

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

Notice is hereby given that a meeting of the Northern Beaches Council Local Traffic Committee will be held in the Flannel Flower Room, Civic Centre, Dee Why on

TUESDAY 7 MARCH 2023

Beginning at 10:00 am for the purpose of considering and determining matters included in this agenda.

Jorde Frangoples Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor Member for Pittwater Mr R Stokes MP Representative Member for Davidson Mr J O'Dea MP Representative Member for Wakehurst Mr B Hazzard MP Representative Member for Manly Mr J Griffin MP Representative Transport for NSW Northern Beaches Police Command, Dee Why

Non Voting Members

Keolis Downer Northern Beaches Bus Operations ComfortDelgro Company (ex Forest Coach Lines) Manly Warringah Cabs Cooperative Society Ltd Cycling Representative

Officers

Director Transport and Assets Executive Manager - Transport and Civil Infrastructure Manager – Transport Network **Traffic Engineering Coordinator Traffic Engineer** Traffic Engineer **Traffic Engineer** Traffic Engineer **Traffic Officer** Traffic Officer Traffic Officer **Traffic Engineering Trainee Traffic Officer Road Safety Officer** Road Safety Officer Strategic Transport Coordinator **Transport Project Officer Transport Project Officer Transport Project Officer** Manager - Rangers

Visitors

Nil

Mr Jose Menano-Pires Mr Andrew Johnston Mr Phil Corbett Mr Toby Williams Ms Adele Heasman Mr Peter Carruthers Sergeant Nino Jelovic

Mr James Makasiale Mr Robert Bicakcian TBC Vacant

Mr Jorde Frangoples Mr Craig Sawyer Mr Phil Devon Mr James Brocklebank Mr Ricky Kwok Mr Velsamy Sankaran Mr Scipio Tam Ms Leila Kazemnezhad Mr Luke Nickson Mr Brian Duong Ms Jackline Shahho Mr Nicholas Murace Mr Chinmaya Gupta Ms Robynann Dixon Ms Pavica Kupcak Ms Michelle Carter Ms Kajal Todd Mr Alex Yuen Ms Vicki Hart Mr Paul Crossan





Agenda for a meeting of the Northern Beaches Council Local Traffic Committee to be held on Tuesday 7 March 2023 in the Flannel Flower Room, Civic Centre, Dee Why Commencing at 10:00 am

1.0 APOLOGIES

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST

- 2.2 Declaration of Pecuniary and Conflicts of Interest

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

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NEXT MEETING Tuesday 4 April 2023



2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 7 FEBRUARY 2023

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 7 February 2023, copies of which were previously circulated to all members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Members should disclose any "**pecuniary**" or "**non-pecuniary**" conflicts of interests in matters included in the agenda. The <u>Northern Beaches Council Code of Conduct</u> (the Code) provides guidance on managing conflicts of interests.

A pecuniary interest is defined in Section 4 of the Code as:

A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.

A non-pecuniary conflict of interest is defined in Section 5 of the Code as:

A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.



4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1MONA STREET, MONA VALE - TRAFFIC CALMING DEVICEREPORTING OFFICERENGINEER - TRAFFICTRIM FILE REF2023/089577ATTACHMENTS1 Mona Street, Mona Vale - Plan
2 Table of Consultation

GEOCODES: -33.667016, 151.306789

REPORT

BACKGROUND

- Council has received concerns from local residents regarding the inappropriate speed of vehicles travelling along Mona Street, Mona Vale.
- The Local Traffic Committee previously supported a proposal for the installation of a traffic calming device (speed cushions 2.2m wide in each direction separated by a 1m wide traffic island with dividing barrier lines) outside No.14 and No.45 Mona Street.

LOCATION

- Mona Street is a collector road with a 50km/h speed limit. The section of road under consideration is located between Waterview Street and Bangalow Avenue.
- Mona Street has a width of 11.5m between kerbs, with a footpath along the full length of the north-western side of the road. The footpath on the south-eastern side only extends south from the intersection with Bangalow Avenue to Pittwater Road.
- Winnererremy Bay Reserve has facilities including a car park, picnic and barbeque areas, café, playground, and public toilets; and is located south-west of Eric Green Drive. Pittwater High School is located further south along Mona Street, between Winnererremy Bay and Pittwater Road.
- 'No Stopping' restrictions (unbroken yellow line) have been installed opposite the traffic island between the driveways of No's 14 and 18, and No's 43 and 45 Mona Street.
- The remaining parking in Mona Street is generally unrestricted, except for the statutory 10m 'No Stopping' restrictions from the T-intersection.
- A number of School bus services operate along Mona Street.

ISSUES

 Mona Street and Waterview Street are classified as collector roads and carry higher traffic volumes, as their function is to distribute traffic to and from local streets to arterial roads. The Annual Average Daily Traffic (AADT) for the section of Mona Street, between Waterview Street and Bangalow Avenue, is 5,032 vehicles.



- Local residents have raised concerns with traffic speeds in the area as this section of road is relatively wide and does not contain any traffic calming devices. Traffic counts indicate that 9% of total vehicles exceed the 50km/h speed limit, with the highest recorded vehicle travelling between 110-120 km/h.
- Increased safety concerns along Mona Street occur due to its proximity to Pittwater High School and Winnererremy Bay Reserve, where there are higher pedestrian volumes and visitors to the area, especially during School drop-off and pick-up times and on weekends.
- Speed cushions previously installed at this location were removed due to a failure in the road pavement. The speed cushions used are a modular design, consisting of recycled rubber segments bolted to the road surface with no excavation required. The age and condition of the road along with the installation method contributed to the localised failure of the road pavement.

PROPOSAL

- Council has undertaken a further review of the location and consulted on a proposal with a raised threshold design. A plan of the proposal is shown in Attachment 1 Mona Street, Mona Vale Plan.
- The new traffic calming device applies vertical deflection to reduce traffic speeds. A flat top road hump will be constructed in asphalt adjacent to the existing traffic island. The different height profiles provide higher traffic calming effects for vehicles travelling in the downhill direction, while a lower hump height enables better traffic flow uphill. The proposed treatment is more durable, as the traffic calming device is constructed within the road pavement and of the same material, in comparison to the rubberised speed cushions previously used which were fastened to the road surface.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- Mona Street is part of the existing Road Cycling Network. The proposal will improve safety for people cycling along Mona Street by reducing vehicle speeds along the road. A gap has been provided either side of the facility to enable people cycling on the road to travel through the area without traversing over the device.
- The proposal does not affect future pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 - Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Deferring the proposed traffic calming device (raised threshold design) located between the driveways of No's 14 and 18, and No's 43 and 45 Mona Street, Mona Vale.
- B. Undertaking further community consultation on an additional traffic calming device to be installed on Mona Street between Eric Green Drive and Bangalow Avenue.
- C. Receiving a further report back to the May traffic meeting.







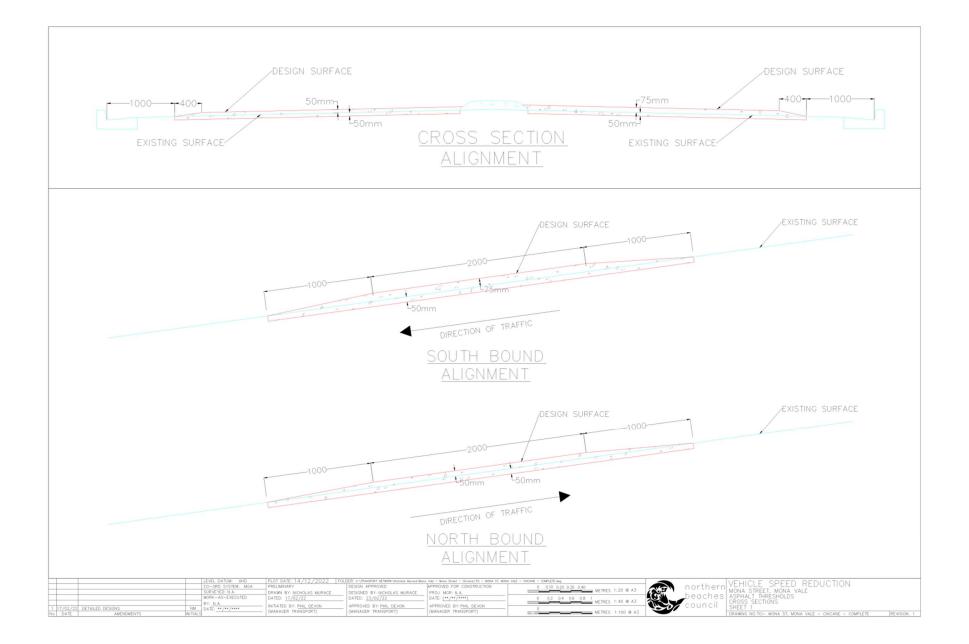




Table of Consultation

Address	Mona Street, Mona Vale
Proposal	Traffic Calming Device

Properties Consulted	17
Responses Received	5
Support	1
Do Not Support	4

Issue	Resident Comment	Council Response
Traffic calming device	- We vigorously SUPPORT the installation of	- The Traffic Committee previously
	the Traffic Calming Device in Mona Street Mona	supported a proposal for the installation of
	Vale. The need to install traffic calming in this	a traffic calming device (speed cushions
	area of Mona Street has already been identified	2.2m wide in each direction separated by
	and approved by the Traffic Committee.	a 1m wide traffic island with dividing
	 I cannot understand why you wouldn't simply 	barrier lines) at this location.
	use rubber ramps, the more effective and vastly	- The proposed treatment is more durable
	cheaper option you have installed outside 29/31	as the device is constructed within the
	Mona Street - just be sure they're wide enough	road pavement and of the same material,
	so vehicles can't straddle the rubber mats to	in comparison to the rubberized speed
	avoid them - they're also maintenance free!!	cushions previously used which were
		fastened to the road surface.
	- I am a definite Non Supporter of this plan as	- There are limited options available to
	stated in reasons below:	Council to address inappropriate vehicle
	1. Noise - Even though this new plan shows a	speeds along local roads. Traffic calming
	gentler sloping hump, it will still require cars to	can be achieved by providing vertical
	slow down to such a speed whilst travelling up	deflection (raised devices such as speed
	the hill that we will once again witness people	humps) or horizontal deflection
	stalling their cars or enduring the noise of the	(chicanes). A number of School bus
	cars exhaust as they speed up again on the	services operate along Mona Street and
	other side of the hump to get up the hill. It will	therefore it is not possible to provide
	also create a barrier for cars towing trailers or boats that once it hits the edge of the hump, it	effective traffic calming through horizontal deflection. The additional width required
	will make what their towing 'jump' creating more	to enable bus access would not provide
	noise.	the necessary deflection to reduce
	2. Unsafe - Due to cars having to slow down to	speeds for most vehicles. All raised
	get over the bump travelling up the hill, this will	devices will have some noise impacts
	again become a danger zone for cars.	depending on the amount of vertical
	3. Not reducing speed where necessary - The	deflection and transition lengths. The
	responsibility here from the council is to ensure	proposal has a lower vertical height of the
	cars are travelling at a reasonable speed	device in the uphill direction will be less
	coming up to the park at Winnererremy Bay. By	aggressive for vehicles to traverse whilst
	putting speed humps so far away from this site,	still providing some form of traffic
	it gives ample opportunity for cars to speed up	calming. The new threshold design will
	again causing potential risk to pedestrians	also improve driveway access compared
	entering or exiting the park.	to the previous speed cushions.
	4. No speed humps on hills - There are no	- Council installed a number of traffic
	other examples of speed humps on a hill within Mona Vale. Whilst speed humps work on a flat	calming devices in Grandview Drive as
	or sloping road, a hump on a hill with the	part of the Black Spot project. Grandview Drive is a steep and winding road
	gradient of Mona St is not a practical solution,	descending from Bilgola Plateau, and the
	even from an Engineers perspective. There are	devices were predominantly located on
	speed humps along Grandview Drive Newport	the downhill sections to reduce traffic
	along the winding road, however these are	speed on the approach to sites where
	situated on the flatter part of the road, not where	
	the gradient is so steep. Also Crescent Road,	Several raised thresholds and a speed
	Newport has speed humps close to a sloping	hump have been installed along Crescent
	hill, but it is not on the hill, but at the bottom with	Road, however none with pedestrian
	a pedestrian crossing on the top.	crossings.



Issue	Resident Comment	Council Response
Traffic calming device	5. No accidents recorded due to speed - To	- The traffic data considered prior to the
	date, there has been no car or pedestrian accidents along Mona Street caused by speeding. If this was a regular crash site, I would welcome Council's attempt at rectifying this. However, in this instance this is a complete waste of the council's time and money in a	approval of traffic calming devices at this location, showed a significant amount of vehicles travelling at excessive speeds, including high level speeding in both directions. - It is not possible to entirely eliminate
	location where there is no issue. I understand last year you recorded 9% of people travelling over the 50km/h limit within a week of testing.	instances of speeding, especially when there are drivers who intentionally break the Road Rules; however the installation
	Whilst I would assume this is the norm for any road with a gradient as steep as this site on Mona Street, there are other cost effective options to be considered. Also, as you were witness to, the cars that chose to ignore the previous speed cushions and speed of 50km/h flew over them anyway at a greater speed than 50km/h.	of raised traffic calming devices will help change the behaviour of the majority of drivers and reduce the overall traffic speed.
	I acknowledge safety is always the priority within residential areas and slowing traffic to a speed which is classified as 'safe'. With this in mind I would like the Council to consider the following proposal: 1. Change Mona Street to a 40km/h zone. You have previously stated Council are looking to move to a 40km zone across all of the Mona Vale residential areas. This will give you the opportunity to start with this street. This change will also mean there is no outlay required from the council to install new speed humps which only cause angst to the surrounding homes. '2. If reducing the speed limit is not enough, the Council should then consider applying the same logic as Crescent Rd, Newport by building a speed hump with pedestrian crossing on the top on a flatter surface of Mona St.	- TfNSW are the approval authorities for reviewing and setting speed limits in NSW. Consideration of reduced speed limits and a 40km/h Local Traffic Area generally require physical devices and treatments to create a self-enforcing 40 km/h speed environment. The proposed raised threshold treatment will therefore need to be incorporated with additional traffic calming facilities between Waterview Street and Bassett Street, as part of an overall traffic management plan for the area. A concept design for a roundabout at the Mona Street/Eric Green Drive intersection has been included on a Future Traffic Facilities Program. The Transport Network team will also be investigating additional treatments at the intersection of Mona Street and Bangalow
	 Block the top of Mona Street at the junction of Mona/Waterview St. This will put a stop to the rat run that is created at peak times where 	Avenue.



ITEM 4.2	SEAVIEW AVENUE, NEWPORT - NO PARKING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/089583
ATTACHMENTS	1 Seaview Avenue, Newport - Plan
	2 Table of Consultation

GEOCODES: -33.654568, 151.318189

REPORT

BACKGROUND

- Council has received further concerns from residents regarding traffic safety and congestion in Seaview Avenue, between Foamcrest Avenue and Robertson Road in Newport.
- Council previously installed 'No Parking 7am-10am Mon-Fri' restrictions along the same section of Seaview Avenue (western side), to improve safety and traffic flow during the extended AM peak period..

LOCATION

- Seaview Avenue, between Bardo Road and Grandview Drive, is classified as a collector road with a 50km/h speed limit.
- The section of Seaview Avenue under consideration is located between Foamcrest Avenue and Robertson Road, where the pavement width is approximately 9m.
- The Seaview Avenue/Robertson Road intersection and Seaview Avenue/Foamcrest Avenue are controlled by a roundabout, with dividing (barrier) lines installed in Seaview Avenue (approximately 30m) on the approaches to each roundabout.
- Parking is restricted adjacent to the dividing (barrier) lines due to the narrow road width, where it is illegal to park within 3 metres of a continuous dividing line.
- There are existing 'No Parking 7am-10am Mon-Fri' restrictions installed along the western side of the road, affecting up to 11 on-street parking spaces.
- The 787n School bus route Newport to Brookvale, operates from the existing bus stop located outside No.32 Seaview Avenue.

ISSUES

- The parking of vehicles on both sides of the road narrows the overall pavement width for through traffic.
- Drivers are often required to give way to oncoming vehicles in order to pass due to the reduced road width.
- On-street parking provides additional parking for residents and visitors to the area.
- Council has previously installed sections of 'No Parking 7am-10am Mon-Fri' restrictions on one side of the road to improve two-way flow during the extended morning peak period.
- Traffic volumes have increased over the years and the associated problems extend for longer periods during the day beyond the peak times.



PROPOSAL

Council has undertaken a review of the above location and proposes that the 'No Parking 7am-10am Mon-Fri' restrictions in Seaview Avenue, between Foamcrest Avenue and Robertson Road. be replaced with 'No Parking' restrictions to apply at all times. A plan of the proposal is shown in Attachment 1 - Seaview Avenue, Newport- Plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- Seaview Avenue is part of the Road Cycling Network. The proposal will improve safety for all road users including people cycling by providing a wider road for through traffic.
- The proposal does not affect any pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 60 properties within the immediate vicinity of the location providing notification of the proposal. A summary of the responses is noted in Attachment 2 - Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Changes from 'No Parking 7am-10am Mon-Fri' to 'No Parking' restrictions in Seaview Avenue (western side), between Foamcrest Avenue and Robertson Road in Newport.



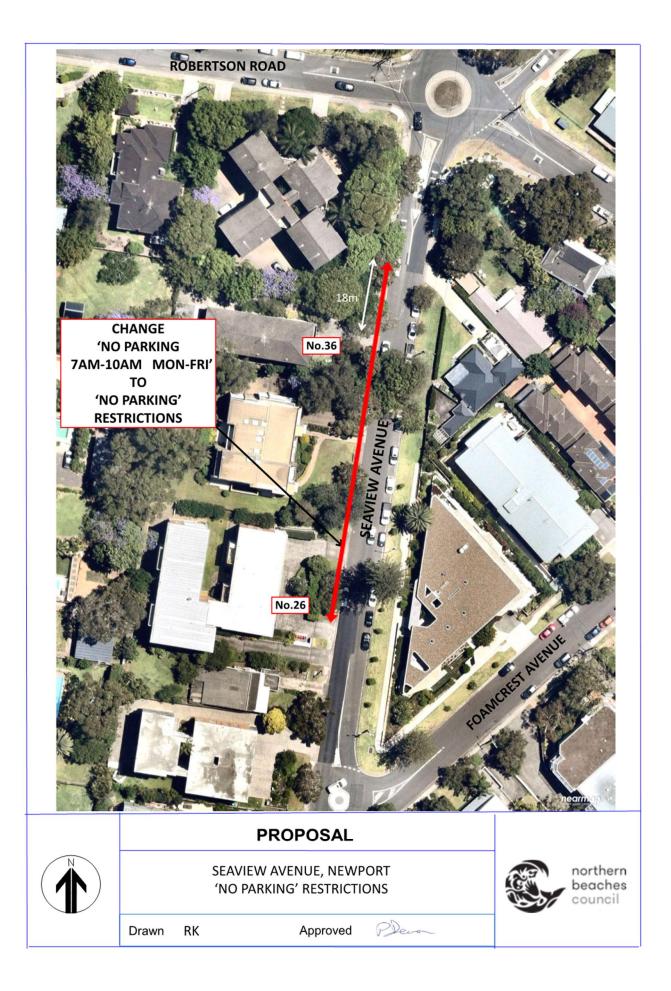




Table of Consultation

Address	Seaview Avenue, Newport
Proposal	No Parking restrictions

Properties Consulted	60
Responses Received	16
Support	4
Do Not Support	12

Issue	Resident Comment	Council Response
No Parking restrictions	- Fully support the proposal . We believe that no parking on the western side of Seaview Avenue from the roundabout at Foamcrest to Robertson Road due to the fact that only one vehicle can pass between cars parked on both sides of the Seaview Avenue causing delays , frustration and sometimes road rage and blasting of horns. It is particularly worse when larger vehicles such as trucks travel up and down Seaview Avenue. Parked vehicles have been known to have their side windows also broken because of the lack of space between cars parked on both sides of the road to negotiate safe passage.	- Seaview Avenue is a collector road which distributes traffic to and from local streets to arterial roads. The road provides the main access route from Newport to Bilgola Plateau and carries higher traffic volumes throughout the day. It is necessary to restrict parking on one side of Seaview Avenue as the existing road width is too narrow to maintain two-way traffic flow and provide parking on both sides of the road.
	 From my many years of living at this spot I know that traffic congestion is minor and relatively infrequent. It rarely involves more than 3 or 4 vehicles having to give way to each other for more than 10 to 20 seconds. Further parking restrictions on Seaview Ave will have considerable impact on residents in my unit block and others along this section of our street. My block is over 50 years old, contains 12 three bedroom units and, typically for units of this era, provides one car space per unit. Many residents own two vehicles. Our block has no visitor parking space(s) and nowhere to create any. Both residents and visitors rely on being able to park in Seaview Ave. Couriers, other delivery vehicles and tradespeople servicing our block also rely on parking in Seaview Ave. Forcing people to park much further away will inconvenience many and be completely impractical for others. 	 The primary function of roads is to provide vehicle access and to manage traffic flow. Public on-street parking should only be provided where it is appropriate and safe to do so. Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles need to prioritise their off-street parking according to their needs. Deliveries should be undertaken on-site where possible. 'No Parking' restrictions still allows a driver of a vehicle to drop off, or pick up, passengers or goods, as long as they do not leave the vehicle unattended, and it is completed within 2 minutes.
	- There's nowhere to park except for the Council carpark In Foamcrest which has a 2 or 3 hour limit. Should the council decide to procede with its' plan, then perhaps you will consider issuing unlimited parking for the affected residents, in the Foamcrest Council carpark?	- The Foamcrest Council car park provides timed parking to enable turnover of parking during business hours, however extended parking or overnight parking is currently permitted outside of the restricted hours.



