	0	84	2	0	86	4	0	1	5	0	0	0	0
8:30 to 8:45	6	0	0	6	120	2	0	122	0	0	0	0	109	2	1	112	6	1	0	7	0	0	0	0
8:45 to 9:00	7	0	0	7	161	1	1	163	0	0	0	0	120	4	0	124	2	0	0	2	0	0	0	0
9:00 to 9:15	8	0	0	8	126	1	0	127	0	0	0	0	132	1	0	133	5	0	1	6	0	0	0	0
9:15 to 9:30	5	1	0	6	146	4	0	150	0	0	0	0	139	2	0	141	1	0	0	1	0	0	0	0
9:30 to 9:45	10	0	0	10	147	1	0	148	0	0	0	0	142	2	1	145	14	0	0	14	0	0	0	0
9:45 to 10:00	9	0	0	9	136	1	1	138	0	0	0	0	145	3	0	148	10	0	0	10	0	0	0	0
<b>AM Totals</b>	<b>58</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>1,223</b>	<b>20</b>	<b>2</b>	<b>1,245</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,157</b>	<b>21</b>	<b>2</b>	<b>1,180</b>	<b>58</b>	<b>1</b>	<b>2</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 to 14:15	2	0	0	2	111	0	0	111	0	0	0	0	137	3	0	140	6	0	0	6	0	0	0	0
14:15 to 14:30	8	0	0	8	102	1	0	103	0	0	0	0	121	1	0	122	8	1	0	9	0	0	0	0
14:30 to 14:45	5	0	0	5	94	1	0	95	0	0	0	0	127	0	1	128	9	0	0	9	0	0	0	0
14:45 to 15:00	3	0	0	3	107	0	1	108	0	0	0	0	124	3	0	127	10	0	0	10	0	0	0	0
15:00 to 15:15	5	0	0	5	97	3	0	100	0	0	0	0	108	0	0	108	14	0	0	14	0	0	0	0
15:15 to 15:30	5	0	0	5	110	0	0	110	0	0	0	0	121	1	0	122	11	0	0	11	0	0	0	0
15:30 to 15:45	7	0	0	7	103	0	0	103	0	0	0	0	128	1	1	130	9	0	0	9	0	0	0	0
15:45 to 16:00	6	0	0	6	101	0	1	102	0	0	0	0	115	0	0	115	8	0	0	8	0	0	0	0
<b>PM Totals</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>825</b>	<b>5</b>	<b>2</b>	<b>832</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>981</b>	<b>9</b>	<b>2</b>	<b>992</b>	<b>75</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 2. Chilvers Rd/ Sefton Rd  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
 : Hourly Summary

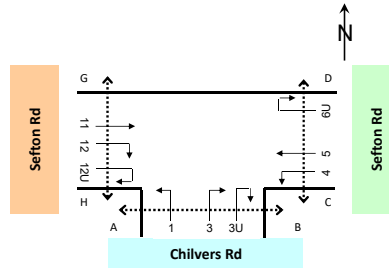


Approach	Chilvers Rd												Sefton Rd											
	Direction 1 (Left Turn)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6U (U Turn)			
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00 to 8:00	11	0	0	11	209	6	0	215	0	0	0	0	219	4	0	223	9	0	0	9	0	0	0	0
7:15 to 8:15	9	0	0	9	253	5	0	258	0	0	0	0	252	3	0	255	15	0	0	15	0	0	0	0
7:30 to 8:30	7	0	0	7	312	7	0	319	0	0	0	0	281	5	0	286	15	0	1	16	0	0	0	0
7:45 to 8:45	12	0	0	12	369	8	0	377	0	0	0	0	338	5	1	344	20	1	1	22	0	0	0	0
8:00 to 9:00	15	0	0	15	459	7	1	467	0	0	0	0	380	9	1	390	19	1	1	21	0	0	0	0
8:15 to 9:15	22	0	0	22	513	7	1	521	0	0	0	0	445	9	1	455	17	1	2	20	0	0	0	0
8:30 to 9:30	26	1	0	27	553	8	1	562	0	0	0	0	500	9	1	510	14	1	1	16	0	0	0	0
8:45 to 9:45	30	1	0	31	580	7	1	588	0	0	0	0	533	9	1	543	22	0	1	23	0	0	0	0
9:00 to 10:00	32	1	0	33	555	7	1	563	0	0	0	0	558	8	1	567	30	0	1	31	0	0	0	0
<b>AM Totals</b>	<b>58</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>1,223</b>	<b>20</b>	<b>2</b>	<b>1,245</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,157</b>	<b>21</b>	<b>2</b>	<b>1,180</b>	<b>58</b>	<b>1</b>	<b>2</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 to 15:00	18	0	0	18	414	2	1	417	0	0	0	0	509	7	1	517	33	1	0	34	0	0	0	0
14:15 to 15:15	21	0	0	21	400	5	1	406	0	0	0	0	480	4	1	485	41	1	0	42	0	0	0	0
14:30 to 15:30	18	0	0	18	408	4	1	413	0	0	0	0	480	4	1	485	44	0	0	44	0	0	0	0
14:45 to 15:45	20	0	0	20	417	3	1	421	0	0	0	0	481	5	1	487	44	0	0	44	0	0	0	0
15:00 to 16:00	23	0	0	23	411	3	1	415	0	0	0	0	472	2	1	475	42	0	0	42	0	0	0	0
<b>PM Totals</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>825</b>	<b>5</b>	<b>2</b>	<b>832</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>981</b>	<b>9</b>	<b>2</b>	<b>992</b>	<b>75</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>





**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 2. Chilvers Rd/ Sefton Rd  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Peak Hour Summary



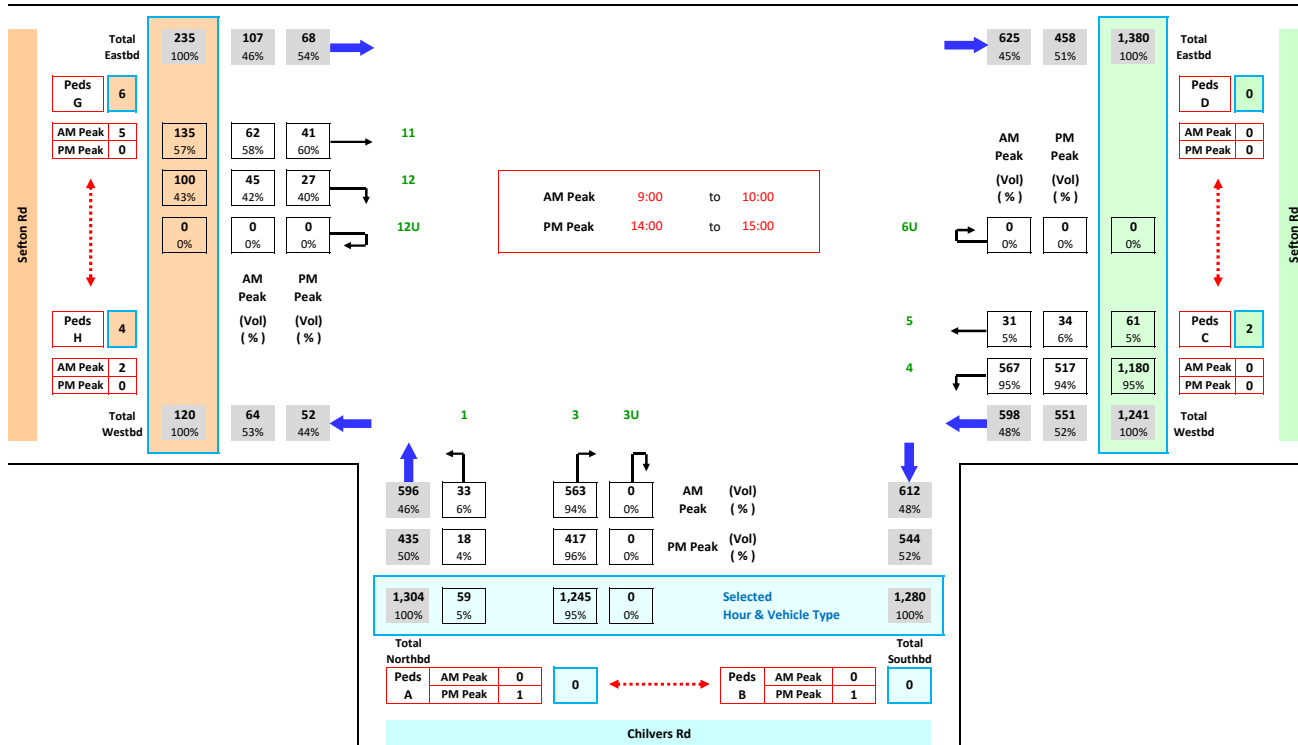
Approach	Chilvers Rd				Sefton Rd				Sefton Rd				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM 9:00 to 10:00	587	8	1	596	588	8	2	598	104	3	0	107	1,301
PM 14:00 to 15:00	432	2	1	435	542	8	1	551	67	0	1	68	1,054

Approach	Chilvers Rd				Sefton Rd				Sefton Rd				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
7:00 to 8:00	220	6	0	226	228	4	0	232	46	0	0	46	504
7:15 to 8:15	262	5	0	267	267	3	0	270	58	0	0	58	595
7:30 to 8:30	319	7	0	326	296	5	1	302	58	0	0	58	686
7:45 to 8:45	381	8	0	389	358	6	2	366	72	0	0	72	827
8:00 to 9:00	474	7	1	482	399	10	2	411	82	0	0	82	975
8:15 to 9:15	535	7	1	543	462	10	3	475	84	0	0	84	1,102
8:30 to 9:30	579	9	1	589	514	10	2	526	90	1	0	91	1,206
8:45 to 9:45	610	8	1	619	555	9	2	566	103	2	0	105	1,290
9:00 to 10:00	587	8	1	596	588	8	2	598	104	3	0	107	1,301
<b>AM Totals</b>	<b>1,281</b>	<b>21</b>	<b>2</b>	<b>1,304</b>	<b>1,215</b>	<b>22</b>	<b>4</b>	<b>1,241</b>	<b>232</b>	<b>3</b>	<b>0</b>	<b>235</b>	<b>2,780</b>
14:00 to 15:00	432	2	1	435	542	8	1	551	67	0	1	68	1,054
14:15 to 15:15	421	5	1	427	521	5	1	527	78	0	1	79	1,033
14:30 to 15:30	426	4	1	431	524	4	1	529	74	0	1	75	1,035
14:45 to 15:45	437	3	1	441	525	5	1	531	65	0	1	66	1,038
15:00 to 16:00	434	3	1	438	514	2	1	517	57	0	1	58	1,013
<b>PM Totals</b>	<b>866</b>	<b>5</b>	<b>2</b>	<b>873</b>	<b>1,056</b>	<b>10</b>	<b>2</b>	<b>1,068</b>	<b>124</b>	<b>0</b>	<b>2</b>	<b>126</b>	<b>2,067</b>

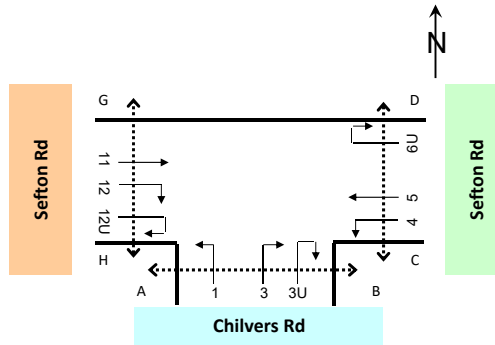
**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 2. Chilvers Rd/ Sefton Rd  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Intersection Diagram



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

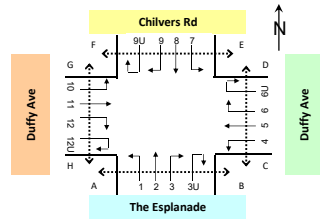


**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 2. Chilvers Rd/ Sefton Rd  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Pedestrian Data



Direction	Pedestrians							
	A	B	C	D		G	H	
7:00 to 7:15	0	0	0	0		0	0	
7:15 to 7:30	0	0	0	0		0	1	
7:30 to 7:45	0	0	0	0		0	0	
7:45 to 8:00	0	0	2	0		0	1	
8:00 to 8:15	0	0	0	0		0	0	
8:15 to 8:30	0	0	0	0		0	0	
8:30 to 8:45	0	0	0	0		1	0	
8:45 to 9:00	0	0	0	0		0	0	
9:00 to 9:15	0	0	0	0		1	0	
9:15 to 9:30	0	0	0	0		3	1	
9:30 to 9:45	0	0	0	0		1	1	
9:45 to 10:00	0	0	0	0		0	0	
<b>AM Totals</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>		<b>6</b>	<b>4</b>	
14:00 to 14:15	0	0	0	0		0	0	
14:15 to 14:30	0	0	0	0		0	0	
14:30 to 14:45	1	1	0	0		0	0	
14:45 to 15:00	0	0	0	0		0	0	
15:00 to 15:15	0	0	0	0		0	0	
15:15 to 15:30	0	0	0	0		0	0	
15:30 to 15:45	0	0	0	0		0	0	
15:45 to 16:00	0	0	0	0		0	0	
<b>PM Totals</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	

**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 3. Duffy Ave / Chivers Rd / The Esplanade  
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
 : 15 mins Data



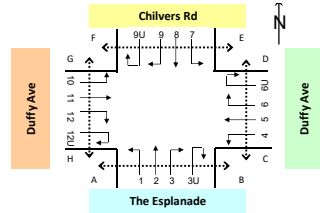
<b>Classifications</b>	<b>Class 1</b>	<b>Class 2</b>	<b>Class 3</b>
	Cars	Trucks	Buses