Issue	Resident Comment	Council Response
Traffic speed	 My problem is the wreck less driving that occurs on that street. Burnouts, High acceleration out of round abouts and general speeding. I have complained about this numerous times and I had a councillor come out and inspect, after a car lost control and ended up in my lawn almost hitting my house. Speed bumps must be added, even if they are the small plastic ones and I can see once you open up this road, the issue is going to become worst as hoons will have more room. 	- Speed cushions were installed on the approach roads to the Seaview Avenue, Robertson Road and Ocean Avenue roundabout following the subject crash. An additional speed cushion was installed 20m north of the residents driveway a year later as part of a separate project. Council will monitor any changes to traffic speeds and may consider additional traffic calming measures if required.
Other suggestions and comments	- Perhaps the "No parking" times could be extended to 7am - 5pm Monday to Friday	 Road widening is not a feasible or practical option due to costs and existing trees located close to the kerb. High traffic volumes extend beyond these periods including weekends.
	- Re-open Bardo Road immediately north of the traffic lights to divert traffic away from Seaview Avenue	- This is not possible under current traffic guidelines, as the right turn would create a major conflict point and queuing effect near the signalised intersection at Barrenjoey Road.
	- Consider making Seaview Ave one-way southbound with northbound traffic being routed further along Barrenjoey Rd to Neptune Rd and the northern section of Seaview Ave to Grandview Drive.	- This alternative would affect more local roads and is unlikely to be supported by the general community due to an increase in the travel route and journey times, and it would require motorists to travel through an additional 3 sets of traffic lights to access Grandview Drive for Bilgola Plateau.



ITEM 4.3	LANTANA AVENUE, NARRABEEN - NO PARKING & NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/104778
ATTACHMENTS	1 Lantana Avenue, Narrabeen - Plan
	2 Lantana Avenue, Narrabeen - Table Of Consultation
	3 Existing Parking Conditions - Lantana Avenue

GEOCODES: -33.724018, 151.282794

REPORT

BACKGROUND

Council has received ongoing concerns from residents and recently from the bus operator, regarding sections of unrestricted parking on the northern side of Lantana Avenue, Narrabeen.

It should be noted the concerns raised have continued for consecutive years and Council has completed seven previous Traffic Committee reports since April 2018 which have included pedestrian safety improvements, No Parking restrictions, No Stopping restrictions, and modified parking restrictions.

Since 2018, previous proposals have been implemented; however, Council continues to receive requests regarding the existing unrestricted parking sections of Lantana Avenue reducing the road width, affecting traffic flow, restricts bus, waste and emergency vehicle access. Further concerns include, vehicles often drive into incoming traffic and restricted visibility exiting driveways.

LOCATION

- Lantana Avenue is a local No Through road with an average width of 8m and a default speed limit of 50 km/h.
- Lantana Avenue carries medium volumes of two-way traffic and intersects Veterans Parade on its eastern side and ends in a cul-de-sac on its western side.
- Bus Zones and existing No Stopping restrictions are located on the northern side and an existing No Parking restriction in the cul-de-sac.
- Lantana Avenue consists of low to medium density residential on the south side and the RSL Anzac Village establishment on the northern side.

ISSUES

- Ongoing Development Approvals including the RSL Anzac Village, granny flats and development on the southern side have resulted in increasing levels of on-street parking.
- In sections of the road construction related vehicles occupy the road space during construction hours and affecting two-way traffic flow.
- Unrestricted parking on both sides affects bus access, reduces visibility and vehicles often drive into incoming traffic.



- Majority of residents on the northern side have visibility concerns when exiting their driveway onto Lantana Avenue.
- If parking was restricted on the northern side opposed to the southernside, elderly residents would be required to cross the road daily.

PROPOSAL

Council has undertaken a review of the location and restricted parking on the northern side of Lantana Avenue. The northern side was preferred over the southern side, as concerns were raised on the northern side in relation to restricted visibility and vehicle access from driveways, existing Bus Zone and No Stopping areas reduced existing parking space, residents of the southern side would be required to cross the road to the parked vehicles and vice versa for elderly residents, if vehicles were parked on the southern side.

Therefore, Council proposes to install *No Parking 6:00am-7:00pm Everyday* restrictions in the existing unrestricted parking areas on the northern side of Lantana Avenue from the intersection of Veterans Parade & Lantana Avenue, west to the eastern side of the driveway of No.70 Lantana Avenue, Narrabeen.

Additionally, install a No Stopping Unbroken Yellow Kerb Line approx.56m in length from the eastern side of the driveway outside No.70 Lantana Avenue to the intersection of Lakeshore Drive and Lantana Avenue, Narrabeen.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 75 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Parking 6:00am-7:00pm Everyday restrictions in the existing unrestricted parking areas on the northern side of Lantana Avenue from the intersection of Veterans Parade & Lantana Avenue, west to the eastern side of the driveway of No.70 Lantana Avenue, Narrabeen.
- B. Installation of a No Stopping Unbroken Yellow Kerb Line approx.56m in length from the eastern side of the driveway outside No.70 Lantana Avenue to the intersection of Lakeshore Drive and Lantana Avenue, Narrabeen.







Table of Consultation

Address	Lantana Avenue, Narrabeen
Proposal	No Parking & No Stopping

Properties Consulted	75	* QR Code	Letters appear to have been distributed
Responses Received	133		throughout the RSL ANZAC village.
Support	99		
Do Not Support	34	1	

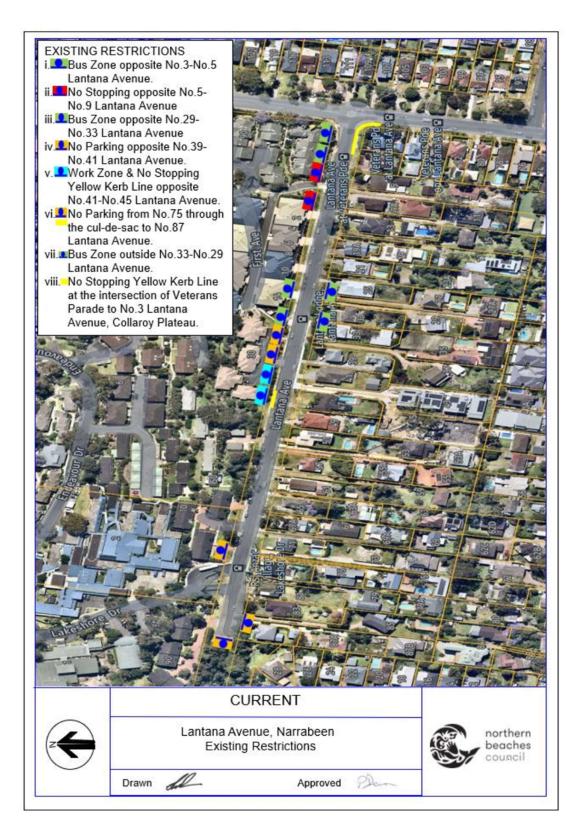
Issue Resident Com	ment Council Response
Issue Resident Corr Affects Residents & Visitors This proposal will severely of amount of street parking on Avenue and significantly implives of residents. This mean many residents that need or across various times of the of A number of these properties been subdivided due to the the blocks, meaning more restreet with no extra street pastreet is a cul-de-sac, it is we find other appropriate street nearby area. It is also important to allow off-street parking. This incluvisiting clients on both sides is apparent that no stopping impact delivery vehicles from the stop of the stop offective stop of the stop of the stop offective stop of the stop of the stop of the stop offective stop of the stop of the stop offective stop of the stop offective stop of the stop of the stop offective stop of the stop offective stop of the stop of the stop offective stop of the stop of the stop offective stop of the stop offective stop of the stop of	The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and improving bus service and emergency vehicle access. ay/evening. have also arge size of sidents in the rking. As the ry difficult to barking in the n-street no access to les carers of the road. It zones will being able to des vital



ATTACHMENT 2 Lantana Avenue, Narrabeen - Table Of Consultation ITEM NO. 4.3 - 7 MARCH 2023

Loss Of Parking	The street consists of numerous battle-axe	Lantana Avenue is a public road, located in a
	properties (some with granny flats – each street frontage with up to 3 properties behind) the majority of which do not have much off-street parking for the residents and their guests. The War Vets' recent development (and other developments underway on the street including at 45 Lantana Avenue which will provide an additional 8 residences) should not be approved without sufficient resident and visitor parking available. Your proposal to restrict day time parking to the northern side of Lantana Avenue deprives the street of 39 parking spots. Most days, 25 to 30 of these spots are occupied with parked vehicles. Where do you propose these vehicles park as the southern side of Lantana Avenue has fewer parking spots. My preference is to leave the parking as is and improve visibility angles to No.70 driveway by signage. If we get more developments in the street we need every available parking space for both residents and construction vehicles.	residential area and the long term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on- street parking.
Additional Comments	There are numerous alternatives available to minimise the concerns raised. 1. Widen the street. The nature strip on both sides could be reduced to either widen the street and include provide pull over bays. 2. Change the 179 bus route so that buses no longer come down Lantana Avenue. On the morning of 16 January 2023 over a period of about 15 minutes at around 7am, three buses including a 'bendy' bus were observed to come up and down the street, none of which had any passengers. I live directly opposite the Bus stop at the War Veterans C entrance and observe the buses coming and going without any passengers every day. The statistics as to the numbers of passengers utilising this service should be made available to the public and considered as part of this proposal. The buses could instead stop on Veterans Parade which is a short distance away and also accessible to the War Veterans Village rather than adversely affecting rate paying residents for a little used service. 3. Restricting parking on sections of the southern side of the street or on waste collection days, given that side has less parking given the driveways on that side which would facilitate pull over bays.	Council would not condsider widening the street as Council land on both sides facilitates pedestrian movements that include pram, wheelchair and mobility scooter use. Keolis Downer the bus operator servicing the Northern Beaches can review statistics and may review bus service operations in Lantana Avenue. Restricted parking on the northern side of the road was favoured to improve bus and emergency vehiclee movement and enhance visibility of residents exiting their driveways to Lantana Avenue.







ITEM 4.4	MANLY HIGH PEDESTRIAN ACTIVITY AREA INFRASTRUCTURE - UPDATE
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2023/117018
ATTACHMENTS	1 84-86 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA 2019
	2 84-86 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA after raised crossings installed
	3 89-90 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA latest
	4 113 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA 2019
	5 113 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA after raised crossings installed
	6 110 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA latest
	7 69-74 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA latest
	8 126 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA latest
	9 Copy of Manly 30k - updated results summary - post 30k signs lines

GEOCODES: Various Locations

REPORT

BACKGROUND

The implementation of infrastructure to support the 30km/h speed zone in the Manly area was released as two delivery packages. The first package was to implement the safe pedestrian crossings at several locations across the beachfront area to define the pedestrian desire lines.

The second package of works was to install median islands to provide a vertical element on the pavement to encourage compliance with the posted speed limit. Some of these installations were designed to act as entry treatments and others as repeater treatments, to reinforce the precinct control.

The first package of works was approved by the Northern Beaches Council Local Traffic Committee in March 2022, and the second package in April 2022. Delivery of the first package commenced in April 2022 and the second package was not commenced until January 2023.

The Transport team were requested to review the second package of works and report back to the Northern Beaches Council Local Traffic Committee before the March 2023 Ordinary Meeting. The installation of the median islands has been paused whilst the review is undertaken. The contractors have installed 12 median islands along North Steyne, 2 in Raglan Street and 1 in Collingwood Street.



The installation of the associated colour patches and "30" km/h markings in the approved locations, has continued as approved by the Northern Beaches Council Local Traffic Committee at the February 2023 meeting. A subsequent site inspection has determined that some devices can remain, and some be considered for removal/modification.

The Transport Network team have also undertaken a series of additional speed and volume surveys in the North Steyne area to consider the effectiveness of the devices installed to date. These surveys showed a slight reduction in overall speed from 39km/h to 37km/h in two locations (between Steinton Street and Denison Street, House No.69-74 and between Pacific Street and Pine Street, House No.110) and from 39km/h to 33km/h in one location (between Pine Street & Carlton Street, House No.89-90) and from 39km/h to 31km/h in a second location (between Ceramic Lane and Collingwood Street, outside No.20 Bonner Avenue) - see attached data.

Locations included on plan of the proposed works.

LOCATION

The Manly HPAA covers an area generally bounded by the Queenscliff Bridge, Belgrave Street, Ashburner Street and Manly Cove.





ISSUES

Complaints have been received regarding the access to parking spaces along the beachfront, the colour patches, and the need for the speed limit of 30km/h in the area.

The compliance with the posted speed limit is not within a range suitable to meet the self-enforcing requirements of the High Pedestrian Activity Area.

The overall plan for the devices has where possible, taken into account the issues of residential noise, parking impacts and amenity. The small median islands have been chosen as the least impactful option to provide a vertical element within the road corridor.

Normal horizontal and vertical deflection devices were considered for these locations, but were discounted as initial option due to the impacts noted above.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to remove the median islands at the following locations (as shown on the included plans) to address the issues raised with access to the 90° parking along the beachfront:

• North Steyne, north of Denison Street





• Outside No.84 North Steyne



• Outside No.91 North Steyne





• Outside No.105-107 North Steyne



• Outside No.112-113 North Steyne







• North Steyne, north of Ceramic Lane

Council will adjust the median island outside No.140 North Steyne, to minimise the length of the island.





Staff will continue to review the entry treatments proposed for the overall zone and report back to the Committee at the April 2023 Local Traffic Committee meeting on options for these locations.

The intermediate treatments will remain as painted patches, whilst additional data is collected and reviewed to determine whether this is effective, or whether other measures may be required in the form of audio tactile treatments. The outcome of the monitoring will be reported back to the Local Traffic Committee at a future meeting, should additional treatments be required.

Based on recent surveys, the Darley Road entry treatment may be considered as a priority, due to the number of vehicles (AADT 9248) and whilst 85th percentile is 45km/h, the speed of some vehicles (peak speed) is >90km/h and there are over 600 vehicles a week exceeding 60 km/h (posted speed limit 50km/h) approaching and exiting the zone.

Initial investigation has commenced on whether it is feasible to relocate the existing refuge and convert it to a raised pedestrian crossing near the intersection of Ashburner Street. This would also be the subject of a separate consultation and report to the Local Traffic Committee.

Options being considered to be reported back to the April meeting for the remaining entry treatments are standard raised thresholds and where possible, vegetated kerb blisters. These will need to be considered in regard to line of sight issues and the safety of maintenance staff undertaking works, along with impacts on street parking.

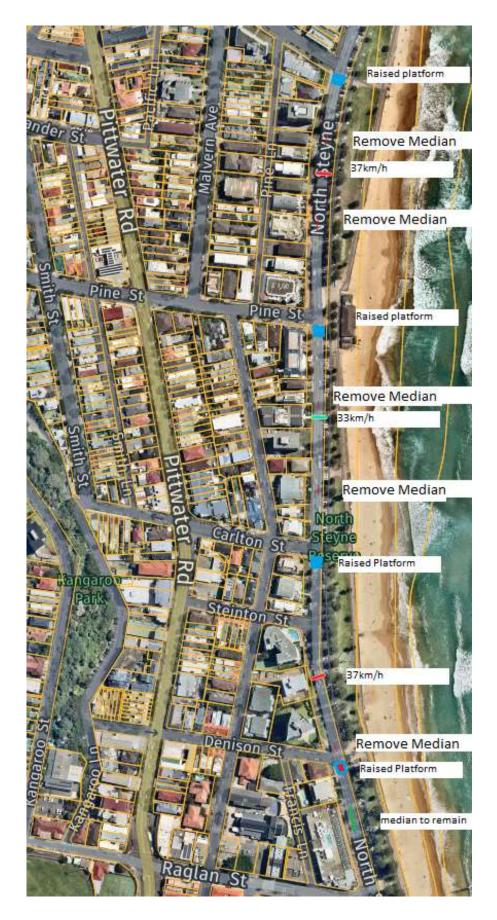
The key entry locations to be investigated for treatments will be:

- Osbourne Road near East Esplanade,
- Darley Road near Ashburner Street (mentioned previously),
- Belgrave Street between Sydney Road and Gilbert Street,
- Commonwealth Parade near Fairlight Street,
- Fairlight Street approaching West Esplanade.













PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

No further consultation has been undertaken to date and if other measures are required, further consultation will be undertaken at that time.



RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Removal of the median islands at the following locations (as shown on the included plan):
 - North Steyne north of Denison Street
 - o Outside No.84 North Steyne
 - o Outside No.91 North Steyne
 - o Outside No.105-107 North Steyne
 - Outside No.112-113 North Steyne
 - North Steyne, north of Ceramic Lane
- B. Adjustment of the median island outside No.140 North Steyne, to minimise the length of the island.
- C. To continue monitoring speed and volumes at key locations across the zone and report back to the April meeting.
- D. To review the entry treatments proposed for the overall zone and report back to the Local Traffic Committee at the April 2023 meeting.



Speed Data

Count Number Street Location			STEYN				veen BR	IDGE S		& SOUTH	I STEYN	E ROAD) (bidirec	tional) :		Carriageway	
MON	0,	2-SEI	P_10				Start D Start T Duratic Interva	ime on		01-SEP- 1900 7 DAYS 1 HOUR			85th	l Mean S Percent Day AAI	ile Speed	Monday 34 d 44	Weekly 34 44 11815
	0.	2-321	-13				interva	•					Seve	en Day A	ADT		11750
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	00-110 11	0-120	Total	Mean	85pct	100	
Midnight - 1am	0	0	0	18	17	4	4	0	0	0	0	0	43	43.6	53.9	200	
1am - 2am	0	0	0	2	3	4	0	0	0	0	0	0	9	47.2	56.8	300	
2am - 3am	0	0	1	1	4	0	0	0	0	0	0	0	6	40.0	48.0	400	+
3am - 4am	0	1	2	2	7	1	0	0	0	0	0	0	13	38.8	49.2	500	
4am - 5am	0	0	0	4	15	10	1	0	0	0	0	0	30	47.7	56.6	600	
5am - 6am	1	1	5	53	77	11	4	0	0	0	0	0	152	41.6	49.2	700	
6am - 7am	1	12	75	211	127	19	2	0	1	0	0	0	448	36.7	46.5	800	
7am - 8am	15	97	276	235	34	4	2	0	0	0	0	0	663	28.0	35.9	900 -	
8am - 9am	9	129	404	333	62	7	3	2	0	0	0	0	949	28.7	37.9	1000 -	
9am - 10am	4	167	365	253	35	8	3	2	1	0	0	0	838	27.4	37.0	1100 -	
10am - 11am 11am - Midday	3 6	55	316	262	61	8	5	0	0	0	0	0	710 740	30.2	38.8	Hour 1200	
Midday - 1pm	ь З	49 23	265 161	337 341	66 99	10 13	4	2	1	0	0	0	740 651	31.4 34.2	39.1 42.1	1300	
1pm - 2pm	2	23 30	143	367	132	13	6	3	0	0	0	0	693	34.2 34.6	42.1	1400 -	
2pm - 3pm	2	22	143	374	132	12	10	4	1	0	0	0	667	34.8	43.0	1500	
3pm - 4pm	1	22	211	511	113	21	4	4	2	0	0	0	888	35.8	41.1	1600	
4pm - 5pm	1	24	111	459	164	15	9	3	0	0	0	0	782	36.0	44.2	1700	
5pm - 6pm	2	33	168	514	178	23	5	1	1	0	0	0	925	35.1	43.6	1800	
6pm - 7pm	1	5	63	381	204	21	7	5	0	0	0	0	687	38.1	46.5	1900 -	
7pm - 8pm	0	1	25	180	160	18	8	2	0	0	0	0	394	40.1	48.1	2000	
8pm - 9pm	0	1	6	120	134	25	5	0	0	0	0	0	291	41.6	49.2	2100	++++
9pm - 10pm	0	0	4	78	96	21	4	0	1	0	0	0	204	42.4	49.6	2200	+ $+$ $+$ $+$
10pm - 11pm	0	1	2	27	43	14	3	0	0	0	0	0	90	43.4	52.3	2300	+ $+$ $+$ $+$ $+$
11pm - Midnight	0	0	2	18	12	6	0	0	0	0	0	0	38	40.8	50.6	2400	
Total	50	671	2713	5081	1978	287	96	26	9	0	0	0	10911			— s	70 eeed85pct 90
% of Total		6	25	47	18	3	1									A	rerageSpeed