Approach	The Esplanade																Duffy Ave																		
	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)						
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses
6:00 to 6:15	2	0	0	2	40	0	0	40	8	0	0	8	0	0	0	0	25	1	0	26	5	1	0	6	2	1	0	3	0	0	0	0			
6:15 to 6:30	1	0	0	1	66	0	0	66	17	0	0	17	0	0	0	0	18	0	0	18	4	0	0	4	9	1	0	10	0	0	0	0			
6:30 to 6:45	3	0	0	3	83	1	0	84	21	0	0	21	0	0	0	0	24	0	0	24	13	0	0	13	9	4	0	13	0	0	0	0			
6:45 to 7:00	9	2	0	11	126	3	0	129	34	0	0	34	0	0	0	0	16	1	0	17	13	1	0	14	10	1	0	11	0	0	0	0			
7:00 to 7:15	7	1	0	8	110	2	0	112	32	1	0	33	0	0	0	0	37	0	0	37	11	0	0	11	4	2	0	6	0	0	0	0			
7:15 to 7:30	12	0	1	13	122	1	0	123	33	0	0	33	0	0	0	0	47	2	1	50	11	1	0	12	6	1	0	7	0	0	0	0			
7:30 to 7:45	6	0	0	6	112	0	0	112	33	0	0	33	0	0	0	0	35	0	0	35	17	2	0	19	6	1	0	7	0	0	0	0			
7:45 to 8:00	4	0	0	4	144	1	0	145	36	0	0	36	0	0	0	0	44	0	0	44	13	1	0	14	13	0	0	13	0	0	0	0			
8:00 to 8:15	5	1	0	6	165	0	0	165	35	1	0	36	0	0	0	0	36	1	0	37	14	0	2	16	21	2	0	23	0	0	0	0			
8:15 to 8:30	6	1	0	7	129	0	1	130	26	1	0	27	0	0	0	0	26	1	0	27	27	0	0	27	11	1	0	12	0	0	0	0			
8:30 to 8:45	8	0	0	8	129	0	0	129	32	0	0	32	0	0	0	0	35	1	0	36	34	2	0	36	14	2	0	16	0	0	0	0			
8:45 to 9:00	8	1	0	9	140	1	1	142	25	0	0	25	0	0	0	0	34	2	0	36	19	3	1	23	14	2	0	16	0	0	0	0			
9:00 to 9:15	5	1	0	6	119	2	4	125	28	1	1	30	0	0	0	0	20	0	0	20	18	1	0	19	13	5	0	18	0	0	0	0			
9:15 to 9:30	11	0	0	11	139	1	1	141	29	0	0	29	0	0	0	0	31	1	0	32	16	2	0	18	19	0	0	19	0	0	0	0			
9:30 to 9:45	17	0	0	17	104	2	1	107	16	1	0	17	0	0	0	0	29	0	0	29	18	1	0	19	11	0	0	11	0	0	0	0			
9:45 to 10:00	10	0	0	10	104	3	0	107	31	1	0	32	0	0	0	0	37	0	0	37	11	2	0	13	12	4	0	16	0	0	0	0			
<b>AM Totals</b>	<b>114</b>	<b>7</b>	<b>1</b>	<b>122</b>	<b>1,832</b>	<b>17</b>	<b>8</b>	<b>1,857</b>	<b>426</b>	<b>6</b>	<b>1</b>	<b>433</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>494</b>	<b>10</b>	<b>1</b>	<b>505</b>	<b>244</b>	<b>17</b>	<b>3</b>	<b>264</b>	<b>174</b>	<b>27</b>	<b>0</b>	<b>201</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
14:00 to 14:15	22	0	0	22	89	0	1	90	15	0	0	15	0	0	0	0	17	0	0	17	15	1	0	16	13	5	0	18	0	0	0	0			
14:15 to 14:30	17	0	0	17	99	0	0	99	25	0	0	25	0	0	0	0	28	1	0	29	34	0	0	34	15	4	0	19	0	0	0	0			
14:30 to 14:45	15	0	0	15	96	4	0	100	23	0	0	23	0	0	0	0	20	0	0	20	28	1	0	29	17	6	0	23	0	0	0	0			
14:45 to 15:00	7	0	0	7	104	2	2	108	25	0	1	26	0	0	0	0	25	0	1	26	37	1	0	38	16	5	1	22	0	0	0	0			
15:00 to 15:15	18	0	0	18	92	0	2	94	20	0	1	21	0	0	0	0	21	0	0	21	22	1	0	23	22	4	0	26	0	0	0	0			
15:15 to 15:30	23	0	0	23	108	1	0	109	27	0	0	27	0	0	0	0	24	0	0	24	24	1	0	25	8	6	0	14	0	0	0	0			
15:30 to 15:45	21	0	0	21	117	0	0	117	28	1	0	29	0	0	0	0	40	1	0	41	37	0	1	38	17	2	0	19	0	0	0	0			
15:45 to 16:00	14	0	1	15	122	0	0	122	23	0	0	23	0	0	0	0	43	1	0	44	55	1	0	56	15	2	0	17	0	0	0	0			
16:00 to 16:15	26	0	0	26	121	0	0	121	30	0	0	30	0	0	0	0	38	0	0	38	34	0	0	34	27	0	0	27	0	0	0	0			
16:15 to 16:30	26	0	0	26	104	1	0	105	32	0	0	32	0	0	0	0	33	0	0	33	49	0	0	49	16	3	0	19	0	0	0	0			
16:30 to 16:45	23	0	0	23	119	1	0	120	21	0	0	21	0	0	0	0	37	0	1	38	45	0	0	45	24	1	0	25	0	0	0	0			
16:45 to 17:00	17	0	0	17	116	1	0	117	18	0	0	18	0	0	0	0	40	1	0	41	40	0	0	40	16	1	0	17	0	0	0	0			
17:00 to 17:15	18	0	0	18	137	0	0	137	30	0	0	30	0	0	0	0	44	0	0	44	48	0	0	48	26	2	0	28	0	0	0	0			
17:15 to 17:30	17	0	0	17	104	0	0	104	33	0	0	33	0	0	0	0	49	0	0	49	47	0	0	47	22	1	0	23	0	0	0	0			
17:30 to 17:45	25	0	0	25	129	0	0	129	39	0	0	39	0	0	0	0	45	0	0	45	42	0	0	42	26	0	0	26	0	0	0	0			
17:45 to 18:00	29	0	0	29	124	0	0	124	16	0	0	16	0	0	0	0	48	0	0	48	48	0	0	48	21	0	0	21	0	0	0	0			
18:00 to 18:15	28	0	0	28	94	1	0	95	25	0	0	25	0	0	0	0	32	0	0	32	50	1	0	51	11	0	0	11	0	0	0	0			
18:15 to 18:30	27	0	0	27	93	0	0	93	15	0	0	15	0	0	0	0	34	0	0	34	51	1	0	52	22	0	0	22	0	0	0	0			
18:30 to 18:45	31	0	0	31	87	0	0	87	15	0	0	15	0	0	0	0	30	0	0	30	49	0	0	49	16	0	0	16	0	0	0	0			
18:45 to 19:00	31	0	0	31	79	0	0	79	14	0	0	14	0	0	0	0	30	0	0	30	43	0	0	43	13	0	0	13	0	0	0	0			
<b>PM Totals</b>	<b>435</b>	<b>0</b>	<b>1</b>	<b>436</b>	<b>2,134</b>	<b>11</b>	<b>5</b>	<b>2,150</b>	<b>474</b>	<b>1</b>	<b>2</b>	<b>477</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>678</b>	<b>4</b>	<b>2</b>	<b>684</b>	<b>798</b>	<b>8</b>	<b>1</b>	<b>807</b>	<b>363</b>	<b>42</b>	<b>1</b>	<b>406</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

Approach	Chilvers Rd																Duffy Ave																Crossing Pedestrians								
	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)												
	Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	C	D	E	F	G	H
6:00 to 6:15	13	3	0	16	72	2	0	74	6	1	0	7	0	0	0	0	12	0	0	12	20	0	0	20	37	1	0	38	0	0	0	0	0	0	1	0	0	0	0	0	1
6:15 to 6:30	8	1	0	9	85	1	0	86	2	0	1	3	0	0	0	0	9	0	0	9	18	1	0	19	46	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	21	1	0	22	114	1	0	115	6	0	1	7	0	0	0	0	31	0	1	32	29	0	0	29	55	0	0	55	0	0	0	0	0	0	0	1	0	0	0	1	
6:45 to 7:00	16	1	0	17	169	1	1	171	17	0	1	18	0	0	0	0	21	1	1	23	37	0	0	37	101	0	0	101	0	0	0	0	0	0	0	1	0	1	0	1	
7:00 to 7:15	14	7	0	21	162	0	2	164	16	2	0	18	0	0	0	0	41	2	0	43	42	0	0	42	69	0	0	69	0	0	0	0	0	2	1	1	0	0	4		
7:15 to 7:30	14	3	0	17	117	1	1	119	6	0	1	7	0	0	0	0	47	0	1	48	49	0	0	49	49	0	0	49	0	0	0	0	0	2	1	0	0	0	0	3	
7:30 to 7:45	15	3	0	18	102	0	1	103	7	0	1	8	0	0	0	0	63	0	0	63	37	2	0	39	53	0	0	53	0	0	0	0	1	0	2	0	0	0	1	1	5
7:45 to 8:00	11	1	0	12	92	1	0	93	3	2	0	5	0	0	0	0	52	0	1	53	50	0	1	51	43	0	0	43	0	0	0	0	0	1	0	0	0	1	0	2	
8:00 to 8:15	20	4	1	25	121	0	1	122	12	0	3	15	0	0	0	0	51	1	0	52	34	1	0	35	55	0	1	56	0	0	0	0	1	0	1	0	0	0	3	5	
8:15 to 8:30	25	6	0	31	109	0	0	109	18	0	2	20	0	0	0	0	52	0	2	54	45	0	0	45	46	0	0	46	0	0	0	0	0	1	3	0	0	2	0	6	
8:30 to 8:45	17	2	0	19	116	0	0	116	19	0	0	19	0	0	0	0	72	1	0	73	43	2	0	45	49	0	0	49	0	0	0	0	0	1	0	1	0	0	2	1	5
8:45 to 9:00	22	2	0	24	138	3	0	141	22	0	0	22	0	0	0	0	54	0	0	54	38	1	0	39	55	0	0	55	0	0	0	0	0	2	2	0	0	0	0	4	2
9:00 to 9:15	24	1	0	25	150	2	2	154	27	0	0	27	0	0	0	0	46	0	0	46	50	1	0	51	50	0	0	50	0	0	0	0	0	1	0	0	0	0	1	2	
9:15 to 9:30	20	4	0	24	172	1	1	174	20	0	0	20	0	0	0	0	36	1	1	38	44	3	0	47	34	0	0	34	0	0	0	0	1	0	0	0	0	0	0	0	1
9:30 to 9:45	22	4	0	26	155	3	0	158	20	1	1	22	0	0	0	0	30	0	0	30	18	2	0	20	35	1	0	36	0	0	0	0	0	0	0	0	0	0	1	1	
9:45 to 10:00	15	4	0	19	126	1	0	127	19	2	1	22	0	0	0	0	40	0	2	42	19	0	0	19	36	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>AM Totals</b>	<b>277</b>	<b>47</b>	<b>1</b>	<b>325</b>	<b>2,000</b>	<b>17</b>	<b>9</b>	<b>2,026</b>	<b>220</b>	<b>8</b>	<b>12</b>	<b>240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>657</b>	<b>6</b>	<b>9</b>	<b>672</b>	<b>573</b>	<b>13</b>	<b>1</b>	<b>587</b>	<b>813</b>	<b>2</b>	<b>1</b>	<b>816</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>7</b>	<b>41</b>	
14:00 to 14:15	15	5	0	20	114	1	0	115	17	0	0	17	0	0	0	0	20	0	1	21	20	2	0	22	25	0	0	25	0	0	0	0	0	1	0	0	0	0	1	2	
14:15 to 14:30	12	4	0	16	118	1	0	119	30	1	0	31	0	0	0	0	25	0	0	25	27	1	0	28	23	0	0	23	0	0	0	0	1	1	0	0	0	0	0	0	2
14:30 to 14:45	20	5	0	25	138	0	2	140	29	1	0	30	0	0	0	0	31	1	0	32	15	0	0	15	35	0	0	35	0	0	0	0	0	0	0	1	0	0	0	0	1
14:45 to 15:00	18	4	0	22	128	1	0	129	33	0	1	34	0	0	0	0	31	1	0	32	20	1	0	21	20	4	0	24	0	0	0	0	0	1	0	0	0	0	0	0	1
15:00 to 15:15	16	3	0	19	141	2	2	145	26	0	0	26	0	0	0	0	36	0	2	38	36	0	0	36	42	0	0	42	0	0	0	0	4	0	0	0	0	0	0	0	4
15:15 to 15:30	21	2	0	23	163	0	0	163	52	1	0	53	0	0	0	0	32	0	0	32	26	1	0	27	34	0	2	36	0	0	0	0	1	0	0	0	0	1	0	2	
15:30 to 15:45	22	2	0	24	197	3	0	200	37	0	0	37	0	0	0	0	34	0	1	35	17	1	0	18	28	0	0	28	0	0	0	0	2	0	1	0	0	0	0	0	3
15:45 to 16:00	34	1	1	36	147	2	0	149	33	0	3	36	0	0	0	0	25	0	0	25	28	1	0	29	21	0	0	21	0	0	0	0	2	0	0	0	0	0	1	0	3
16:00 to 16:15	25	0	0	25	150	0	0	150	41	0	1	42	0	0	0	0	22	0	4	26	25	0	2	27	30	1	1	32	0	0	0	0	1	0	0	0	1	0	0	2	
16:15 to 16:30	9	2	0	11	164	1	0	165	48	0	1	49	0	0	0	0	36	0	0	36	24	0	1	25	23	0	0	23	0	0	0	0	0	2	0	0	0	0	1	0	3
16:30 to 16:45	24	0	0	24	153	0	0	153	53	0	0	53	0	0	0	0	35	0	0	35	33	0	0	33	20	0	1	21	0	0	0	0	1	0	0	0	0	0	1	0	2
16:45 to 17:00	32	3	0	35	118	0	0	118	45	0	1	46	0	0	0	0	40	0	1	41	17	0	0	17	21	0	0	21	0	0	0	0	0	0	0	2	2	0	4		
17:00 to 17:15	19	1	0	20	156	1	0	157	41	0	0	41	0	0	0	0	33	0	1	34	19	1	1	21	31	1	1	33	0	0	0	0	1	0	2	0	0	0	3	6	
17:15 to 17:30	33	0	0	33	159	2	0	161	55	0	1	56	0	0	0	0	28	1	0	29	31	0	0	31	31	0	0	31	0	0	0	0	0	0	1	0	0	1	0	2	10
17:30 to 17:45	24	0	0	24	155	0	0	155	62	0	0	62	0	0	0	0	29	0	1	30	25	0	0	25	23	0	0	23	0	0	0	0	2	2	0	0	0	1	3	2	2
17:45 to 18:00	18	2	0	20	137	0	0	137	54	1	1	56	0	0	0	0	34	0	0	34	24	0	0	24	23	0	1	24	0	0	0	0	1	0	0	1	1	0	0	1	4
18:00 to 18:15	14	0	0	14	107	1	0	108	40	0	0	40	0	0	0	0	38	0	1	39	27	1	0	28	28	0	0	28	0	0	0	0	0	1	1	0	0	0	0	2	4
18:15 to 18:30	13	0	0	13	123	1	0	124	38	0	1	39	0	0	0	0	21	1	0	22	35	1	0	36	25	0	1	26	0	0	0	0	1	0	1	1	0	0	1	1	5
18:30 to 18:45	11	1	0	12	100	0	0	100	38	0	0	38	0	0	0	0	20	0	0	20	23	0	0	23	29	0	0	29	0	0	0	0	1	0	1	0	0	0	2	0	4
18:45 to 19:00	10	0	0	10	86	0	0	86	35	0	1	36	0	0	0	0	35	1	1	37	21	0	1	22	19	0	0	19	0	0	0	0	0	2	3	6	3	1	0	0	15
<b>PM Totals</b>	<b>390</b>	<b>35</b>	<b>1</b>	<b>426</b>	<b>2,754</b>	<b>16</b>	<b>4</b>	<b>2,774</b>	<b>807</b>	<b>4</b>	<b>11</b>	<b>822</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>605</b>	<b>5</b>	<b>13</b>	<b>623</b>	<b>493</b>	<b>10</b>	<b>5</b>	<b>508</b>	<b>531</b>	<b>6</b>	<b>7</b>	<b>544</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>13</b>	<b>8</b>	<b>77</b>	

Job No. : N2959  
 Client : Positive Traffic  
 Suburb : Westleigh  
 Location : 3. Duffy Ave / Chilvers Rd / The Esplanade