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Speed Data

Count Number Street Location	I							IDGE S		& SOUTH	STEYN	E ROAD) (bidirec	tional) :		Carriag	eway		
ТИЕ	03	3-SEP-19					Start D Start T Duratic Interva	ime on		01-SEP- 1900 7 DAYS 1 HOUR	19		85th Five	Day AA	ile Speed DT	- t	Tuesday 34 44		
							-							en Day A		1			11750
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	100 -	E I		
Midnight - 1am	0	0	1	12	9	4	1	0	0	0	0	0	27	42.0	51.2	200 -			++
1am - 2am	0	0	3	2	4	1	0	0	0	0	0	0	10	38.0	49.8	300 -			+++
2am - 3am	0	1	0	5	5	3	0	0	0	0	0	0	14	41.4	52.5	400 -		+++	
3am - 4am	0	0	1	4	8	3	0	0	0	0	0	0	16	43.1	52.3	500 -	1		+++
4am - 5am	0	0	0	7	17	3	1	0	0	0	0	0	28	44.3	49.9	600 -			+++
5am - 6am	1	4	16	64	79	15	4	3	0	0	0	0	186	40.7	49.1	700 -	11		+++
6am - 7am	4	23	96	246	113	12	0	1	1	0	0	0	496	34.8	44.4	800 -			
7am - 8am	0	39	234	483	129	19	1	2	1	0	0	0	908	33.6	41.9	900 -			
8am - 9am	3	69	340	509	102	18	8	0	1	0	0	0	1050	32.0	40.3	1000 -			
9am - 10am	1	73	331	340	80	10	3	2	0	0	0	0	840	30.7	39.0	1100 -			+
10am - 11am	4	65	267	282	75	7	1	3	0	0	0	0	704	30.7	39.4	1200 - Hour		+++	+++
11am - Midday	3 4	33	217	341	92	16	8 5	4	0	0	0	0	714	33.2	41.3	1300 -		+++	+++
Midday - 1pm 1pm - 2pm	4	35 62	201 221	304 290	102 71	12 18	5	0	0	0 0	0	0 0	664 671	32.9 31.5	42.0 39.8	1400 -			+++
2pm - 3pm	4	29	133	398	125	10	5	1	2	0	0	0	709	34.5	42.9	1500 -		+++	+++
3pm - 4pm	0	34	188	531	123	12	5	5	2	0	0	0	905	34.3	42.9	1600 -		+++	+++
4pm - 5pm	0	25	160	483	123	20	10	2	0	0	0	0	837	35.1	42.7	1700 -			+++
5pm - 6pm	0	23	211	514	140	15	6	3	0	0	0	0	912	34.4	41.7	1800 -			+++
6pm - 7pm	3	13	88	400	205	21	3	3	0	0	0	0	736	37.0	45.7	1900 -		+++	+++
7pm - 8pm	0	2	44	226	156	33	4	3	0	0	0	0	468	39.2	48.1	2000 -		+++	+++
8pm - 9pm	1	1	11	131	137	20	3	3	2	0	0	0	309	41.2	48.6	2100 -		+	+++
9pm - 10pm	0	0	7	80	103	22	5	3	0	0	0	0	220	42.6	50.4	2200 -		+	+++
10pm - 11pm	0	0	2	43	50	10	4	0	0	0	0	0	109	42.3	49.9	2300 -		+	+++
11pm - Midnight	0	0	0	5	23	3	1	1	0	1	0	0	34	47.4	60.6	2400 -		++++	++++
Total	34	531	2772	5700	2091	307	83	40	8	1	0	0	11567			30		5 70 80 Speed85pct	110 100
% of Total		5	24	49	18	3	1										1	·· AverageSpeed	

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Speed Data

Count Number Street Location						Ref: Y:Betv eNo.84	veen BR	IDGE S		& SOUTH	STEYN	E ROAD) (bidirec	tional) :		Carriag	eway			
		4.05	D 40				Start D Start T Duratio	ime on		01-SEP- 1900 7 DAYS 1 HOUR	19		<u>85th</u>	l Mean S Percent Day AAI	ile Speed	_	ednesda 3 4	4 –	Weekly 34 44 11815	
WED	0	4-SEI	9-19				Interva	I		THOUR			10.00 - 10.000 - 0.000	en Day A					11750	J
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -				1
Midnight - 1am	0	0	2	11	9	6	1	0	0	0	0	0	29	42.6	53.3	200 -				
1am - 2am	0	0	1	4	4	1	0	0	0	0	0	0	10	40.0	47.7	300 -			++	1
2am - 3am	0	0	0	1	4	7	0	0	0	0	0	0	12	50.0	56.0	400 -				1
3am - 4am	0	2	1	6	6	4	1	1	0	0	0	0	21	42.6	54.9	500 -				1
4am - 5am	0	0	0	3	8	5	3	0	0	0	0	0	19	49.2	60.3	600 -				1
5am - 6am	2	0	4	57	82	25	4	1	0	0	0	0	175	42.9	51.8	700 -	11	+++	++	1
6am - 7am	3	8	87	237	141	12	3	1	1	0	0	0	493	36.4	46.0	800 -				1
7am - 8am	2	39	193	446	142	21	4	2	2	0	0	0	851	34.3	42.8	900 -				
8am - 9am	2	52	278	488	132	21	1	3	0	0	0	0	977	33.0	41.1	1000 -				1
9am - 10am	2	51	244	404	100	13	7	0	2	0	0	0	823	32.6	41.0	1100 -				1
10am - 11am 11am - Midday	5 7	63 73	229 268	337 317	87	10 8	4 7	4	0	0	0	0 0	739 745	31.8	40.3	1200 - Hour				1
Midday - 1pm	5	73 37		317	64 103	8 12	7	1	1	0	0	0	745	30.6 33.2	39.0 41.3	1300 -				1
1pm - 2pm	5	44	196 234	305	81	6	6	1	0	0	0	0	710	33.2	41.3 39.6	1400 -		+++	++	1
2pm - 3pm	0 18	109	291	192	33	7	3	0	0	0	0	0	653	27.2	36.3	1500 -		+++	++	1
3pm - 4pm	5	51	291	459	117	15	12	4	0	0	0	0	933	33.0	40.7	1600 -		+++	++	1
4pm - 5pm	1	39	251	439	131	12	2	2	1	0	0	0	933 927	33.3	40.7	1700 -		+	++	1
5pm - 6pm	1	29	199	508	156	18	4	4	4	0	0	0	923	34.8	42.6	1800 -			++	1
6pm - 7pm	0	18	93	434	193	20	9	2	1	0	0	0	770	36.9	45.6	1900 -		+		1
7pm - 8pm	1	9	86	262	120	11	6	0	1	0	0	0	496	36.2	45.1	2000 -		+		1
8pm - 9pm	1	3	38	187	129	17	1	4	2	0	0	0	382	38.8	47.5	2100 -		+	++	-
9pm - 10pm	0	2	18	131	112	13	6	0	0	0	0	0	282	39.8	47.8	2200 -		+ $+$ $+$		-
10pm - 11pm	0	0	5	48	61	9	3	0	0	0	0	0	126	41.6	48.8	2300 -		+		-
11pm - Midnight	0	1	2	28	33	9	1	0	0	0	0	0	74	41.8	49.9	2400 -		++++		+
Total	63	630	2990	5743	2048	282	95	31	15	0	0	0	11897			30	40 50	Speed85pct	100	5
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Speed Data

Count Number Street Location			STEYNI n Pine ar				veen BR	IDGE S		& SOUTH	STEYN	E ROAD) (bidirec	tional) :		Carriagewa	ay	
							Start Date 01-SEP-19 Start Time 1900 Duration 7 DAYS							l Mean S Percent Day AAI	ile Speed		ursday 35 44	Weekly 34 44 11815
тни	0	5-SEI	P-19				Interva	1		1 HOUR			1010 1000 1000	n Day AA				11750
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	100		
Midnight - 1am	0	0	2	8	21	10	0	0	0	0	0	0	41	44.5	52.8	200 -		
1am - 2am	0	0	0	4	13	2	0	0	0	0	0	0	19	43.9	49.5	300 -	7	
2am - 3am	0	0	0	6	2	3	1	0	0	0	0	0	12	44.2	58.3	400 -		
3am - 4am	0	0	1	3	4	4	0	0	0	0	0	0	12	44.2	54.0	500 -		
4am - 5am	0	0	0	4	11	4	2	0	0	0	0	0	21	46.9	58.3	600 -		
5am - 6am	2	1	14	64	78	15	6	2	0	0	0	0	182	41.2	49.5	700		
6am - 7am	1	10	78	251	121	24	4	1	0	0	0	0	490	36.7	46.0	800 -		
7am - 8am 8am - 9am	1 3	14 50	196	477 499	135 134	26 11	12 4	1 5	2	0	0	0 0	864 967	35.1 33.2	43.0 41.5	900		
9am - 10am	7	102	260 277	325	84	6	4	2	0	0	0	0	907 804	33.2 30.1	41.5 39.1	1000 -		
10am - 11am	5	79	253	279	81	7	4	2	0	0	0	0	711	30.7	40.1	1100 -		
11am - Midday	8	33	217	368	97	, 19	1	1	0	0	0	0	744	32.8	41.0	Hour 1200		
Midday - 1pm	1	22	189	342	122	16	12	0	1	0	0	0	705	34.4	43.3	1300 -		
1pm - 2pm	1	20	131	333	129	21	4	3	1	0	0	0	643	35.4	44.7	1400 -		
2pm - 3pm	3	21	166	356	126	15	4	3	1	0	0	0	695	34.5	43.4	1500 -		
3pm - 4pm	3	80	173	456	120	16	4	4	3	0	0	0	859	33.3	41.5	1600 -		
4pm - 5pm	0	48	250	476	139	15	5	6	0	0	0	0	939	33.5	41.5	1700 -		
5pm - 6pm	3	31	214	465	179	16	8	5	1	0	0	0	922	34.7	43.9	1800		
6pm - 7pm	0	17	72	396	221	20	5	0	1	0	0	0	732	37.4	46.2	1900 -		
7pm - 8pm	2	7	98	277	127	21	4	3	0	0	0	0	539	36.4	45.9	2000		
8pm - 9pm	0	2	18	157	140	18	1	2	2	0	0	0	340	40.1	48.0	2100 -		
9pm - 10pm	0	3	14	146	122	16	3	1	1	0	0	0	306	40.0	48.0	2200 -		
10pm - 11pm	1	0	8	60	89	12	3	0	0	0	0	0	173	41.4	49.0	2300 -		
11pm - Midnight	0	1	3	30	55	5	0	0	0	0	0	0	94	41.4	48.4	2400		
Total	41	541	2634	5782	2350	322	88	42	14	0	0	0	11814			30 40	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	85pct 8 5
% of Total		5	22	49	20	3	1											

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Speed Data

Count Number Street Location	I									& SOUTH	STEYN	E ROAD) (bidirec	tional) :		Carriag	eway		
							Start D Start T Duratic	ime		01-SEP- 1900 7 DAYS	19			l Mean S Percent	peed ile Speed		Friday 34 44	4 –	Weekly 34 44
FRI	0	6-SEI	P-19				Interva	I		1 HOUR			10.00 10.000 0.000	Day AA en Day A					11815 11750
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -			
Midnight - 1am	0	1	1	11	25	8	2	0	0	0	0	0	48	44.2	53.0	200 -			++
1am - 2am	0	0	0	7	12	2	0	0	0	0	0	0	21	42.6	49.1	300 -		+	++
2am - 3am	0	1	1	8	6	0	1	0	0	0	0	0	17	38.5	47.6	400 -		+++	++
3am - 4am	0	0	2	5	7	3	0	0	0	0	0	0	17	41.5	51.8	500 -		+++	++
4am - 5am	0	0	1	7	12	3	0	0	0	0	0	0	23	42.4	51.3	600 -		+++	
5am - 6am	2	3	8	66	85	14	5	1	1	0	0	0	185	41.3	49.1	700 -		+++	++
6am - 7am	2	10	83	250	153	11	3	2	0	0	0	0	514	36.6	46.1	800 -		+++	
7am - 8am	1	24	135	426	179	14	3	1	2	1	0	0	786	35.6	43.9	900 -		+++	+++
8am - 9am	2	47	295	545	123	14	4	3	1	0	0	0	1034	32.9	41.0	1000 -		+++	++
9am - 10am	4	60	293	362	111	15	5	3	0	0	0	0	853	32.0	41.1	1100 -		+++	+++
10am - 11am	2	51	228	378	88	14	6	2	0	0	0	0	769	32.5	40.0	1200 - Hour		+++	+++
11am - Midday	3	84	314	366	65	13	2	3	0	0	0	0	850	30.5	38.8	1300 -		+++	++
Midday - 1pm	4	46	239	364	83	17 9	9	0 4	1	0	0	0	763	32.5	39.9	1400 -		+++	
1pm - 2pm 2pm - 3pm	19 10	108 93	274 309	282 301	62 48	9	2 3	4	3 0	0	0	0 0	763 776	29.4 29.4	38.7 38.0	1500 -		+++	
3pm - 4pm	4	93 54	217	534	40 117	0 11	3 7	4	0	0	0	0	947	29.4 33.3	38.0 40.3	1600 -		+	++
4pm - 5pm	2	65	178	429	122	16	4	1	0	0	0	0	817	33.2	40.3	1700 -		+++	++
5pm - 6pm	1	45	266	526	127	17	8	6	0	0	0	0	996	33.5	40.8	1800 -		+	++
6pm - 7pm	3	39	138	437	167	21	5	4	2	0	0	0	816	35.3	44.2	1900 -		+ $+$ $+$	++
7pm - 8pm	5	13	80	298	159	17	3	8	0	0	0	0	583	36.9	46.3	2000 -		+++	++
8pm - 9pm	1	3	34	217	149	18	2	2	1	0	0	0	427	38.8	47.3	2100 -		+	++
9pm - 10pm	1	2	29	162	136	18	1	4	1	0	0	0	354	39.5	47.9	2200 -		+++	++
10pm - 11pm	0	1	14	126	154	16	3	3	1	0	0	0	318	41.2	48.4	2300 -		+	++
11pm - Midnight	0	0	3	80	107	18	3	0	0	0	0	0	211	42.1	48.9	2400 -	$\left \cdot \right ^{1}$	1.1.1	- I - I - I
Total	66	750	3142	6187	2297	297	81	54	13	1	0	0	12888			30	t 5	Speed85pct	110 100
% of Total	1	6	24	48	18	2	1										1	•• AverageSpeed	1

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Speed Data

Count Number Street Location						Ref : Y:Betv eNo.84	veen BR			& SOUTH	STEYN	E ROAD) (bidirec	tional) :		Carriag	eway		
SAT	0.	7-SEI	P-19				Start D Start T Duratic Interva	ime on		01-SEP- 1900 7 DAYS 1 HOUR			85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	_	Saturday 34 44	1	2eekly 34 44 11815 11750
Time	0.40	10.00	00.00	00.40	40.50		00.70	70.00	00.00	00.400.44	0 440 44					1			11750
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10			Total	Mean	85pct	100 -	11		
Midnight - 1am 1am - 2am	0	1	6 16	57 40	64 28	14 4	3	0	0	0	0	0	145 91	41.4 37.1	49.2 46.6	300 -			
2am - 3am	0	2	16 4	40 18	28 25	4	2	0	0	0	0	0	56	42.7	46.6 52.2	400 -			
3am - 4am	0	0	4	16	10	5	2	1	0	0	0	0	32	42.7	52.2	500 -			++
4am - 5am	0	0	0	5	14	4	0	1	1	0	0	0	25	47.4	53.9	600 -			\square
5am - 6am	0	0	2	25	45	9	1	0	0	0	0	0	82	42.8	49.5	700 -			+++
6am - 7am	1	3	14	99	114	26	1	3	0	0	0	0	261	41.1	49.3	800 -			+++
7am - 8am	3	11	45	202	123	12	3	3	1	0	0	0	403	37.4	46.6	900 -			+++
8am - 9am	2	12	109	345	118	18	7	3	0	0	0	0	614	35.8	43.6	1000 -			
9am - 10am	7	48	254	372	102	10	6	1	1	0	0	0	801	32.2	40.7	1100 -			+++
10am - 11am	3	52	258	377	82	13	4	0	1	0	0	0	790	31.9	39.6	1200 -			+++
11am - Midday	13	88	354	367	80	13	5	3	0	0	0	0	923	30.3	39.0	Hour 1300 -			+++
Midday - 1pm	17	114	351	391	91	13	4	0	0	0	0	0	981	29.9	39.0	1400 -			+++
1pm - 2pm	1	59	231	374	126	13	5	1	0	0	0	0	810	32.8	41.6	1500 -			+++
2pm - 3pm	7	59	212	405	94	14	5	1	0	0	0	0	797	32.4	40.4	1600 -			+++
3pm - 4pm 4pm - 5pm	3 5	34 29	167 244	430 434	122 123	13 19	6 7	4	0	0 0	0 0	0 0	779 866	34.2 33.7	41.9 41.8	1700 -			++-1
4pm - 5pm 5pm - 6pm	5 5	29 38	244	434 418	123	19	8	4	0	0	0	0	818	33.7	41.8	1800 -			+++
6pm - 7pm	0	17	131	379	133	20	12	5	0	0	0	0	697	35.9	41.8	1900 -			+++
7pm - 8pm	0	8	112	315	140	19	2	3	1	0	0	0	600	36.2	45.3	2000 -			++
8pm - 9pm	1	8	48	224	108	25	4	3	1	0	0	0	422	37.8	47.1	2100 -			++-1
9pm - 10pm	0	2	36	187	130	17	6	1	1	0	0	0	380	39.0	47.6	2200 -			++-1
10pm - 11pm	0	8	34	224	158	21	2	4	0	0	0	0	451	38.8	47.4	2300 -			+++
11pm - Midnight	0	3	12	132	136	12	3	2	0	0	0	0	300	40.3	47.9	2400 -	+ + + + + + + + + + + + + + + + + + +	1111	
Total	68	596	2848	5836	2288	337	97	46	8	0	0	0	12124			ä		70 80 Speed85pct	100
% of Total	1	5	23	48	19	3	1											AverageSpeed	

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Speed Data

Count Number Street Location	I					Ref : Y:Betv eNo.84	veen BR	IDGE S		& SOUTH	I STEYN	E ROAD) (bidirec	tional) :		Carriage	eway		
SUN	0,	1-SEI	P-19				Start D Start T Duratic Interva	ime n		01-SEP- 1900 7 DAYS 1 HOUR			85th Five	Day AA	ile Speed DT	- t	Sunda 3 4	2 -	Weekly 34 44 11815
													Seve	en Day A	ADT	1			11750
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	00-110 11	0-120	Total	Mean	85pct	100		T T T	
Midnight - 1am	1	0	16	137	144	30	6	3	2	1	0	0	340	41.8	49.3	200 -		+++	
1am - 2am	0	0	6	65	133	24	10	3	1	0	0	0	242	44.2	50.6	300 -			++1
2am - 3am	0	0	6	86	99	17	7	2	0	0	0	0	217	42.2	49.6	400 -			+++
3am - 4am	0	1	10	29	34	12	4	0	1	2	0	1	94	43.8	55.5	500 -			+++
4am - 5am	0	0	2	16	12	5	2	0	0	0	0	0	37	42.0	53.3	600 -		+++	
5am - 6am	0	2	4	21	49	11	3	1	0	0	0	0	91	43.4	51.1	700 -		+++	
6am - 7am	0	0	12	76	94	13	1	1	1	0	0	0	198	41.1	48.6	800 -		+	
7am - 8am	1	2	41	132	119	17	2	3	0	0	0	0	317	38.9	47.8	900 -		+++	\rightarrow
8am - 9am	3	12	125	253	88	13	6	2	0	0	0	0	502	34.6	42.9	1000 -		+ $+$ $+$	
9am - 10am	2	75	293	252	61	10	2	4	1	0	0	0	700	30.1	38.8	1100 -		+ $+$ $+$	
10am - 11am	12	112	357	251	52	8	5	0	0	0	0	0	797	28.3	37.7	1200 -		+ $+$ $+$	\rightarrow
11am - Midday	47	196	387	222	27	6	1	1	0	0	0	0	887	25.1	35.6	Hour 1300 -		+ $+$ $+$	
Midday - 1pm	36	167	414	215	40	6	2	0	0	0	0	0	880	25.9	35.9	1400 -		+ $+$ $+$ $+$	
1pm - 2pm	5	135	352	298	45	10	6	1	0	0	0	0	852	28.5	37.1	1500 -		+ $+$ $+$	\rightarrow
2pm - 3pm	27	166	374	260	37	7	2	3	0	0	0	0	876	26.8	36.6	1600 -		+ $+$ $+$	\rightarrow
3pm - 4pm	18	105	364	256	56	4	2	1	0	0	0	0	806	28.1	37.5	1700 -		+ $+$ $+$	\rightarrow
4pm - 5pm	4	87	321	375	67	11	4	2	0	0	0	0	871	30.4	38.7	1800 -			
5pm - 6pm	3	39	197	409	82	14	4	4	0	0	0	0	752	33.1	40.6	1900 -			\rightarrow
6pm - 7pm	0	4	49	300	157	34	7	0	0	0	0	0	551	38.4	47.2	2000 -			
7pm - 8pm	0	1	18	167	162	28	2	2	1	0	0	0	381	40.7	48.5	2100 -			
8pm - 9pm	0	1	10	99	143	26	5	2	0	0	0	0	286	42.2	49.5	2200 -			
9pm - 10pm	1	1	10	76	94	12	2	1	0	0	0	0	197	40.7	48.4	2200 -			
10pm - 11pm	0	0	5	38	50	14	2	1	0	0	0	0	110	42.5	51.0				
11pm - Midnight	0	0	6	19	34	7	1	1	0	0	0	0	68	42.2	49.5	2400 -	111	1.1.1	TIT
Total	160	1106	3379	4052	1879	339	88	38	7	3	0	1	11052			30		Speed85pct	110 100
% of Total	1	10	31	37	17	3	1											··· AverageSpee	d