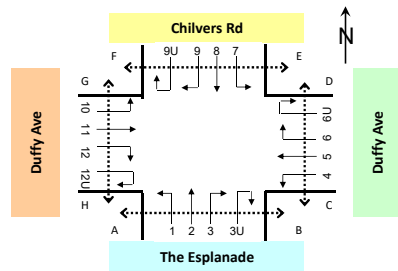
Day/Date : Tuesday, 07th Feb 2017  
 Weather : Fine  
 Description : Classified Intersection Count  
 : Hourly Summary



Approach	The Esplanade												Duffy Ave																							
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)							
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
6:00 to 7:00	15	2	0	17	315	4	0	319	80	0	0	80	0	0	0	0	83	2	0	85	35	2	0	37	30	7	0	37	0	0	0	0				
6:15 to 7:15	20	3	0	23	385	6	0	391	104	1	0	105	0	0	0	0	95	1	0	96	41	1	0	42	32	8	0	40	0	0	0	0				
6:30 to 7:30	31	3	1	35	441	7	0	448	110	1	0	111	0	0	0	0	124	3	1	128	48	2	0	50	29	8	0	37	0	0	0	0				
6:45 to 7:45	34	3	1	38	470	6	0	476	122	1	0	123	0	0	0	0	135	3	1	139	52	4	0	56	26	5	0	31	0	0	0	0				
7:00 to 8:00	29	1	1	31	488	4	0	492	124	1	0	125	0	0	0	0	163	2	1	166	52	4	0	56	29	4	0	33	0	0	0	0				
7:15 to 8:15	27	1	1	29	543	2	0	545	127	1	0	128	0	0	0	0	162	3	1	166	55	4	2	61	46	4	0	50	0	0	0	0				
7:30 to 8:30	21	2	0	23	550	1	1	552	130	2	0	132	0	0	0	0	141	2	0	143	71	3	2	76	51	4	0	55	0	0	0	0				
7:45 to 8:45	23	2	0	25	567	1	1	569	129	2	0	131	0	0	0	0	141	3	0	144	88	3	2	93	59	5	0	64	0	0	0	0				
8:00 to 9:00	27	3	0	30	563	1	2	566	118	2	0	120	0	0	0	0	131	5	0	136	94	5	3	102	60	7	0	67	0	0	0	0				
8:15 to 9:15	27	3	0	30	517	3	6	526	111	2	1	114	0	0	0	0	115	4	0	119	98	6	1	105	52	10	0	62	0	0	0	0				
8:30 to 9:30	32	2	0	34	527	4	6	537	114	1	1	116	0	0	0	0	120	4	0	124	87	8	1	96	60	9	0	69	0	0	0	0				
8:45 to 9:45	41	2	0	43	502	6	7	515	98	2	1	101	0	0	0	0	114	3	0	117	71	7	1	79	57	7	0	64	0	0	0	0				
9:00 to 10:00	43	1	0	44	466	8	6	480	104	3	1	108	0	0	0	0	117	1	0	118	63	6	0	69	55	9	0	64	0	0	0	0				
<b>AM Totals</b>	<b>114</b>	<b>7</b>	<b>1</b>	<b>122</b>	<b>1,832</b>	<b>17</b>	<b>8</b>	<b>1,857</b>	<b>426</b>	<b>6</b>	<b>1</b>	<b>433</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>494</b>	<b>10</b>	<b>1</b>	<b>505</b>	<b>244</b>	<b>17</b>	<b>3</b>	<b>264</b>	<b>174</b>	<b>27</b>	<b>0</b>	<b>201</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>				
14:00 to 15:00	61	0	0	61	388	6	3	397	88	0	1	89	0	0	0	0	90	1	1	92	114	3	0	117	61	20	1	82	0	0	0	0				
14:15 to 15:15	57	0	0	57	391	6	4	401	93	0	2	95	0	0	0	0	94	1	1	96	121	3	0	124	70	19	1	90	0	0	0	0				
14:30 to 15:30	63	0	0	63	400	7	4	411	95	0	2	97	0	0	0	0	90	0	1	91	111	4	0	115	63	21	1	85	0	0	0	0				
14:45 to 15:45	69	0	0	69	421	3	4	428	100	1	2	103	0	0	0	0	110	1	1	112	120	3	1	124	63	17	1	81	0	0	0	0				
15:00 to 16:00	76	0	1	77	439	1	2	442	98	1	1	100	0	0	0	0	128	2	0	130	138	3	1	142	62	14	0	76	0	0	0	0				
15:15 to 16:15	84	0	1	85	468	1	0	469	108	1	0	109	0	0	0	0	145	2	0	147	150	2	1	153	67	10	0	77	0	0	0	0				
15:30 to 16:30	87	0	1	88	464	1	0	465	113	1	0	114	0	0	0	0	154	2	0	156	175	1	1	177	75	7	0	82	0	0	0	0				
15:45 to 16:45	89	0	1	90	466	2	0	468	106	0	0	106	0	0	0	0	151	1	1	153	183	1	0	184	82	6	0	88	0	0	0	0				
16:00 to 17:00	92	0	0	92	460	3	0	463	101	0	0	101	0	0	0	0	148	1	1	150	168	0	0	168	83	5	0	88	0	0	0	0				
16:15 to 17:15	84	0	0	84	476	3	0	479	101	0	0	101	0	0	0	0	154	1	1	156	182	0	0	182	82	7	0	89	0	0	0	0				
16:30 to 17:30	75	0	0	75	476	2	0	478	102	0	0	102	0	0	0	0	170	1	1	172	180	0	0	180	88	5	0	93	0	0	0	0				
16:45 to 17:45	77	0	0	77	486	1	0	487	120	0	0	120	0	0	0	0	178	1	0	179	177	0	0	177	90	4	0	94	0	0	0	0				
17:00 to 18:00	89	0	0	89	494	0	0	494	118	0	0	118	0	0	0	0	186	0	0	186	185	0	0	185	95	3	0	98	0	0	0	0				
17:15 to 18:15	99	0	0	99	451	1	0	452	113	0	0	113	0	0	0	0	174	0	0	174	187	1	0	188	80	1	0	81	0	0	0	0				
17:30 to 18:30	109	0	0	109	440	1	0	441	95	0	0	95	0	0	0	0	159	0	0	159	191	2	0	193	80	0	0	80	0	0	0	0				
17:45 to 18:45	115	0	0	115	398	1	0	399	71	0	0	71	0	0	0	0	144	0	0	144	198	2	0	200	70	0	0	70	0	0	0	0				
18:00 to 19:00	117	0	0	117	353	1	0	354	69	0	0	69	0	0	0	0	126	0	0	126	193	2	0	195	62	0	0	62	0	0	0	0				
<b>PM Totals</b>	<b>435</b>	<b>0</b>	<b>1</b>	<b>436</b>	<b>2,134</b>	<b>11</b>	<b>5</b>	<b>2,150</b>	<b>474</b>	<b>1</b>	<b>2</b>	<b>477</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>678</b>	<b>4</b>	<b>2</b>	<b>684</b>	<b>798</b>	<b>8</b>	<b>1</b>	<b>807</b>	<b>363</b>	<b>42</b>	<b>1</b>	<b>406</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>				

Approach	Chilvers Rd																Duffy Ave																Crossing Pedestrians												
	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)				A	B	C	D	E	F	G	H	Total				
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	C	D	E	F	G	H	Total
6:00 to 7:00	58	6	0	64	440	5	1	446	31	1	3	35	0	0	0	0	73	1	2	76	104	1	0	105	239	1	0	240	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	
6:15 to 7:15	59	10	0	69	530	3	3	536	41	2	3	46	0	0	0	0	102	3	2	107	126	1	0	127	271	0	0	271	0	0	0	0	0	0	0	0	0	2	1	1	2	0	6		
6:30 to 7:30	65	12	0	77	562	3	4	569	45	2	3	50	0	0	0	0	140	3	3	146	157	0	0	157	274	0	0	274	0	0	0	0	0	0	0	0	2	3	1	1	2	0	9		
6:45 to 7:45	59	14	0	73	550	2	5	557	46	2	3	51	0	0	0	0	172	3	2	177	165	2	0	167	272	0	0	272	0	0	0	0	1	0	4	3	1	1	2	1	13				
7:00 to 8:00	54	14	0	68	473	2	4	479	32	4	2	38	0	0	0	0	203	2	2	207	178	2	1	181	214	0	0	214	0	0	0	0	1	0	5	3	1	1	2	1	14				
7:15 to 8:15	60	11	1	72	432	2	3	437	28	2	5	35	0	0	0	0	213	1	2	216	170	3	1	174	200	0	1	201	0	0	0	0	1	1	5	2	0	0	2	4	15				
7:30 to 8:30	71	14	1	86	424	1	2	427	40	2	6	48	0	0	0	0	218	1	3	222	166	3	1	170	197	0	1	198	0	0	0	0	1	1	4	4	0	0	4	4	18				
7:45 to 8:45	73	13	1	87	438	1	1	440	52	2	5	59	0	0	0	0	227	2	3	232	172	3	1	176	193	0	1	194	0	0	0	0	0	2	2	5	0	0	5	4	18				
8:00 to 9:00	84	14	1	99	484	3	1	488	71	0	5	76	0	0	0	0	229	2	2	233	160	4	0	164	205	0	1	206	0	0	0	0	0	2	3	7	0	0	4	4	20				
8:15 to 9:15	88	11	0	99	513	5	2	520	86	0	2	88	0	0	0	0	224	1	2	227	176	4	0	180	200	0	0	200	0	0	0	0	0	1	4	6	0	0	4	2	17				
8:30 to 9:30	83	9	0	92	576	6	3	585	88	0	0	88	0	0	0	0	208	2	1	211	175	7	0	182	188	0	0	188	0	0	0	0	0	2	3	3	0	0	2	2	12				
8:45 to 9:45	88	11	0	99	615	9	3	627	89	1	1	91	0	0	0	0	166	1	1	168	150	7	0	157	174	1	0	175	0	0	0	0	0	1	3	2	0	0	0	2	8				
9:00 to 10:00	81	13	0	94	603	7	3	613	86	3	2	91	0	0	0	0	152	1	3	156	131	6	0	137	155	1	0	156	0	0	0	0	0	1	1	0	0	0	0	2	4	8			
<b>AM Totals</b>	<b>277</b>	<b>47</b>	<b>1</b>	<b>325</b>	<b>2,000</b>	<b>17</b>	<b>9</b>	<b>2,026</b>	<b>220</b>	<b>8</b>	<b>12</b>	<b>240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>657</b>	<b>6</b>	<b>9</b>	<b>672</b>	<b>573</b>	<b>13</b>	<b>1</b>	<b>587</b>	<b>813</b>	<b>2</b>	<b>1</b>	<b>816</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>7</b>	<b>41</b>				
14:00 to 15:00	65	18	0	83	498	3	2	503	109	2	1	112	0	0	0	0	107	2	1	110	82	4	0	86	103	4	0	107	0	0	0	0	0	1	2	0	1	1	0	0	1	6			
14:15 to 15:15	66	16	0	82	525	4	4	533	118	2	1	121	0	0	0	0	123	2	2	127	98	2	0	100	120	4	0	124	0	0	0	0	5	2	0	0	1	0	0	0	8				
14:30 to 15:30	75	14	0	89	570	3	4	577	140	2	1	143	0	0	0	0	130	2	2	134	97	2	0	99	131	4	2	137	0	0	0	0	5	1	0	0	1	0	1	0	8				
14:45 to 15:45	77	11	0	88	629	6	2	637	148	1	1	150	0	0	0	0	133	1	3	137	99	3	0	102	124	4	2	130	0	0	0	0	7	1	1	0	0	0	1	0	10				
15:00 to 16:00	93	8	1	102	648	7	2	657	148	1	3	152	0	0	0	0	127	0	3	130	107	3	0	110	125	0	2	127	0	0	0	0	9	0	1	0	0	0	2	0	12				
15:15 to 16:15	102	5	1	108	657	5	0	662	163	1	4	168	0	0	0	0	113	0	5	118	96	3	2	101	113	1	3	117	0	0	0	0	6	0	1	0	0	1	2	0	10				
15:30 to 16:30	90	5	1	96	658	6	0	664	159	0	5	164	0	0	0	0	117	0	5	122	94	2	3	99	102	1	1	104	0	0	0	0	5	0	3	0	0	1	2	0	11				
15:45 to 16:45	92	3	1	96	614	3	0	617	175	0	5	180	0	0	0	0	118	0	4	122	110	1	3	114	94	1	2	97	0	0	0	0	4	0	2	0	0	1	3	0	10				
16:00 to 17:00	90	5	0	95	585	1	0	586	187	0	3	190	0	0	0	0	133	0	5	138	99	0	3	102	94	1	2	97	0	0	0	0	2	0	2	0	0	3	4	0	11				
16:15 to 17:15	84	6	0	90	591	2	0	593	187	0	2	189	0	0	0	0	144	0	2	146	93	1	2	96	95	1	2	98	0	0	0	0	2	0	4	0	0	2	4	3	15				
16:30 to 17:30	108	4	0	112	586	3	0	589	194	0	2	196	0	0	0	0	136	1	2	139	100	1	1	102	103	1	2	106	0	0	0	0	2	0	2	1	0	2	4	3	14				
16:45 to 17:45	108	4	0	112	588	3	0	591	203	0	2	205	0	0	0	0	130	1	3	134	92	1	1	94	106	1	1	108	0	0	0	0	3	2	2	1	0	3	6	5	22				
17:00 to 18:00	94	3	0	97	607	3	0	610	212	1	2	215	0	0	0	0	124	1	2	127	99	1	1	101	108	1	2	111	0	0	0	0	4	2	2	2	1	1	4	6	22				
17:15 to 18:15	89	2	0	91	558	3	0	561	211	1	2	214	0	0	0	0	129	1	2	132	107	1	0	108	105	0	1	106	0	0	0	0	3	2	1	3	1	1	4	3	18				
17:30 to 18:30	69	2	0	71	522	2	0	524	194	1	2	197	0	0	0	0	122	1	2	125	111	2	0	113	99	0	2	101	0	0	0	0	4	2	2	3	1	1	4	4	21				
17:45 to 18:45	56	3	0	59	467	2	0	469	170	1	2	173	0	0	0	0	113	1	1	115	109	2	0	111	105	0	2	107	0	0	0	0	3	0	3	3	1	0	3	2	15				
18:00 to 19:00	48	1	0	49	416	2	0	418	151	0	2	153	0	0	0	0	114	2	2	118	106	2	1	109	101	0	1	102	0	0	0	0	2	2	6	8	3	1	3	1	26				
<b>PM Totals</b>	<b>390</b>	<b>35</b>	<b>1</b>	<b>426</b>	<b>2,754</b>	<b>16</b>	<b>4</b>	<b>2,774</b>	<b>807</b>	<b>4</b>	<b>11</b>	<b>822</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>605</b>	<b>5</b>	<b>13</b>	<b>623</b>	<b>493</b>	<b>10</b>	<b>5</b>	<b>508</b>	<b>531</b>	<b>6</b>	<b>7</b>	<b>544</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>13</b>	<b>8</b>	<b>77</b>				

**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 3. Duffy Ave / Chilvers Rd / The Esplanade  
  
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Peak Hour Summary



Approach	The Esplanade				Duffy Ave				Chilvers Rd				Duffy Ave				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM 8:30 to 9:30	673	7	7	687	267	21	1	289	747	15	3	765	571	9	1	581	2,322
PM 17:00 to 18:00	701	0	0	701	466	3	0	469	913	7	2	922	331	3	5	339	2,431

Approach	The Esplanade				Duffy Ave				Chilvers Rd				Duffy Ave				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
6:00 to 7:00	410	6	0	416	148	11	0	159	529	12	4	545	416	3	2	421	1,541
6:15 to 7:15	509	10	0	519	168	10	0	178	630	15	6	651	499	4	2	505	1,853
6:30 to 7:30	582	11	1	594	201	13	1	215	672	17	7	696	571	3	3	577	2,082
6:45 to 7:45	626	10	1	637	213	12	1	226	655	18	8	681	609	5	2	616	2,160
7:00 to 8:00	641	6	1	648	244	10	1	255	559	20	6	585	595	4	3	602	2,090
7:15 to 8:15	697	4	1	702	263	11	3	277	520	15	9	544	583	4	4	591	2,114
7:30 to 8:30	701	5	1	707	263	9	2	274	535	17	9	561	581	4	5	590	2,132
7:45 to 8:45	719	5	1	725	288	11	2	301	563	16	7	586	592	5	5	602	2,214
8:00 to 9:00	708	6	2	716	285	17	3	305	639	17	7	663	594	6	3	603	2,287
8:15 to 9:15	655	8	7	670	265	20	1	286	687	16	4	707	600	5	2	607	2,270
8:30 to 9:30	673	7	7	687	267	21	1	289	747	15	3	765	571	9	1	581	2,322
8:45 to 9:45	641	10	8	659	242	17	1	260	792	21	4	817	490	9	1	500	2,236
9:00 to 10:00	613	12	7	632	235	16	0	251	770	23	5	798	438	8	3	449	2,130
<b>AM Totals</b>	<b>2,372</b>	<b>30</b>	<b>10</b>	<b>2,412</b>	<b>912</b>	<b>54</b>	<b>4</b>	<b>970</b>	<b>2,497</b>	<b>72</b>	<b>22</b>	<b>2,591</b>	<b>2,043</b>	<b>21</b>	<b>11</b>	<b>2,075</b>	<b>8,048</b>
14:00 to 15:00	537	6	4	547	265	24	2	291	672	23	3	698	292	10	1	303	1,839
14:15 to 15:15	541	6	6	553	285	23	2	310	709	22	5	736	341	8	2	351	1,950
14:30 to 15:30	558	7	6	571	264	25	2	291	785	19	5	809	358	8	4	370	2,041
14:45 to 15:45	590	4	6	600	293	21	3	317	854	18	3	875	356	8	5	369	2,161
15:00 to 16:00	613	2	4	619	328	19	1	348	889	16	6	911	359	3	5	367	2,245
15:15 to 16:15	660	2	1	663	362	14	1	377	922	11	5	938	322	4	10	336	2,314
15:30 to 16:30	664	2	1	667	404	10	1	415	907	11	6	924	313	3	9	325	2,331
15:45 to 16:45	661	2	1	664	416	8	1	425	881	6	6	893	322	2	9	333	2,315
16:00 to 17:00	653	3	0	656	399	6	1	406	862	6	3	871	326	1	10	337	2,270
16:15 to 17:15	661	3	0	664	418	8	1	427	862	8	2	872	332	2	6	340	2,303
16:30 to 17:30	653	2	0	655	438	6	1	445	888	7	2	897	339	3	5	347	2,344
16:45 to 17:45	683	1	0	684	445	5	0	450	899	7	2	908	328	3	5	336	2,378
17:00 to 18:00	701	0	0	701	466	3	0	469	913	7	2	922	331	3	5	339	2,431
17:15 to 18:15	663	1	0	664	441	2	0	443	858	6	2	866	341	2	3	346	2,319
17:30 to 18:30	644	1	0	645	430	2	0	432	785	5	2	792	332	3	4	339	2,208
17:45 to 18:45	584	1	0	585	412	2	0	414	693	6	2	701	327	3	3	333	2,033
18:00 to 19:00	539	1	0	540	381	2	0	383	615	3	2	620	321	4	4	329	1,872
<b>PM Totals</b>	<b>3,043</b>	<b>12</b>	<b>8</b>	<b>3,063</b>	<b>1,839</b>	<b>54</b>	<b>4</b>	<b>1,897</b>	<b>3,951</b>	<b>55</b>	<b>16</b>	<b>4,022</b>	<b>1,629</b>	<b>21</b>	<b>25</b>	<b>1,675</b>	<b>10,657</b>

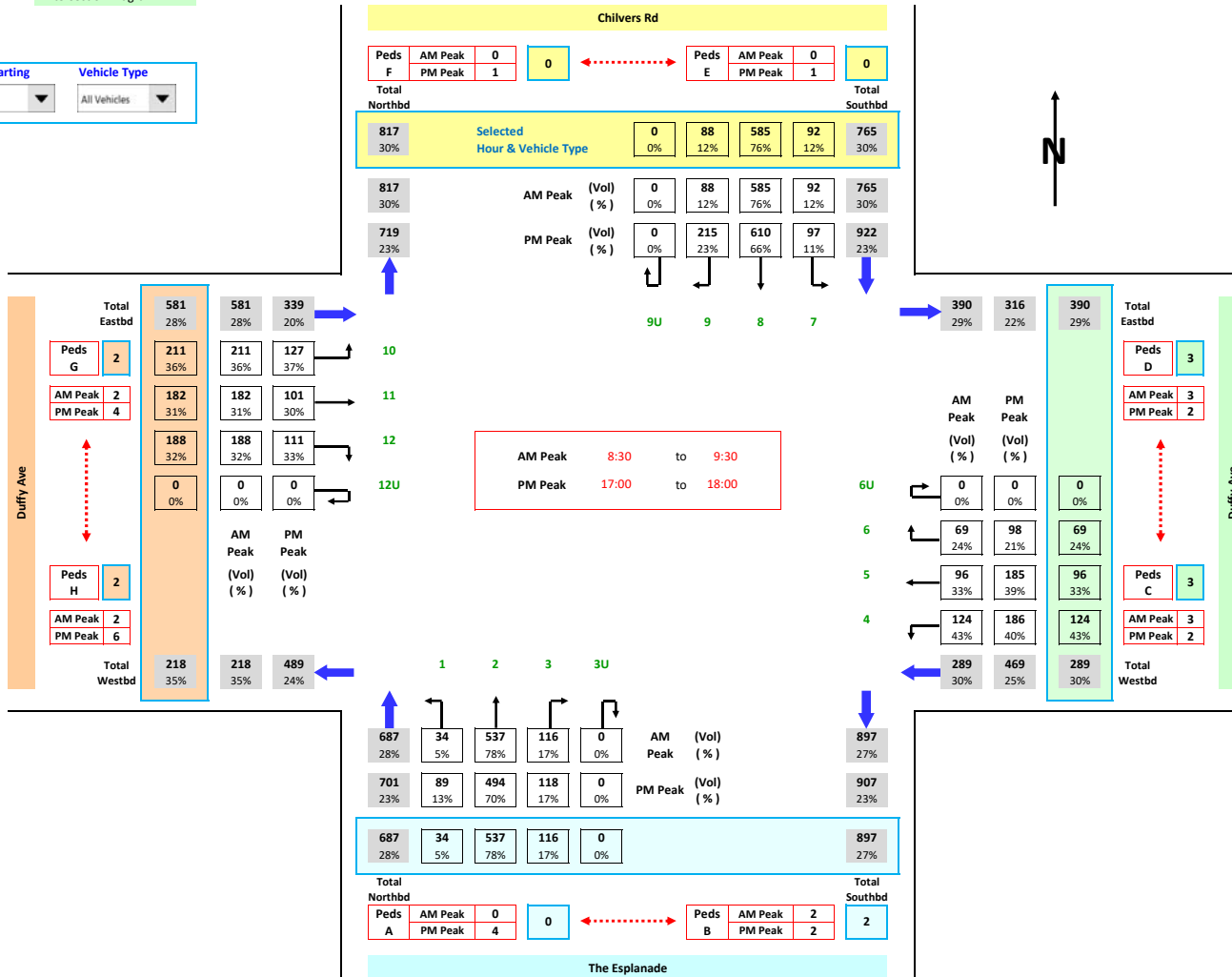


Job No. : N2959  
 Client : Positive Traffic  
 Suburb : Westleigh  
 Location : 3. Duffy Ave / Chilvers Rd / The Esplanade

Day/Date : Tuesday, 07th Feb 2017  
 Weather : Fine  
 Description : Classified Intersection Count  
 : Intersection Diagram

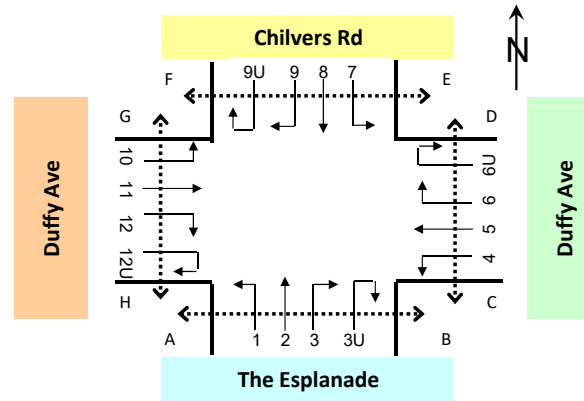


Hour Starting: 8:30  
 Vehicle Type: All Vehicles



**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 3. Duffy Ave / Chilvers Rd / The Esplanade

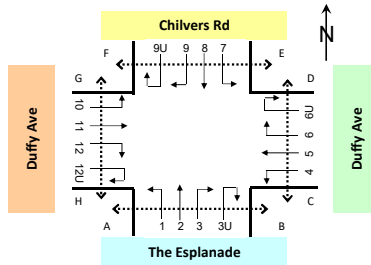
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
 : Pedestrian Data



Direction	Pedestrians							
Time Period	A	B	C	D	E	F	G	H
6:00 to 6:15	0	0	1	0	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	1	0
6:45 to 7:00	0	0	0	0	0	0	1	0
7:00 to 7:15	0	0	0	2	1	1	0	0
7:15 to 7:30	0	0	2	1	0	0	0	0
7:30 to 7:45	1	0	2	0	0	0	1	1
7:45 to 8:00	0	0	1	0	0	0	1	0
8:00 to 8:15	0	1	0	1	0	0	0	3
8:15 to 8:30	0	0	1	3	0	0	2	0
8:30 to 8:45	0	1	0	1	0	0	2	1
8:45 to 9:00	0	0	2	2	0	0	0	0
9:00 to 9:15	0	0	1	0	0	0	0	1
9:15 to 9:30	0	1	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	0	0	0	1
9:45 to 10:00	0	0	0	0	0	0	0	0
<b>AM Totals</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>7</b>

14:00 to 14:15	0	0	0	1	0	0	0	1
14:15 to 14:30	1	1	0	0	0	0	0	0
14:30 to 14:45	0	0	0	0	1	0	0	0
14:45 to 15:00	0	1	0	0	0	0	0	0
15:00 to 15:15	4	0	0	0	0	0	0	0
15:15 to 15:30	1	0	0	0	0	0	1	0
15:30 to 15:45	2	0	1	0	0	0	0	0
15:45 to 16:00	2	0	0	0	0	0	1	0
16:00 to 16:15	1	0	0	0	0	1	0	0
16:15 to 16:30	0	0	2	0	0	0	1	0
16:30 to 16:45	1	0	0	0	0	0	1	0
16:45 to 17:00	0	0	0	0	0	2	2	0
17:00 to 17:15	1	0	2	0	0	0	0	3
17:15 to 17:30	0	0	0	1	0	0	1	0
17:30 to 17:45	2	2	0	0	0	1	3	2
17:45 to 18:00	1	0	0	1	1	0	0	1
18:00 to 18:15	0	0	1	1	0	0	0	0
18:15 to 18:30	1	0	1	1	0	0	1	1
18:30 to 18:45	1	0	1	0	0	0	2	0
18:45 to 19:00	0	2	3	6	3	1	0	0
<b>PM Totals</b>	<b>18</b>	<b>6</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>13</b>	<b>8</b>

**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 3. Duffy Ave/ Chilvers Rd / The Esplanade  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
 : 15 mins Data