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ITEM NO. 4.4 - 7 MARCH 2023

CfeIT bob.white@cfeit.com (02) 9740 8600

Speed Data

Count Number Street	I				, MANL		veen BR	IDGE S		La & SOUTH			533 / E [·] (bidirec		20	Carriago	914/91/	
Location		Detweel		id Canto	1,110036		Start D Start Ti Duratio	ate ime	2321	27-AUG- 1800 7 DAYS	20			l Mean S Percent	peed ile Speed		Monday 32 40	Weekly 30 39
MON	31	1-AU	G-20				Interval			1 HOUR			1000 1000000000	Day AAI en Day A				10990 10960
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100		
Midnight - 1am	0	1	2	6	10	2	0	1	0	0	0	0	22	41.4	50.3	200 -		
1am - 2am	0	0	1	4	6	1	1	0	1	0	0	0	14	45.7	56.5	300 -		+++
2am - 3am	0	0	0	2	4	1	1	0	0	0	0	0	8	46.3	56.0	400 -		
3am - 4am	0	0	0	2	2	2	1	1	0	0	0	0	8	51.3	69.0	500 -		
4am - 5am	1	2	1	5	11	4	0	0	0	0	0	0	24	39.6	52.2	600 -		
5am - 6am	0	2	22	49	39	7	2	0	0	0	0	0	121	37.7	47.8	700 -		
6am - 7am	1	6	89	182	78	14	4	0	1	0	0	0	375	35.5	44.9	800 -		
7am - 8am	2	30	180	301	65	9	2	7	0	0	0	0	596	32.8	40.3	900 -		
8am - 9am	1	61	378	359	50	15	3	0	0	0	0	0	867	30.2	38.2	1000 -		
9am - 10am	0	74	384	286	29	9	5	1	0	0	0	0	788	29.1	37.4	1100 -		
10am - 11am	6	84	314	238	36	5	3	2	2	0	0	0	690	28.8	37.7	1200 - Hour		
11am - Midday	11	66	306	248	40	9	7	2	0	0	0	0	689	29.4	38.2	1300 -		
Midday - 1pm	7	49	349	317	51	13	1	1	0	0	0	0	788	30.1	38.3	1400 -		
1pm - 2pm 2pm - 3pm	4	48	291 258	280 296	60 83	8 4	2 2	4 0	0	0	0	0	697 687	30.7	38.8 39.8	1500 -		
2pm - 3pm 3pm - 4pm	4	39 32	258 328	296 358	83 90	4 11	2	5	0	0	0	0	829	31.4 32.0	39.8 39.5	1600 -		+++
4pm - 5pm	1	27	290	344	90 71	12	4	6	0	0	0	0	755	32.0	39.5 39.4	1700 -		+++
5pm - 6pm	1	23	230	365	75	14	2	0	0	0	0	0	691	32.1	39.4	1800 -		+++
6pm - 7pm	0	8	120	230	107	12	2	1	1	0	0	0	481	35.2	44.0	1900 -		+++
7pm - 8pm	0	5	72	156	65	8	5	2	0	0	0	0	313	35.7	44.8	2000 -		+++
8pm - 9pm	0	3	53	87	48	10	0	0	0	0	0	0	201	35.4	45.6	2100 -		++++
9pm - 10pm	0	1	25	65	25	4	2	0	0	0	0	0	122	36.0	44.2	2200 -		++++
10pm - 11pm	1	0	18	32	14	6	1	1	0	0	0	0	73	36.6	45.3	2300 -		-+-+
11pm - Midnight	0	0	5	17	9	2	1	0	0	0	0	0	34	38.2	47.0	2400 -		- I I I I
Total	40	561	3697	4229	1068	182	56	34	6	0	0	0	9873			30	- Speed	85pct 8 8
% of Total		6	37	43	11	2	1										···· Avera	eSpeed

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ITEM NO. 4.4 - 7 MARCH 2023

CfeIT bob.white@cfeit.com (02) 9740 8600

Speed Data

Count Number Street		8999 NORTH	STEYN	E ROAD	, MANL	Ref : Y:Betw			TREET	La & SOUTH	•		533 / E1 (bidirec		20		
Location		Betweer	n Pine ar	nd Carlto	n, House	e No. 84	4 to 86 E	LP MO1	2927							Carriageway	
TUE	0,	1-SEI	- 20				Start D Start T Duratio Interva	ime on		27-AUG- 1800 7 DAYS 1 HOUR	20		85th Five	Day AA	ile Speed DT	Tuesday 32 d 40	Weekly 30 39 10990
													Seve	n Day A	ADT	-	10960
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100	
Midnight - 1am	0	0	3	5	3	1	1	0	0	0	0	0	13	38.8	50.4	200	
1am - 2am	0	0	1	4	5	1	0	0	0	0	0	0	11	40.5	50.3	300	
2am - 3am	0	0	1	3	2	1	0	0	0	0	0	0	7	39.3	49.8	400	++++
3am - 4am	0	0	3	4	2	0	0	0	0	0	0	0	9	33.9	41.6	500	
4am - 5am	0	0	0	6	5	1	0	0	2	0	0	0	14	47.1	65.9	600	++++
5am - 6am	0	1	18	69	39	7	2	0	0	0	0	0	136	37.9	47.1	700	
6am - 7am	3	16	81	241	71	7	1	0	0	0	0	0	420	34.2	42.1	800	+ $+$ $+$ $+$
7am - 8am	2	31	268	277	77	12	8	2	1	0	0	0	678	32.1	40.9	900	
8am - 9am	12	65	418	333	51	8	2	1	0	0	0	0	890	29.3	37.8	1000	++++
9am - 10am	3	72	316	266	50	10	1	0	0	0	0	0	718	29.5	38.2	1100	
10am - 11am	8	67	310	228	37	9	2	2 0	0	0	0	0	663 690	29.0	37.8	Hour 1200	
11am - Midday Midday - 1pm	3 3	43 36	282 277	297 291	59	5 5	1 2	0	0	0	0	0 0	690 674	30.6 30.8	38.6 38.7	1300	
1pm - 2pm	2	35	249	291	60 62	13	6	3	1	0	0	0	664	30.8	39.4	1400	
2pm - 3pm	2	22	249	293	82	10	5	1	2	0	0	0	623	33.1	41.0	1500	
3pm - 4pm	1	43	307	367	76	4	10	0	2	0	0	0	810	31.6	39.2	1600 -	
4pm - 5pm	1	27	275	339	84	10	4	3	0	0	0	0	743	32.3	39.6	1700	
5pm - 6pm	0	21	246	403	80	13	9	1	0	0	0	0	773	33.0	39.9	1800	
6pm - 7pm	0	6	121	266	103	19	5	0	0	0	0	0	520	35.4	44.7	1900	
7pm - 8pm	0	4	80	175	75	11	3	1	0	0	0	0	349	35.6	44.3	2000 -	
8pm - 9pm	0	1	57	111	68	11	4	3	0	0	0	0	255	37.2	46.8	2100	
9pm - 10pm	0	1	34	83	57	4	2	1	0	0	0	0	182	37.1	46.3	2200 -	
10pm - 11pm	0	1	12	36	30	4	1	1	0	0	0	0	85	38.6	47.5	2300	
11pm - Midnight	0	1	9	14	11	3	2	0	1	0	0	0	41	39.1	50.1	2400	
Total	40	493	3570	4408	1189	169	71	19	9	0	0	0	9968			— Sp	80 100 110 110 110
% of Total		5	36	44	12	2	1									Av	erageSpeed

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ITEM NO. 4.4 - 7 MARCH 2023

CfeIT bob.white@cfeit.com (02) 9740 8600

Speed Data

Count Number Street		8999 NORTH	STEYN	E ROAD	, MANL	Ref : Y:Betw			TREET	La & SOUTH	•		.533 / E ²) (bidirec		20				
Location	I	Betweer	n Pine ar	nd Carlto	n, House	e No. 84	4 to 86 E	LP MO1	2927							Carriag	eway		
						ſ	Start D			27-AUG- 1800	20		Tota	l Mean S	peed	We	ednesday 32	· -	Veekly 30
WED	02	2-SEI	P-20				Start T Duratio Interva	n		7 DAYS 1 HOUR			85th Five		ile Speed DT	k	39		39 10990 10960
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -			
Midnight - 1am	0	0	5	11	6	1	1	1	0	0	0	0	25	39.0	54.1	200 -			++-
1am - 2am	0	0	2	6	3	3	0	0	0	0	0	0	14	40.0	52.3	300 -			+++
2am - 3am	0	0	1	2	2	2	0	0	0	0	0	0	7	42.1	54.8	400 -			++
3am - 4am	0	0	1	6	5	1	1	0	0	0	0	0	14	41.4	50.3	500 -			+++
4am - 5am	0	0	0	10	12	4	0	0	0	0	0	0	26	42.7	50.7	600 -			+++
5am - 6am	2	3	25	77	41	9	1	1	0	0	0	0	159	36.8	47.0	700 -			
6am - 7am	4	17	160	190	56	5	2	4	0	0	0	0	438	32.3	41.5	800 -			+++
7am - 8am	1 7	34	268	310	53	12	2	3	0	0	0	0	683	31.4	38.9	900 -			
8am - 9am 9am - 10am	4	82	433	334 300	42 51	10 5	4 5	0	0	0 0	0	0 0	912 722	29.0 30.3	37.6 38.4	1000 -			
10am - 11am	4	48 37	309 305	293	51 44	5 12	5	3	0	0	0	0	722	30.3	38.4 38.5	1100 -			
11am - Midday	4 5	57	295	293	44 57	3	5	3	1	0	0	0	703	30.8	38.6	1200 · Hour			
Midday - 1pm	9	53	315	283	48	5	3	0	0	0	0	0	712	29.7	38.2	1300 •			
1pm - 2pm	7	40	305	289	63	15	9	1	0	0	0	0	729	31.1	39.2	1400 -			
2pm - 3pm	1	43	292	304	65	6	4	1	0	0	0	0	716	31.0	38.9	1500 -			
3pm - 4pm	1	29	360	337	62	12	3	2	0	0	0	0	806	31.1	38.8	1600 -			
4pm - 5pm	0	39	315	365	69	5	8	0	0	0	0	0	801	31.4	38.8	1700 -			
5pm - 6pm	1	40	330	378	76	8	5	5	0	0	0	0	843	31.6	39.1	1800 -			
6pm - 7pm	0	21	163	320	84	16	4	2	1	0	0	0	611	34.0	41.6	1900 -			
7pm - 8pm	0	9	98	200	100	9	4	1	0	0	0	0	421	35.4	44.9	2000 -			
8pm - 9pm	2	3	51	145	55	7	4	4	0	0	0	0	271	36.3	43.8	2100 -			
9pm - 10pm	0	7	47	106	56	12	2	3	0	0	0	0	233	36.6	46.3	2200 -			
10pm - 11pm	0	4	35	43	28	4	0	0	0	0	0	0	114	34.4	45.0	2300 -			
11pm - Midnight	0	1	13	17	17	5	0	0	0	0	0	0	53	37.3	48.2	2400 -		1111	1111
Total	48	567	4128	4612	1095	171	72	34	2	0	0	0	10729			8		Speed85pct AverageSpeed	110 100 90
% of Total		5	38	43	10	2	1											Anarageopeed	

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ITEM NO. 4.4 - 7 MARCH 2023

CfeIT bob.white@cfeit.com (02) 9740 8600

Speed Data

Count Number Street Location					, MANL		veen BR			La & SOUTH	•		.533 / E1) (bidirec		20	Carriagew	ay	
ТНИ	2	7-AU	G-20				Start D Start Ti Duratio Interva	ime on		27-AUG- 1800 7 DAYS 1 HOUR	20		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT		ursday 30 39	Weekly 30 39 10990 10960
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	100		
Midnight - 1am 1am - 2am 2am - 3am 3am - 4am 4am - 5am 5am - 6am 6am - 7am 7am - 8am 8am - 9am 9am - 10am 10am - 11am 11am - Midday Midday - 1pm 1pm - 2pm 2pm - 3pm 3pm - 4pm 4pm - 5pm 5pm - 6pm 6pm - 7pm 7pm - 8pm	0 0 0 2 6 6 10 3 4 9 14 2 5 27 10 0 1	1 0 0 1 53 51 82 82 83 95 174 99 87 163 88 50 21 8	4 1 0 3 6 225 280 453 401 349 382 418 329 403 462 414 341 210 145	7 1 4 6 80 187 300 332 233 251 249 226 315 274 270 332 395 309 229	9 4 1 4 52 49 69 48 57 59 33 34 36 45 36 45 36 42 83 89 78	3 1 1 3 11 6 4 10 7 4 5 4 5 11 8 9 8 6 16	1 1 0 3 4 0 3 2 3 6 2 1 3 9 2 5 9 3 3 3	0 0 0 2 2 2 1 1 4 1 1 4 1 1 3 1	0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				25 8 7 14 16 186 529 715 939 787 758 780 872 790 838 969 901 887 641 481	39.8 45.0 43.6 37.1 46.9 37.3 29.8 30.7 29.0 28.8 29.3 28.2 26.3 29.0 29.2 26.7 29.0 31.5 33.0 34.1	51.2 59.0 49.8 47.3 62.9 47.2 39.2 38.9 37.5 37.7 38.1 37.0 35.8 37.5 37.8 36.3 37.5 37.8 36.3 37.5 39.1 40.5 43.1	300 400 500 700 900 1000 1100 1100 1200 1300 1300 1400 1500 1500 1500 1500 1500 1500 15		
8pm - 9pm 9pm - 10pm 10pm - 11pm 11pm - Midnight	0 0 1 0	9 5 0 0	73 41 32 19	156 108 45 21	74 61 46 18	14 7 6 6	2 2 1 0	1 1 1 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	329 225 132 64	35.6 36.5 37.3 36.7	45.6 45.8 47.3 48.0	2200 - 2300 - 2400 - 1		
Total % of Total	100 1	1152 10	5021 42	4336 36	1031 9	156 1	66 1	28	3	0	0	0	11893			30		70 80 10 od85pct 00 rageSpeed

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ITEM NO. 4.4 - 7 MARCH 2023

CfeIT bob.white@cfeit.com (02) 9740 8600

Speed Data

Count Number Street							veen BR			La & SOUTH	•		.533 / E [.]) (bidirec		20	o .			
Location		Betweer	n Pine ar	nd Carlto	n, House	e No. 84	4 to 86 E	LP MO1	2927							Carriage	eway		
							Start D Start T	ime		27-AUG- 1800 7 DAYS	20			l Mean S Percent	peed ile Speed		Friday 31 39	_	Veekly 30 39
FRI	2	8-AU	G-20				Duratio Interva			1 HOUR			Five	Day AAI en Day A	DT				10990 10960
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 T			
Midnight - 1am	0	0	5	11	10	3	1	0	0	0	0	0	30	39.7	50.0	200 -			
1am - 2am	0	0	2	5	3	3	0	0	0	0	0	0	13	40.4	46.8	300 -		+++	+++
2am - 3am	0	0	0	3	7	1	0	0	0	0	0	0	11	43.2	50.5	400 -			+++
3am - 4am	0	0	1	5	4	2	0	0	0	0	0	0	12	40.8	50.5	500 -			+++
4am - 5am	0	0	2	3	7	4	0	0	0	0	0	0	16	43.1	54.0	600 -			
5am - 6am	0	1	17	57	53	10	1	0	0	0	0	0	139	39.1	48.5	700 -	ff		
6am - 7am	2	18	118	213	71	10	4	0	0	0	0	0	436	33.7	42.7	800 -			
7am - 8am	2	40	226	320	73	8	2	0	0	0	0	0	671	31.8	40.1	900 -			
8am - 9am	8	111	440	307	57	10	6	2	0	0	0	0	941	28.8	37.8	1000 -			
9am - 10am 10am - 11am	3 6	96 94	377 353	302 271	51 50	6 8	4	2	0	0	0	0 0	841 783	29.1 28.7	37.8 37.7	1100 -			
11am - Midday	3	94 77	383	286	50 66	0 6	4	2	0	0	0	0	827	20.7	38.3	Hour 1200			
Midday - 1pm	8	96	442	240	55	8	5	2	2	0	0	0	857	28.5	37.6	1300			
1pm - 2pm	6	86	359	359	44	9	3	4	0	0	0	0	870	20.5	38.0	1400 -			+++
2pm - 3pm	6	73	326	371	59	9	3	0	1	0	0	0	848	30.3	38.4	1500 -			
3pm - 4pm	18	123	392	345	58	11	6	0	0	0	0	0	953	28.8	38.1	1600 -			
4pm - 5pm	2	50	312	400	91	6	3	2	0	0	0	0	866	31.6	39.2	1700 -			
5pm - 6pm	6	68	348	423	81	16	4	0	1	0	0	0	947	31.1	39.0	1800 -			
6pm - 7pm	2	21	218	353	103	11	3	1	0	0	0	0	712	33.2	41.2	1900 -			
7pm - 8pm	3	17	113	302	79	9	5	4	0	0	0	0	532	34.5	42.2	2000 -			
8pm - 9pm	1	14	117	193	61	8	3	1	0	0	0	0	398	33.5	41.7	2100 -			
9pm - 10pm	0	4	115	166	65	6	3	1	1	0	0	0	361	34.2	42.3	2200 -			+++
10pm - 11pm	0	7	61	115	48	12	1	0	0	0	0	0	244	35.0	44.8	2300 -			
11pm - Midnight	0	2	39	82	48	4	2	0	1	0	0	0	178	36.3	45.5	2400	1111		1111
Total	76	998	4766	5132	1244	180	64	20	6	0	0	0	12486			30		Speed85pct	110 100 90
% of Total	1	8	38	41	10	1	1											AverageSpeed	

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CfeIT bob.white@cfeit.com (02) 9740 8600

Speed Data

Count Number Street Location	I				, MANL' n, House		veen BR	IDGE S		La & SOUTH	•		.533 / E1) (bidirec		20	Carriage	eway		
SAT	29	9-AU	G-20				Start D Start Ti Duratio Interva	ime n		27-AUG- 1800 7 DAYS 1 HOUR	20		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	_	Saturday 30 39		<u>/eekly</u> 30 39 10990 10960
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -			
Midnight - 1am	0	3	28	65	16	10	2	0	0	0	0	0	124	35.6	45.5	200 -			+
1am - 2am	0	2	16	31	18	5	2	0	0	0	0	0	74	36.9	47.1	300 -			+++
2am - 3am	0	2	6	23	17	3	2	0	0	0	0	0	53	38.6	48.3	400 -			+++
3am - 4am	0	0	3	9	2	4	1	0	0	0	0	0	19	40.3	56.3	500 -			+++
4am - 5am	0	2	5	6	8	4	1	0	0	0	0	0	26	38.8	53.5	600 -			+++
5am - 6am	1	3	12	43	26	2	0	0	0	0	0	0	87	36.0	45.8	700 -	7/		
6am - 7am	1	5	44	146	88	8	5	0	0	0	0	0	297	37.1	46.3	800 -			
7am - 8am	1	22	190	189	61	4	4	2	0	0	0	0	473	31.9	40.6	900 -			+++
8am - 9am	4	39	292	286	73	11	2	0	0	0	0	0	707	31.0	39.4	1000 -			
9am - 10am	32	91	366	237	32	7	6	2	0	0	0	0	773	27.6	36.8	1100 -			+++
10am - 11am	18	160	399	198	35	5 2	1	0	0	0	0	0	816	26.1	35.8	1200 - Hour			+++
11am - Midday	23 11	160	459 423	207 249	26 38	2	1 5	0	0	0 0	0	0	878 890	25.7 27.1	35.0 36.3	1300 -			+++
Midday - 1pm 1pm - 2pm	13	158 151	423 355	249	30 27	14	5 1	2	0	0	0	0	842	27.1	36.7	1400 -			+++
2pm - 3pm	13	110	423	223	24	7	0	2	0	0	0	0	799	27.5	36.0	1500 -			+++
3pm - 4pm	4	111	423	223	24 26	9	1	0	0	0	0	0	893	27.1	36.2	1600 -			++
4pm - 5pm	11	97	358	288	46	9	2	3	0	0	0	0	814	28.8	37.7	1700 -			++
5pm - 6pm	3	57	381	319	58	8	10	2	0	0	0	0	838	30.3	38.4	1800 -			++
6pm - 7pm	4	35	237	297	76	11	4	2	1	0	0	0	667	32.1	40.2	1900 -			++
7pm - 8pm	7	37	170	211	61	8	4	4	1	0	0	0	503	31.9	40.5	2000 -			++
8pm - 9pm	3	16	133	174	67	8	3	2	1	0	0	0	407	33.3	42.3	2100 -			++
9pm - 10pm	0	6	102	162	57	6	5	2	1	0	0	0	341	34.5	42.7	2200 -			++
10pm - 11pm	0	5	71	135	78	8	1	3	0	0	0	0	301	35.9	45.6	2300 -			+
11pm - Midnight	1	3	39	105	86	15	1	3	0	0	0	0	253	38.3	47.8	2400 -			1-1-1
Total	148	1275	4976	4160	1046	174	64	28	4	0	0	0	11875			8	40 50 -	Speed85pct	110 90
% of Total	1	11	42	35	9	1	1											AverageSpeed	