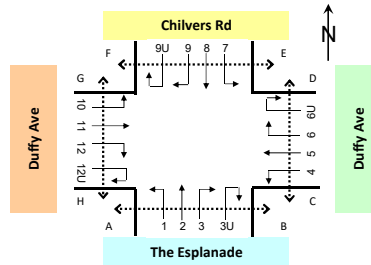


Classifications	Class 1	Class 2	Class 3
	Cars	Trucks	Buses

Approach	The Esplanade																Duffy Ave															
	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)			
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00 to 7:15	9	0	0	9	22	0	0	22	7	0	0	7	0	0	0	0	5	0	0	5	7	0	0	7	2	2	0	4	0	0	0	0
7:15 to 7:30	7	0	0	7	35	0	0	35	2	0	0	2	0	0	0	0	8	0	0	8	10	0	0	10	6	1	0	7	0	0	0	0
7:30 to 7:45	7	0	0	7	41	0	0	41	11	0	0	11	0	0	0	0	9	0	0	9	18	2	0	20	6	1	0	7	0	0	0	0
7:45 to 8:00	10	0	0	10	57	0	0	57	9	0	0	9	0	0	0	0	7	0	0	7	20	0	0	20	3	1	0	4	0	0	0	0
8:00 to 8:15	15	1	0	16	50	0	0	50	15	1	0	16	0	0	0	0	16	0	0	16	23	0	0	23	3	0	0	3	0	0	0	0
8:15 to 8:30	12	0	0	12	74	1	0	75	18	0	0	18	0	0	0	0	5	0	0	5	17	0	0	17	7	1	0	8	0	0	0	0
8:30 to 8:45	16	0	0	16	91	0	0	91	16	0	0	16	0	0	0	0	19	0	0	19	21	1	0	22	11	0	0	11	0	0	0	0
8:45 to 9:00	12	0	0	12	94	0	0	94	18	1	0	19	0	0	0	0	19	0	0	19	35	0	0	35	13	0	0	13	0	0	0	0
9:00 to 9:15	22	0	0	22	94	2	0	96	16	0	0	16	0	0	0	0	21	0	0	21	22	0	0	22	7	0	0	7	0	0	0	0
9:15 to 9:30	12	0	0	12	83	3	0	86	20	0	0	20	0	0	0	0	17	0	0	17	19	0	0	19	16	0	0	16	0	0	0	0
9:30 to 9:45	21	0	0	21	93	0	0	93	29	0	0	29	0	0	0	0	27	0	0	27	25	2	0	27	16	0	0	16	0	0	0	0
9:45 to 10:00	19	0	0	19	87	0	0	87	26	0	0	26	0	0	0	0	26	1	0	27	19	2	0	21	17	0	0	17	0	0	0	0
<b>AM Totals</b>	<b>162</b>	<b>1</b>	<b>0</b>	<b>163</b>	<b>821</b>	<b>6</b>	<b>0</b>	<b>827</b>	<b>187</b>	<b>2</b>	<b>0</b>	<b>189</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>179</b>	<b>1</b>	<b>0</b>	<b>180</b>	<b>236</b>	<b>7</b>	<b>0</b>	<b>243</b>	<b>107</b>	<b>6</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 to 14:15	21	0	0	21	61	0	0	61	12	0	0	12	0	0	0	0	22	0	0	22	37	1	0	38	15	0	0	15	0	0	0	0
14:15 to 14:30	17	0	0	17	67	0	0	67	15	0	0	15	0	0	0	0	18	0	0	18	21	1	0	22	17	0	0	17	0	0	0	0
14:30 to 14:45	26	0	0	26	68	1	0	69	19	0	0	19	0	0	0	0	22	1	0	23	43	0	0	43	19	1	0	20	0	0	0	0
14:45 to 15:00	23	0	0	23	73	0	0	73	6	0	0	6	0	0	0	0	14	0	0	14	40	1	0	41	13	0	0	13	0	0	0	0
15:00 to 15:15	18	0	0	18	69	3	0	72	10	0	0	10	0	0	0	0	23	0	0	23	36	0	0	36	10	0	0	10	0	0	0	0
15:15 to 15:30	28	1	0	29	69	0	0	69	15	0	0	15	0	0	0	0	39	0	0	39	33	3	0	33	6	0	0	6	0	0	0	0
15:30 to 15:45	22	0	0	22	82	0	0	82	15	0	0	15	0	0	0	0	18	0	0	18	38	0	0	38	6	0	0	6	0	0	0	0
15:45 to 16:00	18	0	0	18	71	0	0	71	10	0	0	10	0	0	0	0	15	0	0	15	36	0	0	36	14	0	0	14	0	0	0	0
<b>PM Totals</b>	<b>173</b>	<b>1</b>	<b>0</b>	<b>174</b>	<b>560</b>	<b>4</b>	<b>0</b>	<b>564</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171</b>	<b>1</b>	<b>0</b>	<b>172</b>	<b>284</b>	<b>3</b>	<b>0</b>	<b>287</b>	<b>100</b>	<b>1</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Approach	Chilvers Rd												Duffy Ave												Crossing Pedestrians																
	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)				A	B	C	D	E	F	G	H	Total
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	C	D	E	F	G	H	Total
7:00 to 7:15	7	1	0	8	26	1	0	27	5	0	0	5	0	0	0	0	8	0	0	8	14	0	0	14	19	0	0	19	0	0	0	0	1	0	0	0	1	0	0	0	2
7:15 to 7:30	7	0	0	7	45	0	0	45	6	0	0	6	0	0	0	0	13	0	0	13	27	1	0	28	21	0	0	21	0	0	0	0	0	0	0	0	0	0	1	1	1
7:30 to 7:45	9	1	0	10	41	0	0	41	6	1	0	7	0	0	0	0	13	0	0	13	24	0	0	24	34	0	0	34	0	0	0	0	0	0	1	0	0	0	1	1	
7:45 to 8:00	7	0	0	7	62	0	0	62	9	0	0	9	0	0	0	0	17	0	0	17	33	1	0	34	20	1	0	21	0	0	0	0	0	0	0	0	0	1	4		
8:00 to 8:15	10	0	0	10	55	0	0	55	13	0	0	13	0	0	0	0	21	0	0	21	28	0	0	28	48	0	0	48	0	0	0	0	1	0	0	0	1	0	0	2	
8:15 to 8:30	16	0	0	16	61	0	0	61	13	1	0	14	0	0	0	0	26	0	0	26	39	0	0	39	39	0	0	39	0	0	0	0	1	2	0	0	0	1	1	5	
8:30 to 8:45	19	2	0	21	87	1	0	88	17	0	1	18	0	0	0	0	37	1	0	38	37	0	0	37	35	1	0	36	0	0	0	0	0	1	0	0	1	1	0	3	
8:45 to 9:00	15	2	0	17	80	1	0	81	34	0	0	34	0	0	0	0	52	0	1	53	44	1	0	45	44	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15	20	0	0	20	93	2	0	95	23	0	0	23	0	0	0	0	45	0	0	45	48	0	0	48	44	0	0	44	0	0	0	0	1	0	0	0	0	0	0	0	1
9:15 to 9:30	12	4	0	16	101	0	0	101	23	0	0	23	0	0	0	0	44	0	0	44	48	0	0	48	55	1	0	56	0	0	0	0	0	0	0	0	3	0	0	3	
9:30 to 9:45	22	1	0	23	116	2	0	118	30	0	1	31	0	0	0	0	54	0	0	54	43	0	0	43	36	0	0	36	0	0	0	0	0	0	3	0	0	0	3		
9:45 to 10:00	30	0	0	30	109	1	0	110	24	1	0	25	0	0	0	0	44	0	1	45	37	1	0	38	43	1	0	44	0	0	0	0	0	0	1	0	0	0	0	1	
<b>AM Totals</b>	<b>174</b>	<b>11</b>	<b>0</b>	<b>185</b>	<b>876</b>	<b>8</b>	<b>0</b>	<b>884</b>	<b>203</b>	<b>3</b>	<b>2</b>	<b>208</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>374</b>	<b>1</b>	<b>2</b>	<b>377</b>	<b>422</b>	<b>4</b>	<b>0</b>	<b>426</b>	<b>438</b>	<b>4</b>	<b>0</b>	<b>442</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>26</b>
14:00 to 14:15	12	0	0	12	106	2	0	108	26	0	0	26	0	0	0	0	25	0	0	25	37	0	0	37	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	
14:15 to 14:30	11	0	0	11	82	0	0	82	27	0	0	27	0	0	0	0	30	0	0	30	30	1	0	31	19	0	0	19	0	0	0	0	0	0	0	0	0	1	0	1	
14:30 to 14:45	10	0	0	10	113	0	0	113	27	0	1	28	0	0	0	0	22	0	0	22	27	0	0	27	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 to 15:00	21	0	0	21	95	1	0	96	19	0	0	19	0	0	0	0	20	0	1	21	26	0	0	26	34	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 to 15:15	15	0	0	15	95	0	0	95	15	0	0	15	0	0	0	0	28	0	0	28	21	0	0	21	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	
15:15 to 15:30	7	0	0	7	94	0	0	94	26	0	0	26	0	0	0	0	24	0	0	24	24	0	0	24	32	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	
15:30 to 15:45	15	0	0	15	94	0	0	94	29	0	1	30	0	0	0	0	31	0	0	31	25	1	0	26	28	1	0	29	0	0	0	0	0	0	0	0	0	0	0	0	
15:45 to 16:00	8	0	0	8	81	1	0	82	29	0	0	29	0	0	0	0	25	0	1	26	18	0	0	18	30	0	0	30	0	0	0	0	1	0	0	0	0	0	0	1	
<b>PM Totals</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>760</b>	<b>4</b>	<b>0</b>	<b>764</b>	<b>198</b>	<b>0</b>	<b>2</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>	<b>0</b>	<b>2</b>	<b>207</b>	<b>208</b>	<b>2</b>	<b>0</b>	<b>210</b>	<b>217</b>	<b>1</b>	<b>0</b>	<b>218</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>

**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 3. Duffy Ave/ Chilvers Rd / The Esplanade  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
 : Hourly Summary

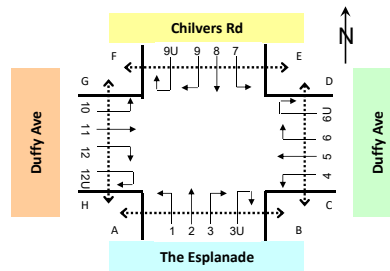


Approach	The Esplanade																Duffy Ave																		
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)						
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses
7:00 to 8:00	33	0	0	33	155	0	0	155	29	0	0	29	0	0	0	0	29	0	0	0	29	55	2	0	57	17	5	0	22	0	0	0	0		
7:15 to 8:15	39	1	0	40	183	0	0	183	37	1	0	38	0	0	0	0	40	0	0	0	40	71	2	0	73	18	3	0	21	0	0	0	0		
7:30 to 8:30	44	1	0	45	222	1	0	223	53	1	0	54	0	0	0	0	37	0	0	0	37	78	2	0	80	19	3	0	22	0	0	0	0		
7:45 to 8:45	53	1	0	54	272	1	0	273	58	1	0	59	0	0	0	0	47	0	0	0	47	81	1	0	82	24	2	0	26	0	0	0	0		
8:00 to 9:00	55	1	0	56	309	1	0	310	67	2	0	69	0	0	0	0	59	0	0	0	59	96	1	0	97	34	1	0	35	0	0	0	0		
8:15 to 9:15	62	0	0	62	353	3	0	356	68	1	0	69	0	0	0	0	64	0	0	0	64	95	1	0	96	38	1	0	39	0	0	0	0		
8:30 to 9:30	62	0	0	62	362	5	0	367	70	1	0	71	0	0	0	0	76	0	0	0	76	97	1	0	98	47	0	0	47	0	0	0	0		
8:45 to 9:45	67	0	0	67	364	5	0	369	83	1	0	84	0	0	0	0	84	0	0	0	84	101	2	0	103	52	0	0	52	0	0	0	0		
9:00 to 10:00	74	0	0	74	357	5	0	362	91	0	0	91	0	0	0	0	91	1	0	0	92	85	4	0	89	56	0	0	56	0	0	0	0		
<b>AM Totals</b>	<b>162</b>	<b>1</b>	<b>0</b>	<b>163</b>	<b>821</b>	<b>6</b>	<b>0</b>	<b>827</b>	<b>187</b>	<b>2</b>	<b>0</b>	<b>189</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>179</b>	<b>1</b>	<b>0</b>	<b>180</b>	<b>236</b>	<b>7</b>	<b>0</b>	<b>243</b>	<b>107</b>	<b>6</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
14:00 to 15:00	87	0	0	87	269	1	0	270	52	0	0	52	0	0	0	0	76	1	0	0	77	141	3	0	144	64	1	0	65	0	0	0	0		
14:15 to 15:15	84	0	0	84	277	4	0	281	50	0	0	50	0	0	0	0	77	1	0	0	78	140	2	0	142	59	1	0	60	0	0	0	0		
14:30 to 15:30	95	1	0	96	279	4	0	283	50	0	0	50	0	0	0	0	98	1	0	0	99	152	1	0	153	48	1	0	49	0	0	0	0		
14:45 to 15:45	91	1	0	92	293	3	0	296	46	0	0	46	0	0	0	0	94	0	0	0	94	147	1	0	148	35	0	0	35	0	0	0	0		
15:00 to 16:00	86	1	0	87	291	3	0	294	50	0	0	50	0	0	0	0	95	0	0	0	95	143	0	0	143	36	0	0	36	0	0	0	0		
<b>PM Totals</b>	<b>173</b>	<b>1</b>	<b>0</b>	<b>174</b>	<b>560</b>	<b>4</b>	<b>0</b>	<b>564</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171</b>	<b>1</b>	<b>0</b>	<b>172</b>	<b>284</b>	<b>3</b>	<b>0</b>	<b>287</b>	<b>100</b>	<b>1</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

Approach	Chilvers Rd																Duffy Ave																Crossing Pedestrians											
	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)				A	B	C	D	E	F	G	H	Total			
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	C	D	E	F	G	H
7:00 to 8:00	30	2	0	32	174	1	0	175	26	1	0	27	0	0	0	0	51	0	0	0	51	98	2	0	100	94	1	0	95	0	0	0	0	0	1	1	2	0	1	1	0	2	8	
7:15 to 8:15	33	1	0	34	203	0	0	203	34	1	0	35	0	0	0	0	64	0	0	0	64	112	2	0	114	123	1	0	124	0	0	0	0	0	1	1	2	0	1	1	0	2	8	
7:30 to 8:30	42	1	0	43	219	0	0	219	41	2	0	43	0	0	0	0	77	0	0	0	77	124	1	0	125	141	1	0	142	0	0	0	0	0	2	3	2	0	1	1	1	2	12	
7:45 to 8:45	52	2	0	54	265	1	0	266	52	1	1	54	0	0	0	0	101	1	0	0	102	137	1	0	138	142	2	0	144	0	0	0	0	0	2	4	2	0	1	1	2	2	14	
8:00 to 9:00	60	4	0	64	283	2	0	285	77	1	1	79	0	0	0	0	136	1	1	0	138	148	1	0	149	166	1	0	167	0	0	0	0	0	2	3	0	0	1	1	2	1	10	
8:15 to 9:15	70	4	0	74	321	4	0	325	87	1	1	89	0	0	0	0	160	1	1	0	162	168	1	0	169	162	1	0	163	0	0	0	0	0	2	3	0	0	1	2	1	9		
8:30 to 9:30	66	8	0	74	361	4	0	365	97	0	1	98	0	0	0	0	178	1	1	0	180	177	1	0	178	178	2	0	180	0	0	0	0	0	1	1	0	0	0	1	4	0	7	
8:45 to 9:45	69	7	0	76	390	5	0	395	110	0	1	111	0	0	0	0	195	0	1	0	196	183	1	0	184	179	1	0	180	0	0	0	0	0	1	0	0	0	3	0	3	0	7	
9:00 to 10:00	84	5	0	89	419	5	0	424	100	1	1	102	0	0	0	0	187	0	1	0	188	176	1	0	177	178	2	0	180	0	0	0	0	0	1	0	0	1	3	0	3	0	8	



**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 3. Duffy Ave/ Chilvers Rd / The Esplanade  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Peak Hour Summary



Approach	The Esplanade				Duffy Ave				Chilvers Rd				Duffy Ave				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM 9:00 to 10:00	522	5	0	527	232	5	0	237	603	11	1	615	541	3	1	545	1,924
PM 14:00 to 15:00	408	1	0	409	281	5	0	286	549	3	1	553	325	1	1	327	1,575

Approach	The Esplanade				Duffy Ave				Chilvers Rd				Duffy Ave				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
7:00 to 8:00	217	0	0	217	101	7	0	108	230	4	0	234	243	3	0	246	805
7:15 to 8:15	259	2	0	261	129	5	0	134	270	2	0	272	299	3	0	302	969
7:30 to 8:30	319	3	0	322	134	5	0	139	302	3	0	305	342	2	0	344	1,110
7:45 to 8:45	383	3	0	386	152	3	0	155	369	4	1	374	380	4	0	384	1,299
8:00 to 9:00	431	4	0	435	189	2	0	191	420	7	1	428	450	3	1	454	1,508
8:15 to 9:15	483	4	0	487	197	2	0	199	478	9	1	488	490	3	1	494	1,668
8:30 to 9:30	494	6	0	500	220	1	0	221	524	12	1	537	533	4	1	538	1,796
8:45 to 9:45	514	6	0	520	237	2	0	239	569	12	1	582	557	2	1	560	1,901
9:00 to 10:00	522	5	0	527	232	5	0	237	603	11	1	615	541	3	1	545	1,924
<b>AM Totals</b>	<b>1,170</b>	<b>9</b>	<b>0</b>	<b>1,179</b>	<b>522</b>	<b>14</b>	<b>0</b>	<b>536</b>	<b>1,253</b>	<b>22</b>	<b>2</b>	<b>1,277</b>	<b>1,234</b>	<b>9</b>	<b>2</b>	<b>1,245</b>	<b>4,237</b>
14:00 to 15:00	408	1	0	409	281	5	0	286	549	3	1	553	325	1	1	327	1,575
14:15 to 15:15	411	4	0	415	276	4	0	280	530	1	1	532	303	1	1	305	1,532
14:30 to 15:30	424	5	0	429	298	3	0	301	537	1	1	539	304	0	1	305	1,574
14:45 to 15:45	430	4	0	434	276	1	0	277	525	1	1	527	312	2	1	315	1,553
15:00 to 16:00	427	4	0	431	274	0	0	274	508	1	1	510	305	2	1	308	1,523
<b>PM Totals</b>	<b>835</b>	<b>5</b>	<b>0</b>	<b>840</b>	<b>555</b>	<b>5</b>	<b>0</b>	<b>560</b>	<b>1,057</b>	<b>4</b>	<b>2</b>	<b>1,063</b>	<b>630</b>	<b>3</b>	<b>2</b>	<b>635</b>	<b>3,098</b>

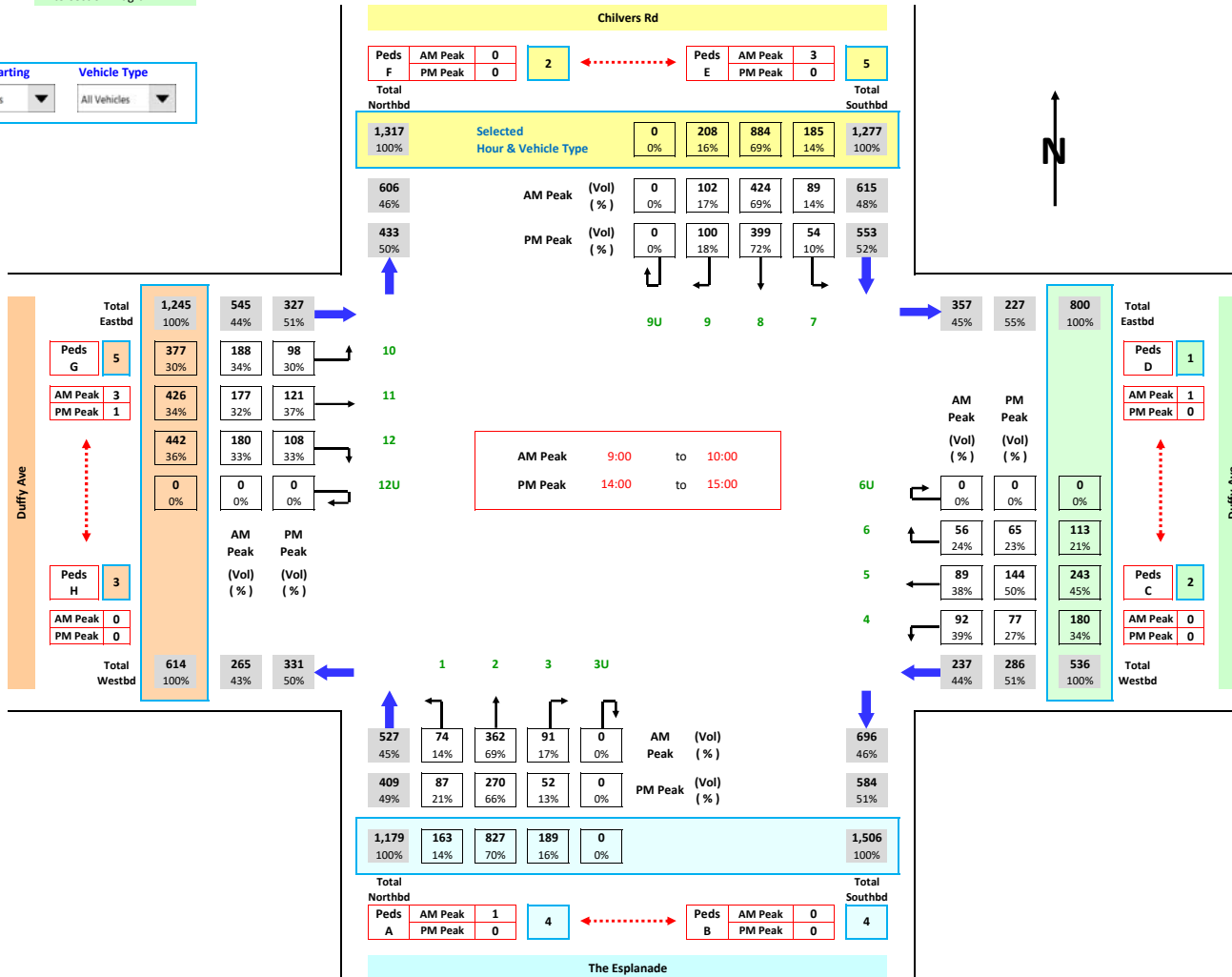


Job No. : N2959  
 Client : Positive Traffic  
 Suburb : Westleigh  
 Location : 3. Duffy Ave/ Chilvers Rd / The Esplanade

Day/Date : Saturday, 11th Feb 2017  
 Weather : Fine  
 Description : Classified Intersection Count  
 : Intersection Diagram

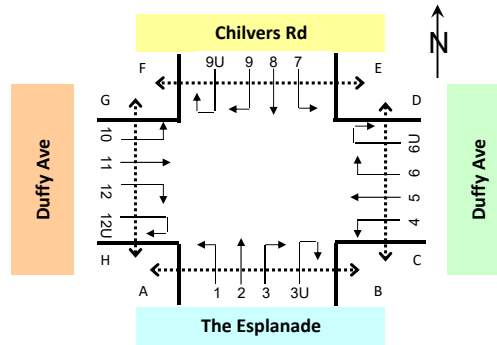


Hour Starting: AM Totals  
 Vehicle Type: All Vehicles



**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 3. Duffy Ave/ Chilvers Rd / The Esplanade

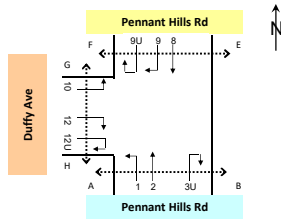
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Pedestrian Data



Direction	Pedestrians							
	A	B	C	D	E	F	G	H
7:00 to 7:15	1	0	0	0	1	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	1
7:30 to 7:45	0	0	0	0	0	1	0	0
7:45 to 8:00	0	1	2	0	0	0	0	1
8:00 to 8:15	1	0	0	0	1	0	0	0
8:15 to 8:30	1	2	0	0	0	0	1	1
8:30 to 8:45	0	1	0	0	0	1	1	0
8:45 to 9:00	0	0	0	0	0	0	0	0
9:00 to 9:15	1	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	0	0	3	0
9:30 to 9:45	0	0	0	0	3	0	0	0
9:45 to 10:00	0	0	0	1	0	0	0	0
<b>AM Totals</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>3</b>
14:00 to 14:15	0	0	0	0	0	0	0	0
14:15 to 14:30	0	0	0	0	0	0	1	0
14:30 to 14:45	0	0	0	0	0	0	0	0
14:45 to 15:00	0	0	0	0	0	0	0	0
15:00 to 15:15	0	0	0	0	0	0	0	0
15:15 to 15:30	0	0	0	0	0	0	0	0
15:30 to 15:45	0	0	0	0	0	0	0	0
15:45 to 16:00	0	0	0	1	0	0	0	0
<b>PM Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 4. Duffy Ave / Pennant Hills Rd  
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Rainy  
**Description** : Classified Intersection Count  
 : 15 mins Data

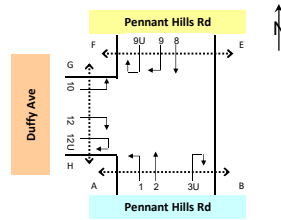
Classifications	Class 1	Class 2	Class 3
	Cars	Trucks	Buses



Approach	Pennant Hills Rd											
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
6:00 to 6:15	15	1	0	16	269	89	2	360	0	0	0	0
6:15 to 6:30	13	0	0	13	318	67	3	388	0	0	0	0
6:30 to 6:45	19	5	0	24	347	70	1	418	0	0	0	0
6:45 to 7:00	20	3	0	23	367	67	2	436	0	0	0	0
7:00 to 7:15	15	2	0	17	352	68	3	423	0	0	0	0
7:15 to 7:30	26	2	1	29	428	74	2	504	0	0	0	0
7:30 to 7:45	29	4	0	33	377	56	4	437	0	0	0	0
7:45 to 8:00	31	2	0	33	290	50	5	345	0	0	0	0
8:00 to 8:15	36	3	2	41	398	60	6	464	0	0	0	0
8:15 to 8:30	37	1	0	38	312	62	3	377	0	0	0	0
8:30 to 8:45	35	3	0	38	332	60	1	393	0	0	0	0
8:45 to 9:00	32	3	1	36	277	42	4	323	0	0	0	0
9:00 to 9:15	39	6	0	45	288	55	4	347	0	0	0	0
9:15 to 9:30	30	3	0	33	281	62	1	344	0	0	0	0
9:30 to 9:45	37	3	0	40	306	73	3	382	0	0	0	0
9:45 to 10:00	33	7	0	40	293	56	0	349	0	0	0	0
<b>AM Totals</b>	<b>447</b>	<b>48</b>	<b>4</b>	<b>499</b>	<b>5,235</b>	<b>1,011</b>	<b>44</b>	<b>6,290</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 to 14:15	31	5	0	36	397	79	1	477	0	0	0	0
14:15 to 14:30	53	5	0	58	410	50	4	464	0	0	0	0
14:30 to 14:45	39	7	0	46	465	72	4	541	0	0	0	0
14:45 to 15:00	53	3	2	58	467	55	6	528	0	0	0	0
15:00 to 15:15	42	9	0	51	470	64	1	535	0	0	0	0
15:15 to 15:30	27	6	0	33	452	57	6	515	0	0	0	0
15:30 to 15:45	51	3	1	55	494	42	3	539	0	0	0	0
15:45 to 16:00	56	2	0	58	490	61	5	556	0	0	0	0
16:00 to 16:15	53	0	0	53	545	58	4	607	0	0	0	0
16:15 to 16:30	55	2	0	57	571	63	2	636	0	0	0	0
16:30 to 16:45	64	1	1	66	540	42	5	587	0	0	0	0
16:45 to 17:00	65	2	0	67	574	48	3	625	0	0	0	0
17:00 to 17:15	58	3	0	61	479	44	2	525	0	0	0	0
17:15 to 17:30	62	1	0	63	532	40	1	573	0	0	0	0
17:30 to 17:45	59	2	0	61	458	39	2	499	0	0	0	0
17:45 to 18:00	60	0	0	60	502	45	1	548	0	0	0	0
18:00 to 18:15	42	1	0	43	463	29	2	494	0	0	0	0
18:15 to 18:30	57	1	0	58	444	44	4	492	0	0	0	0
18:30 to 18:45	52	0	0	52	324	33	1	358	0	0	0	0
18:45 to 19:00	49	1	0	50	357	35	2	394	0	0	0	0
<b>PM Totals</b>	<b>1,028</b>	<b>54</b>	<b>4</b>	<b>1,086</b>	<b>9,434</b>	<b>1,000</b>	<b>59</b>	<b>10,493</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



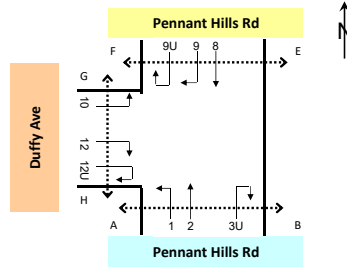
**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 4. Duffy Ave / Pennant Hills Rd  
  
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Rainy  
**Description** : Classified Intersection Count  
: Hourly Summary



Approach	Pennant Hills Rd											
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
6:00 to 7:00	67	9	0	76	1,301	293	8	1,602	0	0	0	0
6:15 to 7:15	67	10	0	77	1,384	272	9	1,665	0	0	0	0
6:30 to 7:30	80	12	1	93	1,494	279	8	1,781	0	0	0	0
6:45 to 7:45	90	11	1	102	1,524	265	11	1,800	0	0	0	0
7:00 to 8:00	101	10	1	112	1,447	248	14	1,709	0	0	0	0
7:15 to 8:15	122	11	3	136	1,493	240	17	1,750	0	0	0	0
7:30 to 8:30	133	10	2	145	1,377	228	18	1,623	0	0	0	0
7:45 to 8:45	139	9	2	150	1,332	232	15	1,579	0	0	0	0
8:00 to 9:00	140	10	3	153	1,319	224	14	1,557	0	0	0	0
8:15 to 9:15	143	13	1	157	1,209	219	12	1,440	0	0	0	0
8:30 to 9:30	136	15	1	152	1,178	219	10	1,407	0	0	0	0
8:45 to 9:45	138	15	1	154	1,152	232	12	1,396	0	0	0	0
9:00 to 10:00	139	19	0	158	1,168	246	8	1,422	0	0	0	0
<b>AM Totals</b>	<b>447</b>	<b>48</b>	<b>4</b>	<b>499</b>	<b>5,235</b>	<b>1,011</b>	<b>44</b>	<b>6,290</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 to 15:00	176	20	2	198	1,739	256	15	2,010	0	0	0	0
14:15 to 15:15	187	24	2	213	1,812	241	15	2,068	0	0	0	0
14:30 to 15:30	161	25	2	188	1,854	248	17	2,119	0	0	0	0
14:45 to 15:45	173	21	3	197	1,883	218	16	2,117	0	0	0	0
15:00 to 16:00	176	20	1	197	1,906	224	15	2,145	0	0	0	0
15:15 to 16:15	187	11	1	199	1,981	218	18	2,217	0	0	0	0
15:30 to 16:30	215	7	1	223	2,100	224	14	2,338	0	0	0	0
15:45 to 16:45	228	5	1	234	2,146	224	16	2,386	0	0	0	0
16:00 to 17:00	237	5	1	243	2,230	211	14	2,455	0	0	0	0
16:15 to 17:15	242	8	1	251	2,164	197	12	2,373	0	0	0	0
16:30 to 17:30	249	7	1	257	2,125	174	11	2,310	0	0	0	0
16:45 to 17:45	244	8	0	252	2,043	171	8	2,222	0	0	0	0
17:00 to 18:00	239	6	0	245	1,971	168	6	2,145	0	0	0	0
17:15 to 18:15	223	4	0	227	1,955	153	6	2,114	0	0	0	0
17:30 to 18:30	218	4	0	222	1,867	157	9	2,033	0	0	0	0
17:45 to 18:45	211	2	0	213	1,733	151	8	1,892	0	0	0	0
18:00 to 19:00	200	3	0	203	1,588	141	9	1,738	0	0	0	0
<b>PM Totals</b>	<b>1,028</b>	<b>54</b>	<b>4</b>	<b>1,086</b>	<b>9,434</b>	<b>1,000</b>	<b>59</b>	<b>10,493</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 4. Duffy Ave / Pennant Hills Rd  
  
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Rainy  
**Description** : Classified Intersection Count  
: Peak Hour Summary