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ITEM NO. 4.4 - 7 MARCH 2023

CfeIT bob.white@cfeit.com (02) 9740 8600

Speed Data

Count Number Street Location	I				, MANL		veen BR	IDGE S		La & SOUTH	•		533 / E ^r (bidirec		20	Carriagew	av.	
SUN		0-AU			1,110030		Start D Start T Duratic Interva	ate ime in	2321	27-AUG- 1800 7 DAYS 1 HOUR	20		85th	l Mean S Percent Day AAI	ile Speed		Sunday 28 38	Weekly 30 39 10990
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Seve	en Day A Mean	ADT 85pct	100 -		10960
Midnight - 1am	1	1	37	71	64	8	0	0	0	0	0	0	182	37.1	46.8	200 -		
1am - 2am 2am - 3am	0	2 0	13 10	45 38	25 15	15 5	3 2	0	0	0	0 0	0	103 70	39.6 38.0	51.6 47.1	400 -		
3am - 4am 4am - 5am 5am - 6am	0 0	1 2 3	6 6 6	14 19	20 10 21	1 1 8	1 3 1	0 0	0 0 0	0 0 0	0 0	0 0 0	43 41 67	39.0 37.7	47.8 53.8	600 - 700 -		
5am - 6am 6am - 7am 7am - 8am	0 1 5	3 5 13	56 105	28 108 166	21 46 50	8 7 3	1 1 1	0	0	0	0	0	67 224 344	39.2 34.7 32.6	49.5 44.6 41.1	800		
8am - 9am 9am - 10am	1 20	36 227	240 358	223 135	40 18	4 0	5	1 0	0	0	0	0	550 762	30.5 24.0	38.4 32.5	1000 -		
10am - 11am 11am - Midday	56 55	238 200	337 359	122 104	8 17	3 3	1 1	0	1 0	0	0 0	0 0	766 739	22.5 22.8	31.5 31.2	1200 - Hour 1300 -		
Midday - 1pm 1pm - 2pm	42 44	230 259	322 332	124 98	12 9	5 1	4 1	0 2	0 0	0 0	0 0	0 0	739 746	23.2 22.1	32.7 30.6	1400 -		
2pm - 3pm 3pm - 4pm	40 54	257 241	316 371	87 135	14 14	4 5	1	2	0	0	0	0	721 821	22.3 23.0	30.2 32.3	1600 - 1700 -		
4pm - 5pm 5pm - 6pm 6pm - 7pm	7 5 0	76 42	374 304	290 313	43 62 91	9 11 4	1 5 0	2 0 0	0 1 1	0	0 0 0	0 0 0	802 743 539	29.1 31.0	37.4 38.9	1800		
6pm - 7pm 7pm - 8pm 8pm - 9pm	0 1 0	13 5 1	159 94 68	271 133 124	91 75 57	4 7 9	0 4 3	0	1 0 1	0 0 0	0	0	539 319 265	33.5 34.8 36.0	41.6 44.8 45.1	2000		
9pm - 10pm 10pm - 11pm	0	3	39 25	65 50	54 31	7 2	0 1	1 0	0	0	0	0	169 110	36.6 36.0	46.6 44.5	2200 -		
11pm - Midnight	0	0	6	11	11	4	1	0	0	0	0	0	33	39.8	49.4	2400		70 88 98 10 11 70 88 98 10 11
Total % of Total	332 3	1856 19	3943 40	2774 28	807 8	126 1	45	10	5	0	0	0	9898				- Spe	erd85pct 8 8

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Speed Data

Count Number Street Location					, MANL House N		ween BR			La & SOUTH	•		500 / E ^r (bidirec		21	Carriage	ewav		
MON		3-FEI					Start D Start T Duratio Interva	ate ime on		07-FEB-2 1700 7 DAYS 1 HOUR	23		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	_	Monday 26 33	1	25 33 10731 10713
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	100	///		
Midnight - 1am 1am - 2am 2am - 3am 3am - 4am 4am - 5am 5am - 6am 6am - 7am 7am - 8am 8am - 9am 9am - 10am 10am - 11am 11am - Midday Midday - 1pm 1pm - 2pm 2pm - 3pm 3pm - 4pm 4pm - 5pm 5pm - 6pm 6pm - 7pm 7pm - 8pm 8pm - 9pm 9pm - 10pm		0 0 0 3 17 50 285 100 114 140 68 84 47 102 125 193 218 64 20 24	5 3 2 1 5 27 269 476 604 536 465 399 450 423 422 556 525 533 445 331 182 58	16 7 1 5 9 65 156 134 42 99 98 66 114 109 144 106 136 112 100 103 101	9 2 4 31 4 1 0 5 2 1 3 4 3 1 5 4 3 7 12 13	1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		31 12 3 8 19 126 446 664 931 741 679 606 635 621 616 765 791 842 766 487 315 177	36.9 34.2 28.3 36.3 35.5 34.8 28.3 26.7 22.4 25.2 24.8 25.8 25.6 26.7 25.1 25.3 24.1 23.5 26.5 28.3 32.0	45.8 42.5 17.8 42.0 46.3 42.6 36.1 32.9 28.4 30.0 30.4 31.9 32.0 33.4 31.0 31.6 30.4 30.5 33.6 33.6 36.4 38.6	300 - 400 - 500 - 600 - 700 - 800 - 100 - 100 - 1100 - 1300 - 1400 - 1500 - 1600 - 1700 - 1800 - 1800 - 2000 -			
10pm - 11pm 11pm - Midnight Total	0 0 0	0 0 1616	30 13 6760	51 34 1910	10 10 136	0 3 6	0 0 1	0 0 0	0 0 0	0 0 0	0 0 3	0 0 0	91 60 10432	32.8 35.5	39.3 43.1	2300 - 2400 - g		- Speed85pct	110
% of Total		15	65	18	1												10		

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Speed Data

Count Number Street Location			STEYN				veen BF			La & SOUTH	•		500 / E [⁄] (bidirec		21	Carriage	eway		
TUE	0	7-FEI	B-23			\neg	Start D Start T Duratio Interva	ime on		07-FEB-2 1700 7 DAYS 1 HOUR	23		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	_	Tuesday 26 33		Weekly 25 33 10731 10713
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	¹⁰⁰ T			
Midnight - 1am 1am - 2am 2am - 3am 3am - 4am 4am - 5am 5am - 6am 6am - 7am 7am - 8am 8am - 9am 9am - 10am 10am - 11am 11am - Midday Midday - 1pm 1pm - 2pm 2pm - 3pm 3pm - 4pm 4pm - 5pm 5pm - 6pm 6pm - 7pm 7pm - 8pm 8pm - 9pm 9pm - 10pm 10pm - 11pm 11pm - Midnight		0 0 0 0 24 87 237 157 85 125 186 130 147 128 81 122 72 50 15 8 2 1 1667	6 4 3 2 6 48 283 536 625 562 436 394 422 385 360 595 513 587 487 346 257 123 36 19 7035	16 5 3 7 12 102 124 154 92 83 111 119 71 86 90 106 135 154 146 139 140 120 63 44	7 2 1 3 3 18 10 1 0 1 1 5 1 8 4 6 7 1 1 7 9 11 12 16 12 146	1 0 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							30 11 7 12 25 178 441 778 954 803 633 643 680 609 601 836 736 864 712 544 423 264 118 78	36.0 33.2 32.1 35.8 37.0 32.2 27.7 25.9 23.5 24.1 25.4 25.1 25.4 25.9 25.4 26.2 27.0 28.5 30.3 33.1 34.4	45.2 42.6 39.8 42.5 46.7 39.1 35.5 32.5 29.1 29.3 31.7 32.1 29.6 31.8 31.6 31.4 32.4 31.7 32.6 34.8 36.2 37.7 40.4 42.8	200 - 300 - 400 - 500 - 700 - 800 - 1000 - 1000 - 1000 - 1500 - 1500 - 1500 - 2000 - 2100 - 2200 - 2200 - 2200 - 2200 -			
% of Total	0	15	64	19	140	10	0	0	0	0	0	0	10300					- Speed85pct • AverageSpeed	

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Speed Data

Count Number Street Location					, MANL ` House N		veen BF			La & SOUTH	•		500 / E1) (bidirec		21	Carriage	eway		
WED	0	8-FEI	3-23				Start D Start T Duratio	ime on		07-FEB- 1700 7 DAYS 1 HOUR			85th	l Mean S Percent Day AAI	ile Speed	_		<u>y</u> 26 44	Weekly 25 33 10731
	-		5-20				-							en Day A		1			10713
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -	11		
Midnight - 1am	0	0	4	23	6	0	0	0	0	0	0	0	33	35.6	42.2	200 -			
1am - 2am	0	0	5	5	0	0	0	0	0	0	0	0	10	30.0	36.9	300 -		+	
2am - 3am	0	0	1	4	3	1	0	0	0	0	0	0	9	39.4	50.1	400 -	\leftarrow		
3am - 4am	0	0	3	5	0	0	0	0	0	0	0	0	8	31.3	37.8	500 -			
4am - 5am	0	0	3	14	12	0	0	0	0	0	0	0	29	38.1	46.1	600 -			
5am - 6am	0	3	49	83	23	0	0	0	0	0	0	0	158	33.0	39.9	700 -			
6am - 7am	0	18	308	153	16	0	0	0	0	0	0	0	495	28.4	36.3	800 -			
7am - 8am	0	52	451	150	2	0	0	0	0	0	0	0	655	26.6	33.5	900 -			
8am - 9am	0	186	570	99	2	1	0	2	0	0	0	0	860	24.2	29.6	1000 -			
9am - 10am	0	143	480	104	4	0	0	0	0	0	0	0	731	24.6	30.7	1100 -		+	
10am - 11am	0	68	460	81	1	0	0	0	0	0	0	0	610	25.2	29.8	1200 - Hour			
11am - Midday	0	120	418	82	0	0	0	0	0	0	0	0	620	24.4	30.5	1300 -			
Midday - 1pm	0	58	512	128	4	0	0	0	0	0	0	0	702	26.1	32.1	1400 -			
1pm - 2pm 2pm - 3pm	0	81 61	420 457	125 120	6 3	0	0 0	0	0	0 0	0	0 0	632 641	25.9 26.0	32.9 32.2	1500 -			
2pm - 3pm 3pm - 4pm	0	73	457 563	120	3 6	0	0	0	0	0	0	0	641 783	26.0 26.0	32.2 32.4	1600 -			
4pm - 5pm	0	66	526	121	5	0	0	0	0	0	0	0	783	25.9	31.8	1700 -			
5pm - 6pm	0	110	612	131	2	0	0	0	0	0	0	0	855	25.3	30.7	1800 -	$\left(+ + \right)$		
6pm - 7pm	0	34	481	169	5	0	0	0	0	0	0	0	689	27.1	34.0	1900 -			
7pm - 8pm	0	53	373	141	6	0	0	0	0	0	0	0	573	26.7	34.3	2000 -			
8pm - 9pm	0	17	201	148	11	0	0	2	0	0	0	0	379	29.3	37.1	2100 -			
9pm - 10pm	0	4	137	119	9	2	0	0	0	0	0	0	271	30.1	37.6	2200 -			
10pm - 11pm	0	3	38	87	13	1	2	0	0	0	0	0	144	33.4	39.3	2300 -			
11pm - Midnight	0	0	20	18	8	0	0	0	0	0	0	0	46	32.4	41.3	2400 -	-		
Total	0	1150	7092	2251	147	5	2	4	0	0	0	0	10651			30		Speed85pct	0 10
% of Total		11	67	21	1													···· AverageSpe	ed

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Speed Data

Count Number Street Location						Ref : Y : Betv No. 89-9	veen BF			La & SOUTH			.500 / E [.]) (bidirec		21	Carriage	eway		
ТН	0	9-FEI	3-23			\neg	Start D Start T Duratio Interva	ïme on		07-FEB-2 1700 7 DAYS 1 HOUR	23		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	_	Thursday 28 36	 B	Weekly 25 33 10731 10713
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -			
Midnight - 1am	0	1	8	16	4	0	0	0	0	0	0	0	29	32.9	40.0	200 -			
1am - 2am	0	0	4	6	0	1	0	0	0	0	0	0	11	33.2	45.3	300 -			
2am - 3am	0	0	0	4	1	0	0	0	0	0	0	0	5	37.0	41.3	400 -			
3am - 4am	0	0	1	4	1	0	0	0	0	0	0	0	6	35.0	41.3	500 -	77		
4am - 5am	0	0	3	12	5	1	0	0	0	0	0	0	21	36.9	46.3	600 -			
5am - 6am	0	2	43	79	15	0	1	0	0	0	0	0	140	32.9	40.2	700 -			
6am - 7am	0	5	162	169	13	0	0	0	0	0	0	0	349	30.4	37.4	800 -			
7am - 8am 8am - 9am	0	34	435	192	6 5	0	0	0	0	0	0	0 0	667 821	27.5	34.7	900 -			
9am - 9am	0	67 36	575 424	184 143	5	0	0 0	0	0	0 0	0	2	831 613	26.5 27.3	32.8 34.3	1000 -			
10am - 11am	0	50	424	143	0 7	0	0	0	0	0	0	2	613	26.2	34.3	1100 -			
11am - Midday	0	54	421	113	4	0	0	0	0	0	0	0	592	26.1	32.1	Hour Hour			
Midday - 1pm	0	53	415	111	2	3	0	0	0	0	0	0	584	26.2	32.6	1300 -			
1pm - 2pm	0	25	340	156	9	0	0	0	0	0	0	0	530	27.8	35.5	1400 -			
2pm - 3pm	0	22	432	175	5	3	0	0	0	0	0	0	637	27.7	34.7	1500 -			
3pm - 4pm	0	16	529	202	8	0	0	0	0	0	0	0	755	27.7	34.8	1600 -			
4pm - 5pm	0	34	410	215	5	0	0	0	0	0	0	0	664	27.9	35.5	1700 -			
5pm - 6pm	0	129	431	188	13	1	0	0	0	0	3	0	765	26.5	33.4	1800 -			
6pm - 7pm	0	96	375	134	9	1	0	0	0	0	0	0	615	26.0	33.0	1900 -			
7pm - 8pm	0	19	259	150	14	1	0	0	0	0	0	0	443	28.7	36.3	2000 -			
8pm - 9pm	0	3	159	165	17	3	0	0	0	0	0	0	347	30.9	38.0	2100 -			
9pm - 10pm	0	3	118	127	13	3	0	0	0	0	0	0	264	31.0	38.2	2200 -			
10pm - 11pm	0	1	42	80	21	0	0	0	0	0	0	0	144	33.4	41.0	2300 -			
11pm - Midnight	0	1	29	35	9	0	0	0	0	0	0	0	74	32.0	39.3	2400 -	1111	1.1.1	1111
Total	0	651	6059	2770	194	17	1	0	0	0	3	2	9697			30		Speed85pct	110 100
% of Total		7	62	29	2													•• AverageSpee	ia.

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Speed Data

Count Number Street Location					, MANL House N		veen BF			La & SOUTH	•		500 / E [⁄] (bidirec		21	Carriage	away		
FRI		0-FEI		ounton,			Start D Start T Duratio	ate ime on		07-FEB-2 1700 7 DAYS 1 HOUR	23		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	_	Frida 2 3	6	Weekly 25 33 10731 10713
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	100			
Midnight - 1am 1am - 2am 2am - 3am 3am - 4am 4am - 5am 5am - 6am 6am - 7am 7am - 8am 8am - 9am 9am - 10am 10am - 11am 11am - Midday Midday - 1pm 1pm - 2pm 2pm - 3pm 3pm - 4pm 4pm - 5pm 5pm - 6pm 6pm - 7pm 7pm - 8pm 8pm - 9pm 9pm - 10pm 10pm - 11pm	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 1 4 13 47 109 175 104 141 152 133 42 70 55 146 85 158 65 17 9	18 8 4 2 7 48 211 465 623 500 481 521 528 484 405 574 484 615 529 424 363 190 137	17 4 5 6 16 99 176 169 118 83 90 87 120 161 165 204 115 154 87 95 137 102	5 2 1 6 26 16 12 5 1 5 2 2 4 4 10 11 7 3 6 7 17	0 0 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				41 14 11 9 31 178 417 693 857 759 685 755 769 742 687 819 754 884 771 675 530 362 267	31.3 30.7 33.2 33.9 34.7 27.1 25.3 23.8 25.0 24.4 24.2 25.0 26.8 26.4 27.3 24.8 26.0 24.1 25.8 26.0 24.1 25.8 29.2 30.1	39.5 38.6 41.4 40.3 42.5 40.4 37.5 34.5 30.4 29.4 30.3 30.1 29.5 31.3 33.7 32.9 34.8 30.9 32.2 29.8 32.2 29.8 32.2 37.3 38.1	200 - 300 - 400 - 500 - 700 - 800 - 900 - 1000 - 1100 - 1200 - 1400 - 1500 - 1500 - 1500 - 1500 - 1500 - 2000 - 2200 - 2200 -			
11pm - Midnight Total % of Total	0	1 1528 13	63 7759 65	110 2415 20	11 182 2	6	2	0	0	0	0	0	185 11895	32.1	38.5	30		Speed85pct • AverageSpe	9 10 13 10 10

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Speed Data

Count Number Street Location						Ref : Y : Betv No. 89-9	ween BF			La & SOUTH	•		500 / E1 (bidirec		21	Carriage	eway			
SAT	1	1-FEI	3-23				Start D Start T Duratio Interva	ïme on		07-FEB- 1700 7 DAYS 1 HOUR			85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	_		a <u>y</u> 25 32		25 33 31
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	100 -		-1-1-	1 1	
Midnight - 1am 1am - 2am 2am - 3am 3am - 4am 4am - 5am 5am - 6am 6am - 7am 7am - 8am 8am - 9am 9am - 10am 10am - 11am 11am - Midday Midday - 1pm 1pm - 2pm 2pm - 3pm 3pm - 4pm 4pm - 5pm 5pm - 6pm 6pm - 7pm 7pm - 8pm 8pm - 9pm 9pm - 10pm 10pm - 11pm 10pm - 11pm	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 3 0 4 11 99 190 217 197 248 164 177 161 154 147 213 285 211 105 14 8 2	35 10 13 6 9 18 138 267 411 349 435 427 491 472 483 481 460 502 462 367 322 208 164 96	62 37 19 14 13 52 115 83 88 45 65 75 130 82 102 97 99 69 49 70 90 143 173	11 16 8 4 8 9 13 6 2 1 2 2 2 7 10 1 2 2 7 10 1 2 2 13 15 18	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		108 65 41 27 30 83 277 455 693 612 699 752 787 739 756 733 708 785 796 650 523 380 361 264	32.8 36.1 34.3 32.0 34.7 33.0 29.7 24.9 23.7 22.2 23.2 22.8 24.6 23.9 24.5 24.2 24.4 23.2 22.0 22.9 25.1 29.2 30.5 32.0	39.3 44.3 43.6 41.6 44.4 39.1 37.4 32.5 30.2 28.7 29.2 29.6 31.4 29.6 31.0 30.5 30.8 29.0 28.5 29.3 31.9 37.1 37.9 38.7	200 - 300 - 400 - 500 - 700 - 800 - 900 - 1000 - 1100 - 1200 - 1400 - 1500 - 1600 - 1700 - 1800 - 2000 - 2100 - 2200 - 2200 - 2200 - 2200 -				
Total % of Total	0	2611 23	6626 59	1919 17	155 1	8	1	4	0	0	0	0	11324			30	40	8 2 3 — Speed85pc … AverageSp	t õ	110

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Speed Data

Count Number Street Location			STEYN				ween BF			La & SOUTH	•		.500 / E [,]) (bidirec		21	Carriage	way		
SUN	1	2-FE	3-23				Start D Start T Duratio	ime on		07-FEB- 1700 7 DAYS 1 HOUR			85th	l Mean S Percent Day AAI	ile Speed		Sunday 23 30		Weekly 25 33 10731
			5-25										Seve	en Day A	ADT	1			10713
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	00-110 11	0-120	Total	Mean	85pct	¹⁰⁰ T			1
Midnight - 1am	0	3	44	117	21	0	0	0	0	0	0	0	185	33.4	39.4	200 -		+++	++
1am - 2am	0	0	30	54	16	1	0	0	0	0	0	0	101	33.8	41.4	300			++
2am - 3am	0	0	20	40	10	1	0	0	0	0	0	0	71	33.9	41.3	400			++
3am - 4am	0	1	12	16	2	0	1	0	0	0	0	0	32	32.2	39.0	500			++
4am - 5am	0	1	7	16	3	1	0	0	0	0	0	0	28	33.6	39.9	600			++
5am - 6am	0	5	36	52	10	0	0	0	0	0	0	0	103	31.5	38.6	700		+++	++
6am - 7am	0	49	181	79	3	0	0	0	0	0	0	0	312	26.2	34.5	800			++
7am - 8am	0	162	361	52	0	0	0	0	0	0	0	0	575	23.1	29.1	900 -			++
8am - 9am	0	354	251	13	0	1	0	0	0	0	0	0	619	19.5	26.8	1000 -			++
9am - 10am	0	396	220	15	0	0	0	0	0	0	0	0	631	19.0	26.2	1100 -			++
10am - 11am	1	366	188	21	2	0	0	0	0	0	0	0	578	19.1	26.0	Hour 1200 -			++
11am - Midday Midday - 1pm	0	285 347	199 349	17 26	0	0	0	0	0	0	0	0	501 722	19.7 20.6	26.9 27.6	1300 -		+++	++
1pm - 2pm	0	347 265	349 391	26 45	0	0	0	0	0	0	0	0	722	20.6	27.6	1400 -		+++	++
2pm - 3pm	0	205	457	45 65	0	0	0	0	0	0	0	0	746	21.9	28.4	1500 -		+++	++
3pm - 4pm	0	157	515	53	0	0	0	0	0	0	0	0	740	22.9	29.0	1600 -		+++	++
4pm - 5pm	0	259	447	47	2	0	0	0	0	0	0	0	755	22.2	28.6	1700 -			++
5pm - 6pm	0	232	439	79	3	0	0	0	0	0	0	0	753	23.0	29.3	1800 -			++
6pm - 7pm	0	133	447	80	1	0	0	0	0	0	0	0	661	24.2	30.0	1900 -			++
7pm - 8pm	0	60	326	91	5	0	0	0	0	0	0	0	482	25.9	32.6	2000 -			++
8pm - 9pm	0	15	213	125	6	0	0	0	0	0	0	0	359	28.4	36.2	2100 -		+++	++
9pm - 10pm	0	5	88	98	18	0	0	0	0	0	0	0	209	31.2	39.3	2200		+++	++
10pm - 11pm	0	1	28	47	14	2	0	0	0	0	0	0	92	33.7	41.5	2300		+++	++
11pm - Midnight	0	1	22	32	13	0	0	0	0	0	0	0	68	33.4	41.4	2400			1111
Total	1	3321	5271	1280	129	6	1	0	0	0	0	0	10009			30	40 50 -	- Speed85pct	110 90
% of Total		33	53	13	1													AverageSpeer	

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Speed Data

Count Number Street Location								RIDGE S	TREET	& SOUTH	I STEYN	E ROAD) (bidirec	tional) :		Carriage	eway		
							Start D Start T Duratic	ime		01-SEP- 100 7 DAYS	19		85th		ile Speed		Monday 34	4	Weekly 34 43
MON	02	2-SEI	P-19				Interva	I		1 HOUR			10.00 - 0.000 - 0.000	Day AAI en Day A					12049 12034
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	100]		<u> </u>	
Midnight - 1am	0	0	2	11	16	6	1	0	0	0	0	0	36	43.1	51.4	200 -		+++	+++
1am - 2am	0	0	1	11	4	1	0	0	0	0	0	0	17	37.9	46.3	300 -			
2am - 3am	0	0	0	4	6	1	0	0	0	0	0	0	11	42.3	46.8	400 -			
3am - 4am	0	0	1	6	3	3	0	0	0	0	0	0	13	41.2	47.7	500 -			
4am - 5am	0	0	1	16	11	6	0	0	0	0	0	0	34	41.5	50.9	600 -			
5am - 6am	1	1	10	74	54	9	1	2	0	0	0	0	152	39.5	47.8	700 -	1/		
6am - 7am	1	5	52	261	123	7	7	0	0	0	0	0	456	37.0	45.6	800 -			
7am - 8am	2	22	130	471	104	19	7	2	0	0	0	0	757	34.9	41.8	900 -			
8am - 9am	34	219	236	424	67	8	2	4	0	0	0	0	994	28.2	38.0	1000 -			
9am - 10am	10	109	270	362	60	4	0	7	0	0	0	0	822	29.9	38.4	1100 -			
10am - 11am 11am - Midday	3 1	37 35	224 188	366 388	66 88	4	2 7	4	1 0	0	0	0 0	707 715	32.1 33.2	39.1 40.2	1200 - Hour			
Midday - 1pm	2	35 13	122	300 419	103	10	4	2	0	0	0	0	674	33.2	40.2	1300 -			
1pm - 2pm	2	8	122	369	103	10	4	8	0	0	0	1	648	34.8	41.7	1400 -			
2pm - 3pm	1	14	155	407	105	10	3	7	0	0	0	1	705	34.8	42.2	1500 -			
3pm - 4pm	3	47	185	537	96	17	6	6	1	0	0	0	898	33.8	40.5	1600 -			
4pm - 5pm	1	11	142	458	119	17	7	2	1	0	0	0	758	35.3	42.8	1700 -			
5pm - 6pm	2	38	176	562	122	17	6	6	1	0	0	0	930	34.4	42.0	1800 -			
6pm - 7pm	1	11	83	409	163	18	12	3	4	0	1	0	705	37.4	45.9	1900 -			
7pm - 8pm	0	0	39	247	117	9	5	1	1	0	0	0	419	37.9	46.0	2000 -			++
8pm - 9pm	1	0	11	147	115	12	3	1	0	0	0	0	290	39.8	47.5	2100 -		+	+++
9pm - 10pm	0	1	9	107	81	9	0	3	0	0	0	0	210	39.8	47.8	2200 -		+	+++
10pm - 11pm	0	0	2	40	41	11	2	0	0	0	0	0	96	42.0	50.4	2300 -		+	+++
11pm - Midnight	0	0	6	17	15	7	1	0	0	0	0	0	46	40.7	51.0	2400 -	·	1.1.1	++++
Total	64	571	2169	6113	1800	223	82	59	9	0	1	2	11093			30		6 7 8 Speed85pct	110 100
% of Total	1	5	20	55	16	2	1	1									1	•• AverageSpee	1

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Speed Data

Count Number Street Location				E ROAD Street or		Y:Betv		RIDGE S	TREET	& SOUTH	STEYN	E ROAD) (bidirec	tional) :		Carriag	eway			
TUE	0,	3-SEI	D 10				Start D Start T Duratio	ime on		01-SEP- 100 7 DAYS 1 HOUR			85th	l Mean S Percent Day AAI	ile Spee	- d		ay 34 42	Wee	ekly 34 43 049
TUE	0.	3-3EI	-19										Seve	en Day A	ADT	1				034
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -				
Midnight - 1am	0	0	2	10	5	2	0	1	0	0	0	0	20	40.5	51.3	200 -	\square		++	+
1am - 2am	0	0	0	5	2	0	0	0	0	0	0	0	7	37.9	44.8	300 -			++	+
2am - 3am	0	0	1	5	2	2	0	0	0	0	0	0	10	40.0	52.6	400 -			++	+
3am - 4am	0	0	0	2	8	0	0	0	0	0	0	0	10	43.0	48.0	500 -			++	+
4am - 5am	0	0	2	7	8	0	0	0	0	0	0	0	17	38.5	46.3	600 ·			++	+
5am - 6am	1	3	6	81	69	11	3	2	0	0	0	0	176	40.3	48.5	700 -			++	+
6am - 7am	2	8	77	290	98	5	10	1	0	0	0	0	491	35.9	44.1	800 -			++	+
7am - 8am	2	27	157	584	103	15	6	8	1	0	0	0	903	34.7	40.0	900 -			++	+
8am - 9am	24	154	365	446	69	13	3	2	0	0	0	0	1076	29.1	38.4	1000 -			++	+ -
9am - 10am	3	80	265	411	74	17	5	1	0	0	0	0	856	31.4	39.2	1100 -			++	+
10am - 11am	1	35	205	391	72	17	4	3	0	0	0	0	728	33.0	39.6	1200 · Hour			++	+ - 1
11am - Midday	3	33	200	349	89	9	5	4	1	0	0	0	693	33.1	41.0	1300 -			++	+ - 1
Midday - 1pm	1 1	17	128	402	86	11	8	4	0	0	0	0	657	34.7	41.2	1400 -			++	+
1pm - 2pm 2pm - 3pm	4	14 52	133 126	397 391	78 83	13 15	4 8	2	2	0	0	0	647 683	34.7 33.7	41.1 40.9	1500 -			++	+
3pm - 4pm	4	52	205	518	03 99	12	0 7	2	2	0	0	0	901	33.2	40.9 39.9	1600 -			++	+
4pm - 5pm	2	44	187	510	105	7	, 1	7	0	0	0	0	863	33.5	40.9	1700 -			++	++
5pm - 6pm	6	57	225	523	98	14	2	2	2	0	0	0	929	32.8	39.9	1800 -			+	+
6pm - 7pm	0	4	103	463	153	11	5	3	1	0	0	0	743	36.3	44.0	1900 -			+	++
7pm - 8pm	0	0	46	295	129	18	4	3	0	0	0	0	495	37.9	46.1	2000 -			++	++
8pm - 9pm	0	0	19	194	90	19	4	2	2	0	0	0	330	39.2	47.2	2100 -			++	+
9pm - 10pm	0	2	17	101	76	19	0	3	2	0	0	0	220	40.2	49.0	2200 -			+	++
10pm - 11pm	0	1	7	53	43	9	0	0	0	0	0	0	113	39.6	48.0	2300 -			+	+
11pm - Midnight	0	1	5	10	23	4	0	0	0	0	0	0	43	40.6	48.3	2400 -			1.1.	++
Total % of Total	53	586 5	2481 21	6438 55	1662 14	243 2	79 1	58	11	0	0	0	11611			8	40	Speed85p AverageSp		110

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Speed Data

Count Number Street Location			STEYN				veen BR	IDGE S	TREET	& SOUTH	STEYN	E ROAD) (bidirec	tional) :		Carriageway	
							Start D Start T Duratic	ime on		01-SEP- 100 7 DAYS	19		85th	l Mean S Percent Day AAI	ile Speed	Wednesday 33 d 42	<u>Weekly</u> 34 43 12049
WED	04	4-SEI	P-19				Interva	I		1 HOUR			1000 1000000000	en Day A			12045
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	100	
Midnight - 1am	0	0	1	13	10	3	1	1	0	0	0	0	29	42.6	51.5	200	
1am - 2am	0	0	3	5	3	1	0	0	0	0	0	0	12	36.7	47.5	300	
2am - 3am	0	0	3	4	2	2	0	0	0	0	0	0	11	37.7	51.8	400	
3am - 4am	0	1	6	9	4	0	0	0	0	0	0	0	20	33.0	42.0	500	
4am - 5am	0	0	1	7	14	2	1	0	0	0	0	0	25	43.0	53.2	600	
5am - 6am	0	0	15	101	67	7	4	1	0	0	0	0	195	39.2	47.5	700	
6am - 7am	1	21	119	256	105	7	4	1	0	0	0	0	514	34.4	43.3	800	
7am - 8am	2	22	217	475	126	18	2	0	1	0	0	0	863	33.9	42.1	900 -	
8am - 9am	34	220	392	354	64	13	3	3	0	0	0	0	1083	27.4	37.5	1000 -	
9am - 10am	24	209	293	303	57	6	5	2	0	0	0	1	900	27.4	37.6	1100	
10am - 11am	9	86	226	340	71	6	3	0	1	0	0	0	742	30.6	39.1	Hour	
11am - Midday	0	65	240	344	55	8	1	0	1	0	0	0	714	30.9	38.7	1300	
Midday - 1pm	2	32	198	373	77	10	3	2	0	0	0	0	697	32.8	40.1	1400	
1pm - 2pm	0	13	172	390	75	18	5	5	2	0	0	0	680	34.4	40.4	1500	
2pm - 3pm	1	12	131	433	98	14	6	3	0	0	0	0	698	35.0	41.9	1600	
3pm - 4pm	1	67	259	492	68	6	3	4	0	1	0	0	901	31.8	38.9	1700	
4pm - 5pm	4	68	227	510	98	12	4	4	0	1	0	0	928	32.6	40.2	1800	
5pm - 6pm	1	38	204	553	140	23	6	2	0	0	0	0	967	34.3	41.8	1900	
6pm - 7pm	1	31	118	454	181	15	2	4	1	0	0	0	807	35.7	44.4	2000	
7pm - 8pm	0	1	31	303	137	16	7		2	•	0	0	501	38.7	46.6	2100	
8pm - 9pm	0	1	21	239	118	16	6	4		0	0	0	406	39.1	47.2	2200	
9pm - 10pm	0	5	13	151	114	6	4	0	0	0	0	0	293	38.9	46.5	2300	
10pm - 11pm	0	0	4	52	61	11	5	2	0	0	0	0	135	42.6	49.7	2400	
11pm - Midnight	0	2	5	34	33	9	2	0	0	0	0	0	85	40.6	49.0	1.1.1.1	
Total	80	894	2899	6195	1778	229	77	42	9	2	0	1	12206				7 8 9 1 1 Speed85pct 8 0
% of Total	1	7	24	51	15	2	1									100	

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Speed Data

Count Number Street Location								RIDGE S	TREET	& SOUTH	I STEYN	E ROAD) (bidirec	tional) :		Carriage	eway			
							Start D Start T Duratio	ime		01-SEP- 100 7 DAYS	19		85th		ile Speed	_		<u>y</u> 4 12	Weekly 34 43	ī
THU	0	5-SEI	P-19				Interva	I		1 HOUR			10.00 100.000 0000	Day AAI en Day A					12049 12034	· ·
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	100				7
Midnight - 1am	0	0	1	22	15	2	1	0	0	0	0	0	41	40.1	46.7	200 -				-
1am - 2am	0	0	0	4	11	0	0	0	0	0	0	0	15	42.3	47.7	300 -				-
2am - 3am	0	0	1	0	5	1	0	0	0	0	0	0	7	43.6	49.8	400 -				-
3am - 4am	0	0	0	5	4	2	0	0	0	0	0	0	11	42.3	49.8	500 -				-
4am - 5am	0	0	2	7	9	1	1	0	0	0	0	0	20	41.0	51.2	600 -				-
5am - 6am	1	2	18	114	51	10	3	1	0	0	0	0	200	38.0	48.7	700 -	11			-
6am - 7am	1	15	114	312	70	11	5	1	0	0	0	0	529	34.3	42.5	800 -				-
7am - 8am	1	47	261	467	80	13	6	4	1	0	0	0	880	32.6	40.1	900 -				-
8am - 9am	17	140	348	444	77	10	3	3	0	0	0	0	1042	29.6	38.9	1000 -				-
9am - 10am	10	102	332	345	61	9	5	4	1	0	0	0	869	29.8	38.6	1100 -				-
10am - 11am	5	48	181	337	74	14	3	2	0	0	0	0	664	32.4	40.0	1200 - Hour				-
11am - Midday	10	42	191	403	88	17	3	0	0	0	0	0	754	32.7	40.0	1300 -				-
Midday - 1pm 1pm - 2pm	2 1	11 16	141 177	429 419	102 96	9 15	7 3	3 2	1	0	0	0 0	705 730	34.8 34.1	41.6 40.8	1400 -				-
2pm - 3pm	1	13	197	419	90 78	15	4	2	0	0	0	0	730	33.6	40.8 39.7	1500 -				-
3pm - 4pm	4	53	227	434 451	78 88	15	4	4	0	0	0	0	743 849	33.6	39.7 40.1	1600 -			++	-
4pm - 5pm	7	57	229	500	102	22	2	4	0	0	0	0	924	32.9	40.1	1700 -				-
5pm - 6pm	3	33	223	549	93	15	2	4	2	0	0	0	928	33.4	39.6	1800 -				-
6pm - 7pm	1	15	105	467	173	23	3	4	0	0	0	0	791	36.3	44.9	1900 -				-
7pm - 8pm	0	6	76	327	134	13	5	5	1	0	0	0	567	37.0	45.5	2000 -				-
8pm - 9pm	0	2	22	203	134	14	7	1	0	0	0	0	383	39.2	47.3	2100 -				-
9pm - 10pm	0	1	11	174	102	8	1	3	0	0	0	0	300	39.0	46.3	2200 -				-
10pm - 11pm	0	0	12	85	90	15	4	0	0	0	0	0	206	40.8	48.5	2300 -				-
11pm - Midnight	0	1	7	37	45	7	3	0	0	0	0	0	100	40.9	48.4	2400 -			111	Ч
Total	64	604	2880	6535	1782	260	79	47	7	0	0	0	12258			8	40 50	Speed85pct	90	110
% of Total	1	5	23	53	15	2	1			-		-						···· AverageSpe	bd	

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Speed Data

Count Number Street Location				E ROAD Street or		Y:Betv		RIDGE S	TREET	& SOUTH	STEYN	E ROAD) (bidirec	tional) :		Carriage	eway		
							Start D Start T Duratio	ime		01-SEP- 100 7 DAYS	19		85th		ile Speed		Friday 35 43	We	eekly 34 43
FRI	0	6-SEI	P-19				Interva	I		1 HOUR			1000 T00000000000	Day AAI n Day A					2049 2034
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100]			
Midnight - 1am	0	1	2	13	15	2	2	1	0	0	0	0	36	41.9	49.0	200 -			
1am - 2am	0	1	3	8	11	5	0	0	0	0	0	0	28	40.7	49.5	300 -			
2am - 3am	0	0	3	8	6	0	0	0	0	0	0	0	17	36.8	45.8	400 -			
3am - 4am	0	0	0	7	13	2	0	0	0	0	0	0	22	42.7	48.6	500 -			
4am - 5am	0	0	0	5	14	2	0	0	0	0	0	0	21	43.6	50.1	600 -			
5am - 6am	1	2	21	94	50	4	1	3	0	0	0	0	176	37.6	46.4	700 -			
6am - 7am	1	9	101	338	88	18	6	2	0	0	0	0	563	35.5	43.5	800 -			
7am - 8am	2	18	171	494	121	17	2	6	3	0	0	0	834	34.8	42.4	900 -			
8am - 9am	16	145	360	496	70	13	3	4	1	0	0	0	1108	29.8	38.5	1000 -			
9am - 10am	2	29	193	481	80	13	6	5	1	0	0	0	810	33.7	39.7	1100 -			
10am - 11am	1	10	171	412	103	11	7	7	1	0	0	0	723	34.8	42.0	1200 - Hour			
11am - Midday Midday - 1pm	0	27 9	158	432 457	121	18	13	2 5	0	0	0	0 0	771 721	34.9	43.0 41.3	1300 -			
1pm - 2pm	0	9 14	131 150	457	103 101	11 8	3 2	5	0	0	0	0	721	35.1 34.4	41.3	1400 -			
2pm - 3pm	1	26	167	428 457	101	0 11	2	3	1	0	0	0	706	34.4	40.8	1500 -			
3pm - 4pm	2	20	207	553	106	13	11	4	1	0	0	0	926	34.2	41.5	1600 -			
4pm - 5pm	0	29	185	531	129	15	7	5	1	0	0	0	902	34.6	41.6	1700 -			
5pm - 6pm	2	47	203	595	136	14	7	1	0	0	0	0	1005	33.9	40.7	1800 -			
6pm - 7pm	1	19	155	536	162	23	5	5	1	0	0	0	907	35.6	43.7	1900 -			
7pm - 8pm	0	1	55	339	141	22	6	7	0	0	0	0	571	38.0	46.4	2000 -			
8pm - 9pm	0	3	23	258	143	16	3	3	2	0	0	0	451	38.9	46.6	2100 -			
9pm - 10pm	0	4	33	229	123	10	4	4	0	0	0	0	407	38.2	46.0	2200 -			
10pm - 11pm	0	0	17	167	132	26	3	1	0	0	0	0	346	40.2	48.0	2300 -			
11pm - Midnight	0	0	7	102	116	15	4	1	1	0	0	0	246	41.5	48.4	2400 -		1111	
Total	30	423	2516	7440	2192	289	97	73	14	0	0	0	13074			30		70 80 peed85pct	110
% of Total		3	19	57	17	2	1	1									··· A	verageSpeed	

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Speed Data

Count Number Street Location			STEYN f Pacific				veen BR	IDGE S	TREET	& SOUTH	I STEYN	E ROAD) (bidirec	tional) :		Carriag	eway			
SAT	0	7-SEI	P-19				Start D Start T Duratic Interva	ime on		01-SEP- 100 7 DAYS 1 HOUR			85th Five	Day AAI	ile Speed DT	_	Saturd	<u>ay</u> 35 44	1:	eekly 34 43 2049
	•						-						Seve	en Day A	ADT	1			1:	2034
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	00-110 11	0-120	Total	Mean	85pct	100 -			11	
Midnight - 1am	0	0	5	53	57	15	5	1	0	0	0	0	136	42.4	50.5	200 -			+	++
1am - 2am	0	0	3	33	49	8	0	1	0	0	0	0	94	42.0	49.3	300 -				++
2am - 3am	0	1	4	25	22	6	1	0	1	0	0	0	60	41.0	49.3	400 -				+
3am - 4am	0	0	6	9	18	2	1	1	0	0	0	0	37	41.2	50.8	500 -				+
4am - 5am	0	0	2	9	10	3	0	0	0	0	0	0	24	40.8	49.5	600 -				+
5am - 6am	1	0	7	41	26	8	1	2	0	0	0	0	86	40.0	49.3	700 -				+
6am - 7am	0	2	18	144	85	10	6	2	0	0	0	0	267	39.1	47.6	800 -				+
7am - 8am	2	7	67	256	80	7	8	0	0	0	0	0	427	35.7	43.1	900 -				+
8am - 9am	2	8	134	352	99	10	8	2	1	0	0	0	616	35.0	42.3	1000 -				+
9am - 10am	7	39	202	445	81	23	0	1	0	0	0	0	798	32.9	40.5	1100 -				+
10am - 11am	5	66	278	425	76	12	11	1	0	0	0	0	874	31.7	39.3	1200 - Hour				+
11am - Midday	4	44	258	469	111	11	4	0	0	0	0	0	901	32.6	40.0	1300 -			+	
Midday - 1pm 1pm - 2pm	1 1	40 21	310 169	490 544	92 121	13 19	7 7	3	1	0 0	0	0 0	957 884	32.5 34.7	39.4 41.3	1400 -				
2pm - 3pm	4	35	195	544 460	121	9	4	2	1	0	0	0	816	34.7	41.3	1500 -		++	+	
3pm - 4pm	4	35 17	195	460 478	108	9 21	4	2	3	0	0	0	811	33.4 34.7	40.1	1600 -			+	+
4pm - 5pm	1	47	249	513	91	6	4	1	1	0	0	0	913	32.6	39.4	1700 -				++
5pm - 6pm	0	22	171	510	115	13	3	3	0	0	0	0	837	34.4	41.0	1800 -				+
6pm - 7pm	2	7	100	434	137	24	7	5	0	0	0	0	716	36.5	44.8	1900 -				+
7pm - 8pm	0	8	47	318	151	17	7	3	1	0	0	0	552	37.9	46.1	2000 -			+	++
8pm - 9pm	0	1	34	252	111	16	6	1	2	0	0	0	423	38.3	46.2	2100 -		+		++
9pm - 10pm	0	0	11	219	156	8	10	0	2	0	0	0	406	40.0	47.4	2200 -		+	+	++
10pm - 11pm	1	2	20	241	176	17	3	4	0	0	0	0	464	39.5	47.4	2300 -		+	+	++
11pm - Midnight	1	0	11	128	172	16	3	1	1	0	0	0	333	41.2	48.3	2400 -		111		
Total	32	367	2478	6848	2250	294	112	36	15	0	0	0	12432			30	40 S	Speed8		110
% of Total		3	20	55	18	2	1											Averag	eSpeed	