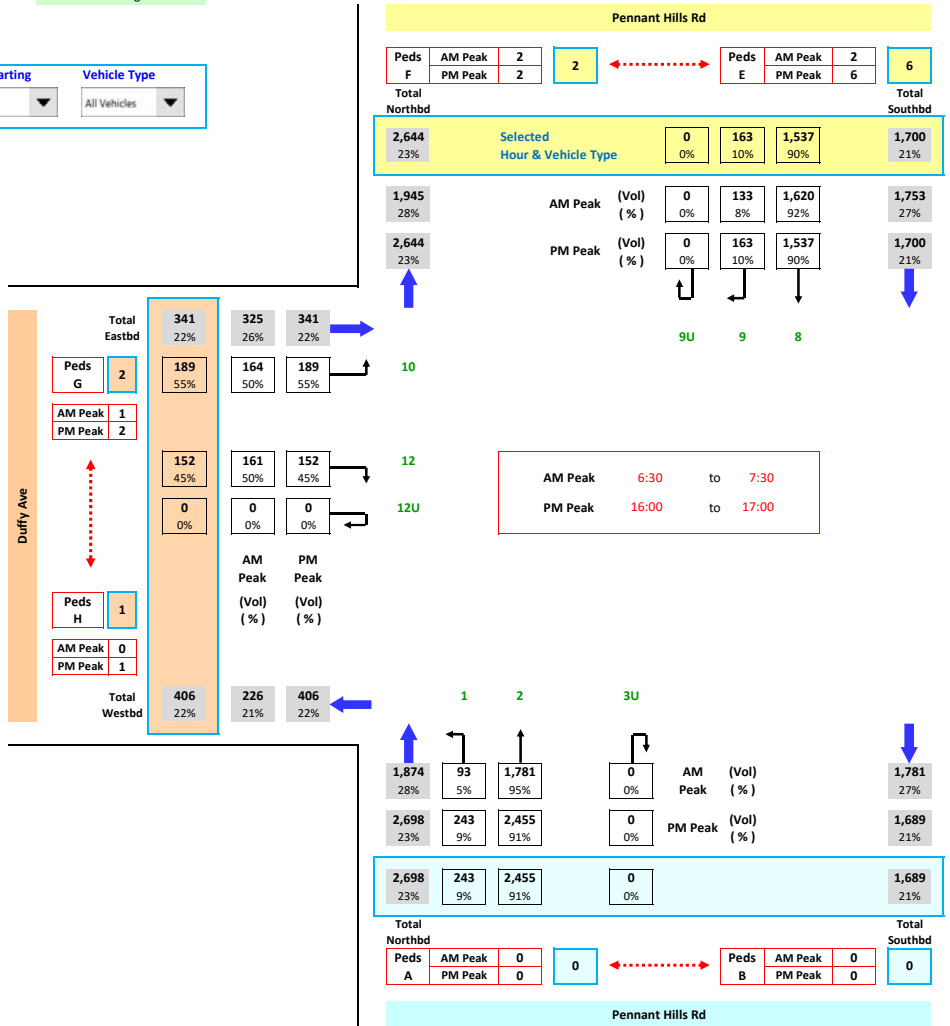
Approach	Pennant Hills Rd				Pennant Hills Rd				Duffy Ave				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM 6:30 to 7:30	1,574	291	9	1,874	1,518	227	8	1,753	301	24	0	325	3,952
PM 16:00 to 17:00	2,467	216	15	2,698	1,497	191	12	1,700	331	6	4	341	4,739

Approach	Pennant Hills Rd				Pennant Hills Rd				Duffy Ave				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
6:00 to 7:00	1,368	302	8	1,678	1,636	258	4	1,898	212	13	0	225	3,801
6:15 to 7:15	1,451	282	9	1,742	1,585	242	6	1,833	250	17	0	267	3,842
6:30 to 7:30	1,574	291	9	1,874	1,518	227	8	1,753	301	24	0	325	3,952
6:45 to 7:45	1,614	276	12	1,902	1,476	224	9	1,709	316	25	0	341	3,952
7:00 to 8:00	1,548	258	15	1,821	1,375	206	10	1,591	317	32	1	350	3,762
7:15 to 8:15	1,615	251	20	1,886	1,420	218	9	1,647	303	34	2	339	3,872
7:30 to 8:30	1,510	238	20	1,768	1,402	218	9	1,629	296	35	2	333	3,730
7:45 to 8:45	1,471	241	17	1,729	1,353	226	11	1,590	305	39	2	346	3,665
8:00 to 9:00	1,459	234	17	1,710	1,354	248	13	1,615	319	37	1	357	3,682
8:15 to 9:15	1,352	232	13	1,597	1,314	260	14	1,588	341	31	1	373	3,558
8:30 to 9:30	1,314	234	11	1,559	1,225	288	14	1,527	348	27	1	376	3,462
8:45 to 9:45	1,290	247	13	1,550	1,160	295	10	1,465	318	25	1	344	3,359
9:00 to 10:00	1,307	265	8	1,580	1,125	303	8	1,436	283	27	1	311	3,327
<b>AM Totals</b>	<b>5,682</b>	<b>1,059</b>	<b>48</b>	<b>6,789</b>	<b>5,490</b>	<b>1,015</b>	<b>35</b>	<b>6,540</b>	<b>1,131</b>	<b>109</b>	<b>3</b>	<b>1,243</b>	<b>14,572</b>
14:00 to 15:00	1,915	276	17	2,208	1,268	328	11	1,607	249	24	0	273	4,088
14:15 to 15:15	1,999	265	17	2,281	1,283	301	11	1,595	264	21	2	287	4,163
14:30 to 15:30	2,015	273	19	2,307	1,293	289	13	1,595	288	19	2	309	4,211
14:45 to 15:45	2,056	239	19	2,314	1,386	306	23	1,715	299	18	2	319	4,348
15:00 to 16:00	2,082	244	16	2,342	1,477	290	21	1,788	311	15	2	328	4,458
15:15 to 16:15	2,168	229	19	2,416	1,506	261	22	1,789	343	12	2	357	4,562
15:30 to 16:30	2,315	231	15	2,561	1,542	239	20	1,801	320	10	3	333	4,695
15:45 to 16:45	2,374	229	17	2,620	1,485	210	14	1,709	335	6	3	344	4,673
16:00 to 17:00	2,467	216	15	2,698	1,497	191	12	1,700	331	6	4	341	4,739
16:15 to 17:15	2,406	205	13	2,624	1,557	185	11	1,753	328	7	3	338	4,715
16:30 to 17:30	2,374	181	12	2,567	1,571	180	12	1,763	334	5	2	341	4,671
16:45 to 17:45	2,287	179	8	2,474	1,556	168	8	1,732	365	5	2	372	4,578
17:00 to 18:00	2,210	174	6	2,390	1,579	174	7	1,760	358	5	1	364	4,514
17:15 to 18:15	2,178	157	6	2,341	1,508	167	7	1,682	355	4	0	359	4,382
17:30 to 18:30	2,085	161	9	2,255	1,419	160	8	1,587	352	4	0	356	4,198
17:45 to 18:45	1,944	153	8	2,105	1,352	145	9	1,506	281	5	0	286	3,897
18:00 to 19:00	1,788	144	9	1,941	1,250	126	9	1,385	260	3	1	264	3,590
<b>PM Totals</b>	<b>10,462</b>	<b>1,054</b>	<b>63</b>	<b>11,579</b>	<b>7,071</b>	<b>1,109</b>	<b>60</b>	<b>8,240</b>	<b>1,509</b>	<b>53</b>	<b>8</b>	<b>1,570</b>	<b>21,389</b>

**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 4. Duffy Ave / Pennant Hills Rd  
  
**Day/Date** : Tuesday, 07th Feb 2017  
**Weather** : Rainy  
**Description** : Classified Intersection Count  
: Intersection Diagram



**Hour Starting**  **Vehicle Type**





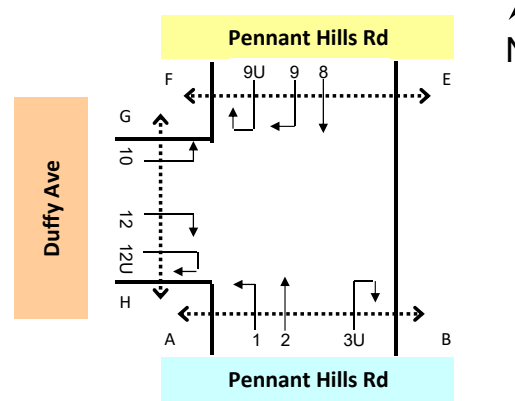
**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 4. Duffy Ave / Pennant Hills Rd

**Day/Date** : Tuesday, 07th Feb 2017

**Weather** : Rainy

**Description** : Classified Intersection Count

: Pedestrian Data



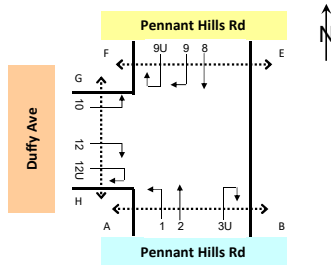
Direction	Pedestrians						
	A	B		E	F	G	H
6:00 to 6:15	0	0		0	4	0	0
6:15 to 6:30	0	0		0	1	0	0
6:30 to 6:45	0	0		0	0	0	0
6:45 to 7:00	0	0		2	0	1	0
7:00 to 7:15	0	0		0	0	0	0
7:15 to 7:30	0	0		0	2	0	0
7:30 to 7:45	0	0		0	1	1	0
7:45 to 8:00	0	0		1	1	1	0
8:00 to 8:15	0	0		1	0	0	0
8:15 to 8:30	0	0		1	0	0	0
8:30 to 8:45	0	0		0	1	0	0
8:45 to 9:00	0	0		0	0	0	0
9:00 to 9:15	0	0		0	0	0	0
9:15 to 9:30	0	0		1	1	0	0
9:30 to 9:45	0	0		0	0	1	0
9:45 to 10:00	0	0		0	0	0	0
<b>AM Totals</b>	<b>0</b>	<b>0</b>		<b>6</b>	<b>11</b>	<b>4</b>	<b>0</b>

14:00 to 14:15	0	0
14:15 to 14:30	0	0
14:30 to 14:45	0	0
14:45 to 15:00	0	0
15:00 to 15:15	0	0
15:15 to 15:30	0	0
15:30 to 15:45	0	0
15:45 to 16:00	0	0
16:00 to 16:15	0	0
16:15 to 16:30	0	0
16:30 to 16:45	0	0
16:45 to 17:00	0	0
17:00 to 17:15	0	0
17:15 to 17:30	0	0
17:30 to 17:45	0	0
17:45 to 18:00	0	0
18:00 to 18:15	0	0
18:15 to 18:30	0	0
18:30 to 18:45	0	0
18:45 to 19:00	0	0
<b>PM Totals</b>	<b>0</b>	<b>0</b>

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	3	1	1
0	0	0	0
0	2	0	0
1	0	1	0
2	0	0	0
3	0	1	0
1	1	0	1
0	1	1	0
1	0	0	1
1	0	0	0
4	1	0	0
0	4	0	0
0	5	0	0
0	0	0	0
1	0	0	0
0	3	1	3
<b>14</b>	<b>20</b>	<b>5</b>	<b>6</b>

Job No. : N2959  
 Client : Positive Traffic  
 Suburb : Westleigh  
 Location : 4. Duffy Ave/ Pennant Hills Rd  
 Day/Date : Saturday, 11th Feb 2017  
 Weather : Fine  
 Description : Classified Intersection Count  
 : 15 mins Data

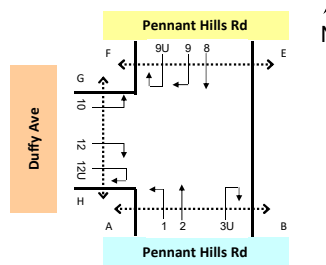
	Class 1	Class 2	Class 3
Classifications	Cars	Trucks	Buses



Approach	Pennant Hills Rd											
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
Time Period												
7:00 to 7:15	12	2	0	14	282	30	0	312	0	0	0	0
7:15 to 7:30	11	0	0	11	343	20	1	364	0	0	0	0
7:30 to 7:45	21	3	0	24	380	30	2	412	0	0	0	0
7:45 to 8:00	31	2	0	33	411	30	2	443	0	0	0	0
8:00 to 8:15	20	0	0	20	397	22	0	419	0	0	0	0
8:15 to 8:30	22	1	0	23	487	37	4	528	0	0	0	0
8:30 to 8:45	30	3	0	33	529	40	2	571	0	0	0	0
8:45 to 9:00	40	1	0	41	514	28	3	545	0	0	0	0
9:00 to 9:15	25	0	0	25	576	36	4	616	0	0	0	0
9:15 to 9:30	32	0	0	32	547	23	1	571	0	0	0	0
9:30 to 9:45	35	0	0	35	556	26	1	583	0	0	0	0
9:45 to 10:00	40	2	0	42	567	21	1	589	0	0	0	0
<b>AM Totals</b>	<b>319</b>	<b>14</b>	<b>0</b>	<b>333</b>	<b>5,589</b>	<b>343</b>	<b>21</b>	<b>5,953</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 to 14:15	49	2	0	51	560	26	1	587	0	0	0	0
14:15 to 14:30	35	1	0	36	438	13	1	452	0	0	0	0
14:30 to 14:45	45	2	0	47	516	17	1	534	0	0	0	0
14:45 to 15:00	50	2	0	52	499	21	1	521	0	0	0	0
15:00 to 15:15	42	0	0	42	438	22	1	461	0	0	0	0
15:15 to 15:30	38	0	0	38	504	17	0	521	0	0	0	0
15:30 to 15:45	41	0	0	41	425	13	1	439	0	0	0	0
15:45 to 16:00	46	0	0	46	440	12	1	453	0	0	0	0
<b>PM Totals</b>	<b>346</b>	<b>7</b>	<b>0</b>	<b>353</b>	<b>3,820</b>	<b>141</b>	<b>7</b>	<b>3,968</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Approach	Pennant Hills Rd												Duffy Ave								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)				A	B									
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	E	F	G	H	Total				
7:00 to 7:15	178	29	0	207	5	1	0	6	0	0	0	0	14	2	0	16	14	1	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	220	44	0	264	17	0	0	17	0	0	0	0	19	4	0	23	17	2	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	230	25	1	256	15	3	0	18	0	0	0	0	27	2	0	29	25	1	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	246	40	0	286	18	1	0	19	0	0	0	0	18	1	0	19	27	3	0	30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 to 8:15	299	46	0	345	24	3	0	27	0	0	0	0	29	1	0	30	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 to 8:30	269	23	1	293	13	3	0	16	0	0	0	0	40	3	0	43	36	1	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	286	24	1	311	20	1	0	21	0	0	0	0	32	0	0	32	41	1	0	42	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:45 to 9:00	309	31	0	340	28	3	0	31	0	0	0	0	41	2	0	43	42	5	0	47	0	0	0	0	0	0	0	0	0	1	1	1	0	0	2
9:00 to 9:15	363	38	2	403	27	1	0	28	0	0	0	0	31	1	0	32	43	0	0	43	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
9:15 to 9:30	361	37	1	399	26	1	0	27	0	0	0	0	48	3	0	51	30	2	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	432	30	0	462	28	4	0	32	0	0	0	0	39	0	0	39	55	4	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	407	46	0	453	30	4	0	34	0	0	0	0	38	1	0	39	56	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>AM Totals</b>	<b>3,600</b>	<b>413</b>	<b>6</b>	<b>4,019</b>	<b>251</b>	<b>25</b>	<b>0</b>	<b>276</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>376</b>	<b>20</b>	<b>0</b>	<b>396</b>	<b>412</b>	<b>20</b>	<b>0</b>	<b>432</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>				
14:00 to 14:15	465	20	2	487	22	1	0	23	0	0	0	0	33	0	0	33	40	0	0	40	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
14:15 to 14:30	445	17	1	463	22	0	0	22	0	0	0	0	26	0	0	26	33	0	0	33	0	0	0	0	0	0	0	0	0	1	1	0	0	1	
14:30 to 14:45	420	13	0	433	34	1	0	35	0	0	0	0	23	0	0	23	28	1	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 to 15:00	417	19	1	437	24	1	0	25	0	0	0	0	21	0	0	21	35	0	0	35	0	0	0	0	0	0	0	4	6	1	1	0	0	11	
15:00 to 15:15	462	17	1	480	30	2	0	32	0	0	0	0	29	0	0	29	35	0	0	35	0	0	0	0	0	0	0	2	1	2	1	1	0	6	
15:15 to 15:30	449	12	1	462	38	0	0	38	0	0	0	0	18	0	0	18	29	1	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30 to 15:45	422	15	3	440	32	0	0	32	0	0	0	0	25	0	0	25	37	2	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45 to 16:00	440	21	0	461	31	0	0	31	0	0	0	0	19	0	0	19	23	0	0	23	0	0	0	0	0	0	0	0	0	1	1	0	0	1	
<b>PM Totals</b>	<b>3,520</b>	<b>134</b>	<b>9</b>	<b>3,663</b>	<b>233</b>	<b>5</b>	<b>0</b>	<b>238</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>260</b>	<b>4</b>	<b>0</b>	<b>264</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>20</b>				

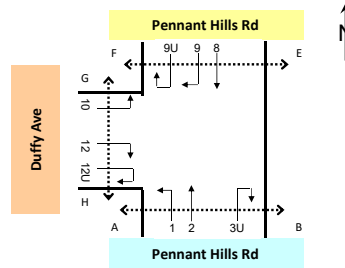
**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 4. Duffy Ave/ Pennant Hills Rd  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
 : Hourly Summary



Approach	Pennant Hills Rd											
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
7:00 to 8:00	75	7	0	82	1,416	110	5	1,531	0	0	0	0
7:15 to 8:15	83	5	0	88	1,531	102	5	1,638	0	0	0	0
7:30 to 8:30	94	6	0	100	1,675	119	8	1,802	0	0	0	0
7:45 to 8:45	103	6	0	109	1,824	129	8	1,961	0	0	0	0
8:00 to 9:00	112	5	0	117	1,927	127	9	2,063	0	0	0	0
8:15 to 9:15	117	5	0	122	2,106	141	13	2,260	0	0	0	0
8:30 to 9:30	127	4	0	131	2,166	127	10	2,303	0	0	0	0
8:45 to 9:45	132	1	0	133	2,193	113	9	2,315	0	0	0	0
9:00 to 10:00	132	2	0	134	2,246	106	7	2,359	0	0	0	0
<b>AM Totals</b>	<b>319</b>	<b>14</b>	<b>0</b>	<b>333</b>	<b>5,589</b>	<b>343</b>	<b>21</b>	<b>5,953</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 to 15:00	179	7	0	186	2,013	77	4	2,094	0	0	0	0
14:15 to 15:15	172	5	0	177	1,891	73	4	1,968	0	0	0	0
14:30 to 15:30	175	4	0	179	1,957	77	3	2,037	0	0	0	0
14:45 to 15:45	171	2	0	173	1,866	73	3	1,942	0	0	0	0
15:00 to 16:00	167	0	0	167	1,807	64	3	1,874	0	0	0	0
<b>PM Totals</b>	<b>346</b>	<b>7</b>	<b>0</b>	<b>353</b>	<b>3,820</b>	<b>141</b>	<b>7</b>	<b>3,968</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Approach	Pennant Hills Rd												Duffy Ave								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)				A	B						
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	E	F	G	H	Total	
7:00 to 8:00	874	138	1	1,013	55	5	0	60	0	0	0	0	78	9	0	87	83	7	0	90	0	0	0	0	0	0	0	0	1	0	0	1
7:15 to 8:15	995	155	1	1,151	74	7	0	81	0	0	0	0	93	8	0	101	95	6	0	101	0	0	0	0	0	0	0	0	1	1	0	2
7:30 to 8:30	1,044	134	2	1,180	70	10	0	80	0	0	0	0	114	7	0	121	114	5	0	119	0	0	0	0	0	0	0	0	1	1	0	2
7:45 to 8:45	1,100	133	2	1,235	75	8	0	83	0	0	0	0	119	5	0	124	130	5	0	135	0	0	0	0	0	0	0	1	1	1	0	3
8:00 to 9:00	1,163	124	2	1,289	85	10	0	95	0	0	0	0	142	6	0	148	145	7	0	152	0	0	0	0	0	0	0	1	1	2	0	4
8:15 to 9:15	1,227	116	4	1,347	88	8	0	96	0	0	0	0	144	6	0	150	162	7	0	169	0	0	0	0	0	0	0	1	2	1	0	4
8:30 to 9:30	1,319	130	4	1,453	101	6	0	107	0	0	0	0	152	6	0	158	156	8	0	164	0	0	0	0	0	0	0	1	2	1	0	4
8:45 to 9:45	1,465	136	3	1,604	109	9	0	118	0	0	0	0	159	6	0	165	170	11	0	181	0	0	0	0	0	0	0	0	2	1	0	3
9:00 to 10:00	1,563	151	3	1,717	111	10	0	121	0	0	0	0	156	5	0	161	184	6	0	190	0	0	0	0	0	0	0	0	1	0	0	1
<b>AM Totals</b>	<b>3,600</b>	<b>413</b>	<b>6</b>	<b>4,019</b>	<b>251</b>	<b>25</b>	<b>0</b>	<b>276</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>376</b>	<b>20</b>	<b>0</b>	<b>396</b>	<b>412</b>	<b>20</b>	<b>0</b>	<b>432</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>
14:00 to 15:00	1,747	69	4	1,820	102	3	0	105	0	0	0	0	103	0	0	103	136	1	0	137	0	0	0	0	0	0	0	4	7	2	0	13
14:15 to 15:15	1,744	66	3	1,813	110	4	0	114	0	0	0	0	99	0	0	99	131	1	0	132	0	0	0	0	0	0	0	6	7	4	1	18
14:30 to 15:30	1,748	61	3	1,812	126	4	0	130	0	0	0	0	91	0	0	91	127	2	0	129	0	0	0	0	0	0	0	6	7	3	1	17
14:45 to 15:45	1,750	63	6	1,819	124	3	0	127	0	0	0	0	93	0	0	93	136	3	0	139	0	0	0	0	0	0	0	6	7	3	1	17
15:00 to 16:00	1,773	65	5	1,843	131	2	0	133	0	0	0	0	91	0	0	91	124	3	0	127	0	0	0	0	0	0	0	2	1	3	1	7
<b>PM Totals</b>	<b>3,520</b>	<b>134</b>	<b>9</b>	<b>3,663</b>	<b>233</b>	<b>5</b>	<b>0</b>	<b>238</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>260</b>	<b>4</b>	<b>0</b>	<b>264</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>20</b>	

**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 4. Duffy Ave/ Pennant Hills Rd  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Peak Hour Summary



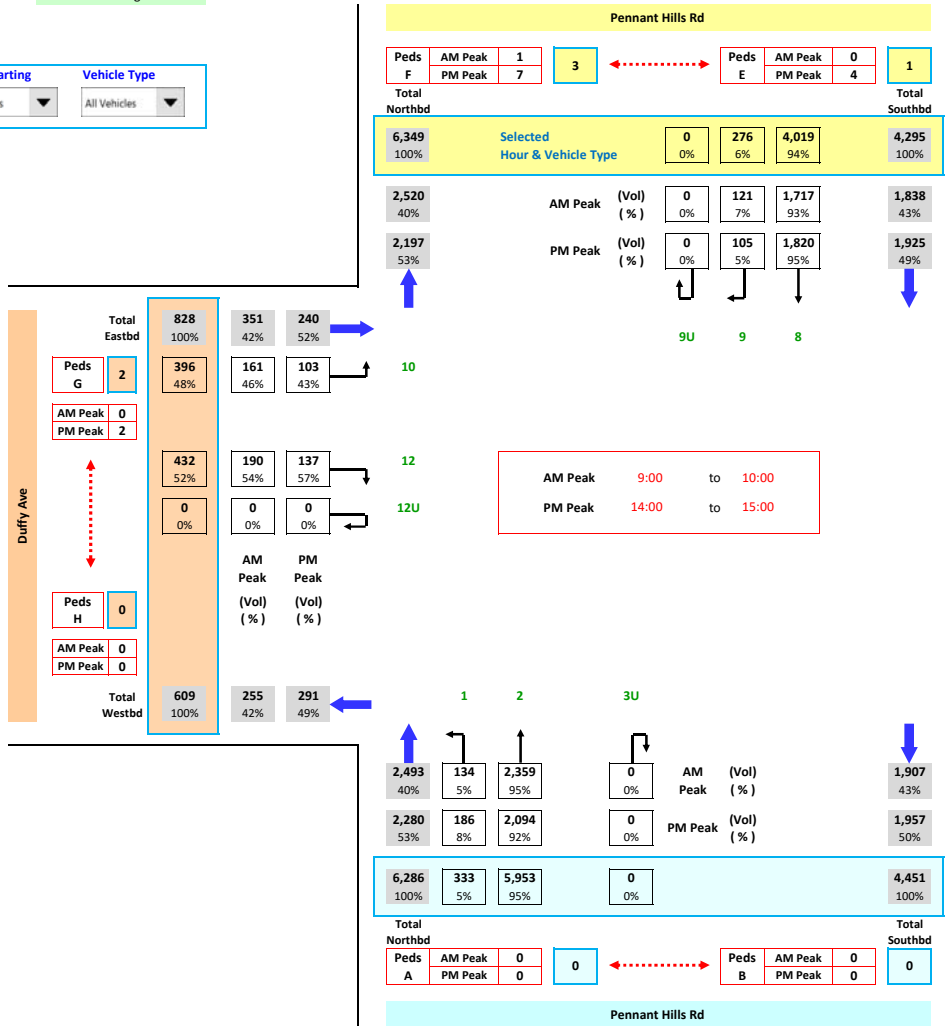
Approach	Pennant Hills Rd				Pennant Hills Rd				Duffy Ave				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM 9:00 to 10:00	2,378	108	7	2,493	1,674	161	3	1,838	340	11	0	351	4,682
PM 14:00 to 15:00	2,192	84	4	2,280	1,849	72	4	1,925	239	1	0	240	4,445

Approach	Pennant Hills Rd				Pennant Hills Rd				Duffy Ave				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
7:00 to 8:00	1,491	117	5	1,613	929	143	1	1,073	161	16	0	177	2,863
7:15 to 8:15	1,614	107	5	1,726	1,069	162	1	1,232	188	14	0	202	3,160
7:30 to 8:30	1,769	125	8	1,902	1,114	144	2	1,260	228	12	0	240	3,402
7:45 to 8:45	1,927	135	8	2,070	1,175	141	2	1,318	249	10	0	259	3,647
8:00 to 9:00	2,039	132	9	2,180	1,248	134	2	1,384	287	13	0	300	3,864
8:15 to 9:15	2,223	146	13	2,382	1,315	124	4	1,443	306	13	0	319	4,144
8:30 to 9:30	2,293	131	10	2,434	1,420	136	4	1,560	308	14	0	322	4,316
8:45 to 9:45	2,325	114	9	2,448	1,574	145	3	1,722	329	17	0	346	4,516
9:00 to 10:00	2,378	108	7	2,493	1,674	161	3	1,838	340	11	0	351	4,682
<b>AM Totals</b>	<b>5,908</b>	<b>357</b>	<b>21</b>	<b>6,286</b>	<b>3,851</b>	<b>438</b>	<b>6</b>	<b>4,295</b>	<b>788</b>	<b>40</b>	<b>0</b>	<b>828</b>	<b>11,409</b>
14:00 to 15:00	2,192	84	4	2,280	1,849	72	4	1,925	239	1	0	240	4,445
14:15 to 15:15	2,063	78	4	2,145	1,854	70	3	1,927	230	1	0	231	4,303
14:30 to 15:30	2,132	81	3	2,216	1,874	65	3	1,942	218	2	0	220	4,378
14:45 to 15:45	2,037	75	3	2,115	1,874	66	6	1,946	229	3	0	232	4,293
15:00 to 16:00	1,974	64	3	2,041	1,904	67	5	1,976	215	3	0	218	4,235
<b>PM Totals</b>	<b>4,166</b>	<b>148</b>	<b>7</b>	<b>4,321</b>	<b>3,753</b>	<b>139</b>	<b>9</b>	<b>3,901</b>	<b>454</b>	<b>4</b>	<b>0</b>	<b>458</b>	<b>8,680</b>

**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 4. Duffy Ave/ Pennant Hills Rd  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
 : Intersection Diagram

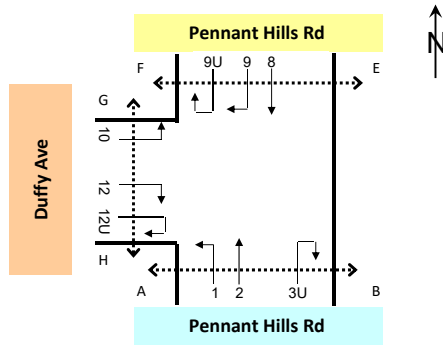


**Hour Starting** **Vehicle Type**  
 AM Totals  All Vehicles





**Job No.** : N2959  
**Client** : Positive Traffic  
**Suburb** : Westleigh  
**Location** : 4. Duffy Ave/ Pennant Hills Rd  
  
**Day/Date** : Saturday, 11th Feb 2017  
**Weather** : Fine  
**Description** : Classified Intersection Count  
: Pedestrian Data



Direction	Pedestrians							
	A	B	E	F	G	H		
Time Period								
7:00 to 7:15	0	0	0	0	0	0	0	
7:15 to 7:30	0	0	0	0	0	0	0	
7:30 to 7:45	0	0	0	0	0	0	0	
7:45 to 8:00	0	0	0	1	0	0	0	
8:00 to 8:15	0	0	0	0	1	0	0	
8:15 to 8:30	0	0	0	0	0	0	0	
8:30 to 8:45	0	0	1	0	0	0	0	
8:45 to 9:00	0	0	0	1	1	0	0	
9:00 to 9:15	0	0	0	1	0	0	0	
9:15 to 9:30	0	0	0	0	0	0	0	
9:30 to 9:45	0	0	0	0	0	0	0	
9:45 to 10:00	0	0	0	0	0	0	0	
<b>AM Totals</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	
14:00 to 14:15	0	0	0	1	0	0	0	
14:15 to 14:30	0	0	0	0	1	0	0	
14:30 to 14:45	0	0	0	0	0	0	0	
14:45 to 15:00	0	0	4	6	1	0	0	
15:00 to 15:15	0	0	2	1	2	1	0	
15:15 to 15:30	0	0	0	0	0	0	0	
15:30 to 15:45	0	0	0	0	0	0	0	
15:45 to 16:00	0	0	0	0	1	0	0	
<b>PM Totals</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	