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Speed Data

Count Number Street Location			STEYNI Pacific S				veen BR	IDGE S	TREET	& SOUTH	STEYN	E ROAD) (bidirec	tional) :		Carriage	eway			
							Start D Start Ti Duratio	ime		01-SEP- 100 7 DAYS	19		85th		ile Speed			ay 31 41		ekly 34 43
SUN	0	1-SEI	P-19				Interva	1		1 HOUR			10.00 10.000 00.001	Day AAI n Day A						2049 2034
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -				
Midnight - 1am	1	0	9	144	171	27	4	3	3	0	0	0	362	42.0	48.9	200 -				+
1am - 2am	1	0	8	89	114	28	0	0	0	0	0	0	240	41.6	49.6	300 -				
2am - 3am	0	0	3	71	121	17	4	1	0	0	0	0	217	42.7	49.1	400 -				
3am - 4am	0	0	4	32	34	9	1	1	0	0	0	0	81	41.8	49.5	500 -				
4am - 5am	0	0	1	13	17	1	2	0	0	0	0	0	34	42.1	48.4	600 -				
5am - 6am	1	0	4	28	42	8	0	0	0	0	0	0	83	41.1	49.0	700 -				
6am - 7am	1	2	23	99	68	8	0	0	0	0	0	0	201	37.7	46.8	800 -	71			
7am - 8am	2	14	48	159	84	11	4	2	0	0	0	0	324	36.4	44.2	900 -				
8am - 9am	6	51	154	255	56	16	2	0	0	0	0	0	540	31.7	41.0	1000 -	$/ \rightarrow$			
9am - 10am 10am - 11am	22 23	167 224	310 388	246 184	45 27	4	3 2	3 1	0	0	0	0 0	800 851	27.1 24.8	36.8 33.5	1100 -	1			
11am - Midday	23 67	253	350	176	20	2	2	0	0	0	0	0	870	24.0	33.5 32.4	1200 - Hour				
Midday - 1pm	32	233	350	205	20 19	4	2	0	0	0	0	0	854	23.2	34.5	1300 -				
1pm - 2pm	27	224	402	205	30	7	0	0	0	0	0	0	910	25.3	35.4	1400 -				
2pm - 3pm	15	227	367	250	23	5	2	1	0	0	0	0	890	25.8	35.7	1500 -				
3pm - 4pm	16	168	374	283	40	8	0	2	1	0	0	0	892	27.3	37.0	1600 -				+1
4pm - 5pm	1	44	291	460	66	15	3	5	0	0	0	0	885	32.1	39.1	1700 -		++		
5pm - 6pm	2	28	162	467	98	10	5	1	1	0	0	0	774	33.9	40.2	1800 -				
6pm - 7pm	1	9	73	383	137	20	2	5	2	0	0	0	632	36.9	45.2	1900 -				
7pm - 8pm	1	0	41	230	115	17	3	0	0	0	0	0	407	37.8	46.4	2000 -				
8pm - 9pm	0	1	18	169	121	10	3	0	0	0	0	0	322	39.0	46.9	2100 -		++		
9pm - 10pm	0	0	9	80	85	12	2	2	0	0	0	0	190	41.0	48.4	2200 -				+1
10pm - 11pm	0	0	3	57	52	12	1	0	0	0	0	0	125	41.1	48.8	2300 -				+
11pm - Midnight	0	1	2	30	36	10	0	0	0	0	0	0	79	41.6	49.5	2400 -	111	11		
Total	219	1650	3395	4330	1621	269	45	27	7	0	0	0	11563			30	40	Speed8		110
% of Total	2	14	29	37	14	2												Average	opeed	

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CfeIT bob.white@cfeit.com (02) 9740 8600

Speed Data

Count Number Street							veen BR	IDGE S	TREET	La & SOUTH	•		346 / E [⁄] (bidirec		26			
Location		South of	f Pacific	Street or	n large tr	ee, Hous	se No. 1	13								Carriagew	ay	
							Start D Start T Duratio	ime		27-AUG- 1800 7 DAYS	20		85th		ile Speed		londay 32 40	Weekly 31 39
MON	3	1-AU	G-20				Interva			1 HOUR				Day AAI en Day A				11036 11132
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100		
Midnight - 1am	0	0	2	5	8	4	2	0	0	0	0	0	21	44.5	54.8	200 -		
1am - 2am	0	0	1	3	5	2	2	0	0	0	0	0	12	44.3	59.0	300 -	KK	+++
2am - 3am	0	0	0	4	2	1	0	0	0	0	0	0	7	40.7	51.3	400 -	\rightarrow	+++
3am - 4am	0	0	1	2	1	2	0	2	0	0	0	0	8	50.0	67.0	500		
4am - 5am	0	0	4	7	11	2	1	0	0	0	0	0	25	40.6	50.5	600		
5am - 6am	1	1	20	59	35	9	0	0	0	0	0	0	125	37.2	47.8	700		+++
6am - 7am	0	13	80	189	59	9	0	5	0	0	0	0	355	34.7	43.0	800	(+ + + + + + + + + + + + + + + + + + +	
7am - 8am	0	26	198	329	60	10	3	4	1	0	0	0	631	32.8	39.5	900		
8am - 9am	44	77	348	375	49	12	5	2	2	0	0	0	914	29.2	38.3	1000		
9am - 10am	13	81	331	285	47	11	6	1	0	0	0	0	775	29.3	38.2	1100		
10am - 11am	3	54	266	280	40	7	2	1	0	0	0	0	653	30.1	38.3	1200		
11am - Midday	4	36	267	297	55	5	2	2	1	0	0	0	669	31.0	38.8	Hour 1300		
Midday - 1pm	1	43	272	347	64	8	8	4	0	0	0	0	747	31.8	39.2	1400		
1pm - 2pm	0	17	168	354	111	11	9	3	0	0	0	0	673	34.6	42.7	1500		
2pm - 3pm	0	27	237	341	79	8	4	2	0	0	0	0	698	32.5	39.7	1600		+ $+$ $+$
3pm - 4pm	6	49	324	333	61	8	6	4	0	0	0	0	791	30.8	39.0	1700		+
4pm - 5pm	1 4	28	244	390 350	80 63	12	4	3 3	0	0	0	0 0	762	32.7	39.9	1800		
5pm - 6pm 6pm - 7pm	4	33 12	228 105	350 251	63 81	11 15	4	3	1	0	0	0	697 468	32.2 35.0	39.8 43.7	1900		+
6pm - 7pm 7pm - 8pm	0	6	64	157	67	15	5	2	1	0	0	0	468 304	35.0 35.6	43.7 44.7	2000	+	+++
8pm - 9pm	0	2	64 51	90	50	4	5	0	0	0	0	0	201	35.6	44.7	2100		
9pm - 10pm	0	2	17	90 62	29	3	2	0	0	0	0	0	115	36.3	45.6	2200		+
10pm - 11pm	0	5	16	29	29	5	2	0	0	0	0	0	63	34.4	45.6	2300		
11pm - Midnight	0	0	4	15	13	1	2	0	0	0	0	0	35	39.9	43.0	2400		
	77	513	3248	4554	1076	166	70	39	6	0	0	0	9749	00.0		30 5	Speed8	8 8 1 1
Total								29	0	U	U	0	9149				Speed8 Averag	oper
% of Total	1	5	33	47	11	2	1											

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Speed Data

Count Number Street Location	I		STEYN f Pacific				veen BR	IDGE S	TREET	La & SOUTH	•		.346 / E [.]) (bidirec		26	Carriage	eway		
TUE	0,	1-SEI	P-20				Start D Start T Duratio Interva	ime on		27-AUG- 1800 7 DAYS 1 HOUR	20		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	_	Tuesday 32 40		/eekly 31 39 11036 11132
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -			
Midnight - 1am	0	2	0	7	3	2	0	0	0	0	0	0	14	37.1	49.6	200 -			+++
1am - 2am	0	0	0	3	5	1	0	0	0	0	0	0	9	42.8	50.3	300 -			+++
2am - 3am	0	0	0	3	1	1	0	0	0	0	0	0	5	41.0	51.3	400 -	$\left(\left \right \right)$		+++
3am - 4am	0	0	2	4	2	0	0	0	0	0	0	0	8	35.0	44.0	500 -			+++
4am - 5am	0	0	2	7	6	1	0	0	0	0	0	0	16	38.8	44.7	600 -			+
5am - 6am	1	3	27	56	34	3	0	1	0	0	0	0	125	35.6	45.7	700 -			+
6am - 7am	1	13	99	215	73	7	5	0	0	0	0	0	413	34.4	43.2	800 -			+
7am - 8am	0	42	179	365	81	11	7	3	0	0	0	0	688	33.2	40.1	900 -			+
8am - 9am	23	149	398	319	51	4	6	3	0	0	0	0	953	27.9	37.6	1000 -			+++
9am - 10am	15	78	302	311	58	11	7	0	0	0	0	0	782	29.9	38.7	1100 -			+ $+$ $+$
10am - 11am	4	47	246	315	42	8	2	1	0	0	0	0	665	30.7	38.5	1200 - Hour			+ $+$ $+$
11am - Midday	4	36	232	329	57	10	4	2	0	0	0	0	674	31.8	39.1	1300 -		$\left \right $	+ + - 1
Midday - 1pm	1	19	195	336	87	7	4	0	0	0	0	0	649	33.1	40.9	1400 -			+ $+$ $+$
1pm - 2pm	1	22	217	292	70	10	3	2	0	0	0	0	617	32.5	40.9	1500 -		$\left \right $	+++
2pm - 3pm	0	16	216	314	68	7	3	2	1	0	0	0	627	32.7	39.6	1600 -			+ + - 1
3pm - 4pm 4pm - 5pm	2 0	81 30	283 267	363 343	59 70	11 20	2 3	2	1	0 0	0	0 0	805 736	30.7 32.4	38.8 40.6	1700 -			+++
5pm - 6pm	0	47	254	343	70	20 14	3	2	1	0	0	0	786	32.4	40.8 39.4	1800 -			++
6pm - 7pm	1	22	115	253	97	9	4	1	0	0	0	0	502	34.4	43.7	1900 -			+++
7pm - 8pm	1	7	75	189	76	7	2	1	0	0	0	0	358	35.2	44.3	2000 -			+++
8pm - 9pm	1	. 9	47	123	65	9	3	1	0	0	0	0	258	36.1	46.0	2100 -			++
9pm - 10pm	0	0	34	78	57	12	2	2	1	0	0	0	186	38.5	48.1	2200 -			++
10pm - 11pm	0	2	18	40	27	6	0	0	0	0	0	0	93	36.8	47.1	2300 -			+++
11pm - Midnight	0	1	6	22	4	2	0	0	0	0	0	0	35	35.0	41.9	2400 -	1/1/1	$\left \cdot \right \cdot \left \cdot \right $	+++
Total	55	626	3214	4676	1170	173	60	25	5	0	0	0	10004			30		Speed85pct	110 90
% of Total	1	6	32	47	12	2	1											AverageSpeed	

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Speed Data

Count Number Street Location	I							IDGE S	TREET	La & SOUTH			346 / E1 (bidirec		26	Carriage	wav		
WED		2-SEI					Start D Start Ti Duratio Interva	ate ime in		27-AUG- 1800 7 DAYS 1 HOUR	20		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	We	dnesday 32 40		ekly 31 39 1036 1132
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -			132
Midnight - 1am	0-10	10-20	8	8	7	0	0	0	00-00	0	0	0	24	33.8	44.8	200 -			\rightarrow
1am - 2am	0	0	2	6	6	0	0	0	0	0	0	0	14	37.9	46.6	300 -		+	+
2am - 3am	0	0	0	2	1	1	0	0	0	0	0	0	4	42.5	52.0	400 -	$\left(\left \right \right)$	+	+
3am - 4am	0	1	3	6	2	1	0	0	0	0	0	0	13	34.2	45.3	500 -			++
4am - 5am	0	1	2	10	9	1	0	0	0	0	0	0	23	38.0	47.1	600 -			+
5am - 6am	0	1	15	75	51	5	4	3	1	0	0	0	155	39.7	48.3	700 -	(++)	+++	+1
6am - 7am	1	23	125	207	68	7	1	0	2	0	0	0	434	33.2	42.0	800		+++	+1
7am - 8am	3	44	251	341	50	10	3	1	0	0	0	0	703	31.2	38.9	900 -		+++	
8am - 9am	24	157	415	330	47	12	3	3	0	0	0	0	991	27.8	37.5	1000 -		+++	+
9am - 10am	1	48	303	325	65	13	3	0	0	0	0	0	758	31.0	38.9	1100 -		+++	
10am - 11am 11am - Midday	4 8	42	245	329 331	44 78	10 9	10	4 0	1	0 0	0	0	689 700	31.7 31.4	38.9 39.7	1200 - Hour			+
Midday - 1pm	о З	53 30	220 226	354	68	9	1 0	0	0	0	0	0	690	31.4	39.7 39.2	1300 -			+
1pm - 2pm	2	30	220	337	79	9 11	6	1	0	0	0	0	707	32.0	40.2	1400 -			+
2pm - 3pm	1	33	229	347	78	13	6	2	0	0	0	0	709	32.4	40.2	1500 -			+
3pm - 4pm	1	47	302	376	72	8	8	1	0	0	0	0	815	31.5	39.5	1600 -		+++	
4pm - 5pm	4	26	291	409	77	12	3	6	1	0	0	0	829	32.4	39.7	1700 -			
5pm - 6pm	3	47	336	381	71	13	8	2	1	0	0	0	862	31.5	39.0	1800 -			+
6pm - 7pm	0	23	163	339	96	11	4	5	0	0	0	0	641	34.1	41.9	1900 -			+
7pm - 8pm	4	6	84	233	75	11	1	1	2	0	0	0	417	35.1	43.7	2000 -			+
8pm - 9pm	2	1	56	141	58	9	3	0	1	0	0	0	271	36.0	45.2	2100 -			++
9pm - 10pm	0	3	44	115	61	11	2	0	0	0	0	0	236	36.7	46.4	2200 -			++
10pm - 11pm	0	4	26	51	25	6	1	0	0	0	0	0	113	35.5	46.0	2300 -			++
11pm - Midnight	0	3	10	18	16	3	1	0	0	0	0	0	51	36.8	47.7	2400	++++++		
Total	61	624	3597	5071	1204	186	68	29	9	0	0	0	10849			30		2 8 8 peed85pct verageSpeed	110
% of Total	1	6	33	47	11	2	1											3	

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Speed Data

Count Number Street Location						Ref: Y:Betv ree,Hous	veen BR		TREET	La & SOUTH	•		.346 / E ⁻) (bidirec		26	Carriage	eway		
ТНИ	2	7-AU	G-20				Start D Start T Duratic Interva	ime on		27-AUG- 1800 7 DAYS 1 HOUR	20		85th Five	Day AAI	ile Speed DT	_	Thursday 29 39		<u>Weekly</u> 31 39 11036
														en Day A		1			11132
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100	XX		
Midnight - 1am	0	0	5	13	8	1	1	0	0	0	0	0	28	37.9	47.3	200 -			
1am - 2am	0	0	1	2	5	2	0	0	0	0	0	0	10	43.0	52.5	300 -	1		
2am - 3am	0	0	1	4	3	1	0	0	0	0	0	0	9	39.4	50.9	400 -			
3am - 4am	0	0	3	5	3	1	0	0	0	0	0	0	12	36.7	46.5	500 -			
4am - 5am	0	0	1	3	8	2	0	0	0	0	0	0	14	42.9	52.3	600 -	///		
5am - 6am	2	6	28	78	43	7	0	0	0	0	0	0	164	35.7	45.9	700 -			
6am - 7am	4	61	202	208	43	3	1	2	0	0	0	0	524	29.7	38.7	800 -			
7am - 8am	11	82	298	301	48	6	0	3 0	1	0	0	0	750	29.4	38.2	900 -			
8am - 9am 9am - 10am	30 29	171 188	405 381	282 204	45 37	6 4	1 2	1	1	0	0	0	940 847	26.7 25.7	36.6 36.0	1000 -			
10am - 11am	29	77	369	204	44	4	2	3	2	•	0	0	847 792	29.2	36.0	1100 -			
11am - Midday	14	119	403	235	44	4	2	2	2	0	0	0	822	29.2	36.9	1200 - Hour			
Midday - 1pm	31	195	403	207	22	10	2	1	0	0	0	0	897	25.4	35.0	1300 -			
1pm - 2pm	6	85	359	295	59	6	4	2	0	0	0	0	816	29.4	38.3	1400 -			
2pm - 3pm	9	58	347	321	58	9	4	2	1	0	0	0	809	30.2	38.5	1500 -			
3pm - 4pm	17	188	450	281	28	4	2	3	0	0	0	0	973	26.5	35.2	1600 -			+++
4pm - 5pm	13	133	402	322	50	12	- 1	3	0	0	0	0	936	28.4	37.6	1700 -			+++
5pm - 6pm	5	73	285	428	75	14	9	3	2	0	0	0	894	31.7	39.5	1800 -			+++
6pm - 7pm	0	14	178	320	99	12	8	1	0	0	0	0	632	34.1	42.5	1900 -			
7pm - 8pm	1	7	109	245	107	12	0	1	0	0	0	0	482	35.2	44.5	2000 -			+++
8pm - 9pm	1	7	64	160	83	11	3	1	1	0	0	0	331	36.3	46.0	2100 -		+++	+++
9pm - 10pm	1	6	53	111	50	7	0	0	0	0	0	0	228	34.8	44.5	2200 -		+++	+++
10pm - 11pm	0	2	26	53	46	6	0	0	0	0	0	0	133	37.1	46.6	2300 -		+	+++
11pm - Midnight	0	0	9	31	12	6	0	2	0	0	0	0	60	38.8	49.2	2400 -	++++	++++	
Total	181	1472	4808	4390	1020	153	41	30	8	0	0	0	12103			30		60 70 80 Speed85pct	110 90
% of Total	1	12	40	36	8	1											1	•• AverageSpeed	

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Speed Data

Count Number Street Location	I				, MANL ` n large tr		veen BR	IDGE S	TREET	La & SOUTH	•		.346 / E [.]) (bidirec		26	Carriage	eway		
FRI		B-AU					Start D Start Ti Duratio Interva	ate ime in		27-AUG- 1800 7 DAYS 1 HOUR	20		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	- k	Friday 32 39		/eekly 31 39 11036 11132
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	1-120	Total	Mean	85pct	100 -			11132
														100000100000	· · ·	100 - 200 -			
Midnight - 1am 1am - 2am	0	0	7 2	14 6	8 7	3 1	0 0	1 0	0	0 0	0	0	33 16	38.3 39.4	48.9 44.6	300 -			$\downarrow \downarrow \downarrow$
2am - 3am	0	0	2	5	1	0	0	0	0	0	0	0	7	39.4	44.6	400 -			++
3am - 4am	0	0	1	6	5	2	0	0	0	0	0	0	14	40.7	48.3	500 -			+++
4am - 5am	0	0	1	5	10	1	0	0	0	0	0	0	17	41.5	48.3	600 -			+
5am - 6am	0	4	23	63	48	8	0	2	0	0	0	0	148	37.8	48.0	700 -			+++
6am - 7am	2	15	96	231	68	9	3	2	0	0	0	0	426	34.3	42.8	800 -			+
7am - 8am	3	39	192	349	84	7	4	1	0	0	0	0	679	32.6	40.7	900 -			+++
8am - 9am	37	203	342	367	44	3	6	3	0	0	0	0	1005	27.2	37.4	1000 -			+++
9am - 10am	3	66	349	356	71	12	5	2	0	0	0	0	864	30.7	38.9	1100 -			+++
10am - 11am	7	98	367	289	30	3	2	2	1	0	0	0	799	28.4	37.2	1200 -			+++
11am - Midday	5	66	301	366	65	9	6	1	1	0	0	0	820	30.9	38.9	Hour 1300 -			+++
Midday - 1pm	10	49	346	394	47	5	3	4	0	0	0	0	858	30.4	38.2	1400 -			+++
1pm - 2pm	1	43	308	387	79	9	6	4	1	0	0	0	838	31.9	39.3	1500 -			+++
2pm - 3pm	2	57	304	388	63	10	2	2	0	0	0	0	828	31.1	38.8	1600 -			+++
3pm - 4pm 4pm - 5pm	32 6	137	266 300	414 401	69 79	10	9 4	5 5	0	0 0	0	0 0	942 860	29.7	38.7	1700 -			++
4pm - 5pm 5pm - 6pm	6 1	53 61	300	401	79 80	11 16	4	5	1	0	0	0	860 956	31.7 31.5	39.2 39.0	1800 -			+++
6pm - 7pm	0	18	193	426 367	108	7	3	3 1	2	0	0	0	956 697	33.7	41.3	1900 -			+++
7pm - 8pm	1	10	1193	270	94	8	5	3	0	0	0	0	510	34.9	41.3	2000 -			++
8pm - 9pm	0	13	103	189	72	14	1	1	0	0	0	0	393	34.4	44.0	2100			+ $+$
9pm - 10pm	0	15	85	182	54	7	2	1	0	0	0	0	346	33.9	41.9	2200			+++
10pm - 11pm	0	6	50	117	62	7	5	1	0	0	0	0	248	36.3	46.0	2300 -			++
11pm - Midnight	0	2	31	85	41	9	2	0	1	0	0	0	171	37.0	46.3	2400	+++++++++++++++++++++++++++++++++++++++		++++
Total	110	955	4147	5677	1289	171	75	44	7	0	0	0	12475			s	8 8 8	7 8 Speed85pct	90 100
% of Total	1	8	33	46	10	1	1											AverageSpeed	

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Speed Data

Count Number Street Location					, MANL ' n large tr		veen BR	IDGE S	TREET	La & SOUTH	•		.346 / E [^]) (bidirec		26	Carriag	eway			
SAT	29	9-AU	G-20			\neg	Start D Start Ti Duratio Interva	ime n		27-AUG- 1800 7 DAYS 1 HOUR	20		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	_		9 9	Weekly 31 39 11036 11132	-);
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -			11102	
Midnight - 1am	0-10	0	36	55	21	7	1	0-00	00-90	0	0	0	120	35.2	45.2	200 -				-
1am - 2am	0	1	15	30	20	6	2	1	0	0	0	0	75	38.3	43.2	300 -		+ $+$		-
2am - 3am	0	0	8	33	9	4	1	1	0	0	0	0	56	37.9	48.1	400 -		+ $+$ $+$		-
3am - 4am	0	0	3	6	8	1	0	0	0	0	0	0	18	38.9	46.8	500 -		+		-
4am - 5am	0	0	1	10	6	2	0	0	0	0	0	0	19	39.7	47.9	600 -	+			-
5am - 6am	1	4	16	45	27	0	1	0	0	0	0	0	94	35.3	45.2	700 -	+			-
6am - 7am	2	3	69	143	65	7	3	1	0	0	0	0	293	35.4	44.9	800 -				-
7am - 8am	3	26	137	219	52	5	2	1	2	0	0	0	447	32.4	40.1	900 -		+		-
8am - 9am	11	94	288	252	52	11	1	1	0	0	0	0	710	29.0	38.4	1000 -				
9am - 10am	34	174	349	231	33	7	2	0	0	0	0	0	830	26.0	36.4	1100 -	$\left(\right)$	+++		-
10am - 11am	54	218	381	193	23	6	4	2	0	0	0	0	881	24.5	34.3	1200 - Hour				
11am - Midday	34	193 272	449	233	38 27	7 2	2 0	0 1	1 0	0	0	0	957	25.9	35.2	1300 -		+		
Midday - 1pm 1pm - 2pm	60 20	145	384 417	194 267	54	2 5	3	2	0	0 0	0	0	940 913	23.6 27.5	34.3 37.0	1400 -				
2pm - 3pm	11	143	376	313	35	5	2	2	0	0	0	0	861	28.2	37.0	1500 -				
3pm - 4pm	22	129	401	303	27	11	2	2	0	0	0	0	896	20.2	36.8	1600 -		+		+
4pm - 5pm	7	86	374	326	49	11	6	2	0	0	0	0	861	29.5	38.1	1700 -				-
5pm - 6pm	3	62	334	367	72	10	2	4	0	0	0	0	854	30.9	38.9	1800 -				-
6pm - 7pm	0	10	167	365	105	17	2	1	1	0	0	0	668	34.5	42.4	1900 -				-
7pm - 8pm	2	12	118	234	89	10	3	2	1	0	0	0	471	34.6	43.5	2000 -				-
8pm - 9pm	0	9	72	191	94	9	3	0	0	0	0	0	378	35.8	45.2	2100 -		+		-
9pm - 10pm	0	4	61	169	69	13	6	2	0	0	0	0	324	36.6	46.0	2200 -				-
10pm - 11pm	0	6	70	130	91	4	4	1	0	0	0	0	306	36.1	45.8	2300 -		+		-
11pm - Midnight	0	0	43	112	85	9	3	1	0	0	0	0	253	37.9	46.9	2400 -			111	Н
Total	264	1565	4569	4421	1151	169	55	26	5	0	0	0	12225			30	40 50	Speed85pct	-	110
% of Total	2	13	37	36	9	1												···· AverageSpee	d	

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Speed Data

Count Number Street Location					, MANL ` n large tr		veen BR	IDGE S	TREET	La & SOUTH	•		.346 / E [·]) (bidirec		26	Carriag	eway			
SUN	3(0-AU	G-20			\neg	Start D Start T Duratic Interva	ime on		27-AUG- 1800 7 DAYS 1 HOUR	20		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	- t	Sunda 2 3	6 -	Weekly 31 39 11036 11132	- 1
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -			11102	
																200 -				
Midnight - 1am 1am - 2am	0	1	28 11	69 37	63	13 7	3 1	0	0	0 0	0	0 0	177 102	38.8	48.3 48.4	300 -				
2am - 3am	0	2 2	9	37	43 22	6	1	1	0	0	0	0	102	39.8 38.8	48.4 48.4	400 -		+ $+$ $+$		_
3am - 4am	0	3	11	20	14	2	1	0	0	0	0	0	51	35.8	45.4	500 -				_
4am - 5am	0	0	4	13	13	2	1	0	0	0	0	0	33	39.8	48.4	600 -		+		_
5am - 6am	0	2	8	31	27	3	1	0	0	0	0	0	72	38.3	47.5	700 -	///	+		_
6am - 7am	2	9	40	112	41	1	0	0	0	0	0	0	205	34.0	42.0	800 -		+		-
7am - 8am	3	19	88	162	50	7	3	3	0	0	0	0	335	33.5	42.3	900 -		+		-
8am - 9am	4	53	231	234	56	7	2	0	0	0	0	0	587	30.3	39.0	1000 -		+		-
9am - 10am	52	285	353	123	12	1	1	0	0	0	0	0	827	22.2	31.2	1100 -		+		_
10am - 11am	48	322	333	127	18	3	2	1	1	0	0	0	855	22.3	31.8	1200 -		+	\rightarrow	-
11am - Midday	74	320	291	72	12	2	1	1	0	0	0	0	773	20.4	28.9	Hour 1300 -		+++		_
Midday - 1pm	118	378	283	72	8	4	1	0	1	0	0	0	865	19.2	27.9	1400 -				_
1pm - 2pm	119	383	253	78	11	2	1	2	0	0	0	0	849	19.1	28.7	1500 -				_
2pm - 3pm	191	348	212	43	6	1	1	0	0	0	0	0	802	16.7	26.0	1600 -		+ $+$ $+$	\rightarrow	_
3pm - 4pm	68	286	323	163	28	2	3	1	0	0	0	0	874	22.9	34.0	1700 -		+ $+$ $+$		-
4pm - 5pm	5	89	411	296	40	6	1	0	0	0	0	0	848	28.5	37.3	1800 -		+ + +		_
5pm - 6pm	6	48	255	351	83	8 7	4 3	2 0	0	0	0	0 0	757 531	31.7	39.5	1900 -		+ $+$ $+$		_
6pm - 7pm 7pm - 8pm	0	20 11	151 63	265 162	85 71	7	3	0	0	0 0	0	0	531 319	33.4 35.5	41.8 45.0	2000 -		+ $+$ $+$		_
7pm - 8pm 8pm - 9pm	0	11	43	162	60	3	4	2	1	0	0	0	258	35.5 36.1	45.0 44.9	2100 -		+		-
9pm - 10pm	0	3	43 33	89	43	5	2	2	0	0	0	0	179	36.8	44.9	2200 -		+		-
10pm - 11pm	0	1	21	50	31	4	2	0	0	0	0	0	109	37.0	46.4	2300 -		+		-
11pm - Midnight	0	2	10	12	10	1	1	0	0	0	0	0	36	35.3	44.5	2400 -	44.	+		-
Total	690	2594	3465	2753	847	104	45	16	3	0	0	0	10517			8	8 8	Speed85pct	90 100	- 110
% of Total	7	25	33	2/00	8	1	40	.5	0	v	Ŭ	Ū					3	··· AverageSpee	d	

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Speed Data

Count Number Street Location		2131 NORTH Betweer					veen BF	IDGE S	TREET	La & SOUTH	•		.360 / E [.]) (bidirec		24	Carriageway	
MON	1	3-FEI	3-23				Start D Start T Duratio	ime on		07-FEB- 1700 7 DAYS 1 HOUR			85th Five	Day AAI	ile Speed DT	Monday 30 d 37	Weekly 29 37 10607
				00.40	40.50		00.70	70.00	00.00	00.400.40	0 440 44			n Day A		1	10759
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	00-110 11	0-120	Total	Mean	85pct	100	
Midnight - 1am	0	1	3	16	10	1	0	0	0	0	0	0	31	37.3	46.4	200	
1am - 2am	0	0	0	9	2	0	0	0	0	0	0	0	11	36.8	42.0	400	
2am - 3am	0	0	0	3	0	0	0	0	0	0	0	0	3	35.0	19.3	500	
3am - 4am	0	0	1	4	2	0	0	0	0	0	0	0	7	36.4	42.4	600	
4am - 5am	0	0	4	12	6	1	0	0	0	0	0	0	23	36.7	45.9	700	
5am - 6am	0	0	22	69	28	2	0	0	0	0	0	0	121 428	35.8	42.9		
6am - 7am 7am - 8am	0	10 3	138 341	251 286	29 17	0	0	0	0	0 0	0	0 0	428 647	32.0 29.9	38.7 37.2	800	
8am - 9am	1	218	541	138	3	0	0	0	0	0	0	0	902	29.9	30.7	900	
9am - 10am	0	34	454	238	15	0	0	0	0	0	0	0	902 741	24.2	36.0		
10am - 11am	0	17	363	273	11	0	0	0	0	0	0	0	664	29.2	36.8	1100 -	
11am - Midday	0	17	325	241	19	0	0	0	0	0	0	0	602	29.4	37.0	Hour	
Midday - 1pm	0	13	344	247	20	0	0	0	0	0	0	0	624	29.4	37.0	1300 -	
1pm - 2pm	0	5	298	291	11	2	0	0	0	0	0	0	607	30.2	37.3	1400	
2pm - 3pm	0	5	273	312	14	1	0	0	0	0	0	0	605	30.6	37.6	1500	
3pm - 4pm	0	27	410	286	19	0	0	0	0	0	0	0	742	29.0	36.5	1600 -	
4pm - 5pm	0	3	413	330	14	1	0	0	0	0	0	0	761	29.7	36.9	1700 -	
5pm - 6pm	0	33	450	331	22	2	0	0	0	0	0	0	838	29.2	36.9	1800 -	
6pm - 7pm	0	32	368	305	23	0	0	0	0	0	0	0	728	29.4	37.2	1900 -	
7pm - 8pm	0	5	226	238	14	2	0	0	0	0	0	0	485	30.5	37.6	2000	
8pm - 9pm	0	3	111	175	30	1	0	0	0	0	0	0	320	32.3	39.1	2100	
9pm - 10pm	0	1	33	114	30	1	0	0	0	0	0	0	179	34.8	41.5	2200 -	
10pm - 11pm	0	2	19	51	9	4	0	0	0	0	0	0	85	34.3	41.3	2300	
11pm - Midnight	0	0	11	33	8	4	0	0	0	0	0	0	56	35.9	44.5	2400	
Total	1	429	5149	4253	356	22	0	0	0	0	0	0	10210				70 80 90 110 Speed85pct 00 10 AverageSpeed
% of Total		4	50	42	3												

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Speed Data

Count Number Street Location		2131 NORTH Betweer					veen BF		TREET	La & SOUTH	•		360 / E′) (bidirec		24	Carriageway	
TUE	0	7-FEI	3-23			\neg	Start D Start T Duratio Interva	ime on		07-FEB- 1700 7 DAYS 1 HOUR	_		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	Tuesday 30 d 37	Weekly 29 37 10607 10759
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -	
															<u> </u>	200	
Midnight - 1am	0	0	2 3	18	8	2 0	0	0	0	0	0	0	30	38.3	46.9	300	+ $+$ $+$ $+$ $+$
1am - 2am 2am - 3am	0	0	3	4	4 3	0	0	0	0	0	0	0 0	11 9	35.9 36.1	45.8 45.5	400	+ $+$ $+$ $+$ $+$
3am - 4am	0	0	2	4	0	0	0	0	0	0	0	0	8	32.5	45.5 37.9	500	+ $+$ $+$ $+$ $+$
4am - 5am	0	0	2	12	6	2	0	0	0	0	0	0	22	38.6	46.9	600	+ $+$ $+$ $+$ $+$ $+$ $+$
5am - 6am	0	1	34	114	29	3	0	0	0	0	0	0	181	34.9	41.9	700	+ $+$ $+$ $+$ $+$
6am - 7am	0	8	174	235	15	1	0	0	0	0	0	0	433	31.0	37.9	800 -	
7am - 8am	0	22	481	259	12	0	0	0	0	0	0	0	774	28.4	36.0	900	+ $+$ $+$ $+$ $+$
8am - 9am	0	174	582	224	6	0	0	0	0	0	0	0	986	25.6	33.7	1000	
9am - 10am	0	90	410	226	9	0	0	0	0	0	0	0	735	27.1	35.5	1100	+ $+$ $+$ $+$ $+$
10am - 11am	0	9	313	285	18	1	0	0	0	0	0	0	626	30.0	37.4	1200	+
11am - Midday	0	9	247	338	22	1	0	0	0	0	0	0	617	31.1	37.9	Hour 1300	+
Midday - 1pm	0	5	255	379	20	0	2	0	0	0	0	0	661	31.4	37.9	1400	+
1pm - 2pm	0	5	258	292	32	0	0	0	0	0	0	0	587	31.0	38.1	1500	
2pm - 3pm	0	0	209	337	21	0	0	0	0	0	0	0	567	31.7	38.1	1600	
3pm - 4pm	0	9	431	337	22	1	0	0	0	0	0	0	800	29.7	37.2	1700	+ $+$ $+$ $+$ $+$ $+$ $+$
4pm - 5pm	0	5	348	358	24	1	0	0	0	0	0	0	736	30.5	37.6	1800 -	+ $+$ $+$ $+$ $+$ $+$ $+$
5pm - 6pm	0	37	517	312	16	0	0	0	0	0	0	0	882	28.5	36.2	1900 -	+ $+$ $+$ $+$ $+$
6pm - 7pm	0	38	388	276	20	0	0	0	0	0	0	0	722	28.9	36.7	2000 -	+ $+$ $+$ $+$ $+$
7pm - 8pm	0	17	265 176	235 212	16 35	1	0 0	0	0	0 0	0	0 0	534 429	29.7	37.3 38.8	2100	+ $+$ $+$ $+$ $+$
8pm - 9pm 9pm - 10pm	0	4	87	212 147	35 28	2	0	0	0	0	0	0	429 269	31.6 32.7	38.8 40.4	2200	+ $+$ $+$ $+$ $+$ $+$ $+$
10pm - 11pm	0	4	27	63	20	2	0	0	0	0	0	0	121	35.0	40.4	2300	+ $+$ $+$ $+$ $+$
11pm - Midnight	0	3	13	39	27	0	0	0	0	0	0	0	77	35.4	44.9	2400	┝╅┯╁┯╁┯╁╸
		442				20		0	0	0	0	0	10817	00.4		8 8 8	7 8 9 1 1 eed85nct 9 0
Total % of Total	0	442 4	5226 48	4712 44	415 4	20	2	0	0	U	U	0	10817			— Sp	eed85pct 8 8 erageSpeed
		4	40	44	4												

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Speed Data

Count Number Street Location						Ref : Y : Betw No. 110	veen BF		TREET	La & SOUTH	•		.360 / E [.]) (bidirec		24	Carriageway	
WED	0	8-FEI	3-23				Start D Start T Duratio Interva	ime on		07-FEB-2 1700 7 DAYS 1 HOUR	23		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	Wednesday 30 d 37	Weekly 29 37 10607 10759
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100	
Midnight - 1am	0	0	2	19	5	2	0	0	0	0	0	0	28	37.5	44.8	200	+ $+$ $+$ $+$ $+$
1am - 2am	0	1	2	4	3	2	0	0	0	0	0	0	28	37.5	44.0 45.1	300	+ $+$ $+$ $+$ $+$ $+$ $+$
2am - 3am	0	0	2	7	1	0	0	0	0	0	0	0	10	34.0	40.0	400	++++
3am - 4am	0	0	2	4	1	0	0	0	0	0	0	0	7	33.6	40.5	500	+ $+$ $+$ $+$ $+$
4am - 5am	0	0	3	14	11	0	0	0	0	0	0	0	28	37.9	43.4	600	+ $+$ $+$ $+$ $+$
5am - 6am	0	1	26	108	18	1	0	0	0	0	0	0	154	34.5	39.6	700	
6am - 7am	0	2	210	233	26	2	0	0	0	0	0	0	473	31.1	38.3	800 -	+ $+$ $+$ $+$ $+$
7am - 8am	0	11	350	318	22	0	0	0	0	0	0	0	701	30.0	37.4	900 -	
8am - 9am	0	78	546	292	15	0	0	0	0	0	0	0	931	27.6	35.8	1000 -	+
9am - 10am	0	41	446	224	9	0	3	0	0	0	0	0	723	27.9	35.7	1100 -	+
10am - 11am	0	9	309	242	13	0	0	0	0	0	0	0	573	29.5	37.0	1200 -	+ $+$ $+$ $+$ $+$
11am - Midday	0	21	348	240	9	0	0	0	0	0	0	0	618	28.8	36.5	Hour 1300 -	+
Midday - 1pm	0	13	354	300	17	1	0	0	0	0	0	0	685	29.7	37.2	1400 -	+ $+$ $+$ $+$
1pm - 2pm	0	18	271	264	26	0	0	0	0	0	0	0	579	30.1	37.7	1500 -	+
2pm - 3pm	0	12	308	268	20	0	0	0	0	0	0	0	608	29.9	37.3	1600 -	+ $+$ $+$ $+$
3pm - 4pm 4pm - 5pm	0	22 2	460 314	315 380	11 19	0	0	0	0	0	0	0 0	808 715	28.9	36.4	1700	++++
4pm - 5pm 5pm - 6pm	0	25	314 421	380	19	0	0	0	0	0	0	0	853	30.8 29.8	37.7 37.3	1800	+ $+$ $+$ $+$ $+$
6pm - 7pm	0	25	296	363 361	24 30	0	0	0	0	0	0	0	689	29.0 31.1	37.3	1900	++++
7pm - 8pm	0	2 5	290	284	21	0	2	0	0	0	0	0	549	31.1	37.9	2000	++++
8pm - 9pm	0	4	120	204	18	0	0	0	0	0	0	0	368	32.0	38.5	2100	+ $+$ $+$ $+$
9pm - 10pm	0	2	87	142	27	2	0	0	0	0	0	0	260	32.7	39.4	2200	++++
10pm - 11pm	0	1	28	93	25	3	0	0	0	0	0	0	150	35.1	41.8	2300	++++
11pm - Midnight	0	1	17	25	11	1	0	0	0	0	0	0	55	33.9	43.6	2400	╍╁╍╁╍╁╍┨
Total	0	271	5158	4746	382	12	5	0	0	0	0	0	10574			3 4 5 <mark>6</mark> 5	70 80 90 10 11 peed85pct 00 10
% of Total	5	3	49	45	4	.2	5	Ū	0	Ŭ	Ū.	÷					verageSpeed

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Speed Data

Count Number Street Location		2131 NORTH Betweer					veen BF		TREET	La & SOUTH	•		.360 / E [,]) (bidirec		24	Carriage	way		
ТНИ	0	9-FEI	B-23				Start D Start T Duratio Interva	ime on		07-FEB- 1700 7 DAYS 1 HOUR			85th Five	Day AAI	ile Speed DT		hursday 31 38		Weekly 29 37 10607
														en Day A		1			10759
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	00-110 11	0-120	Total	Mean	85pct	¹⁰⁰ -			
Midnight - 1am	0	0	3	20	5	0	0	0	0	0	0	0	28	35.7	41.4	200 -			+++
1am - 2am	0	0	0	12	0	1	0	0	0	0	0	0	13	36.5	45.5	300 -	1		++1
2am - 3am	0	0	0	3	2	0	0	0	0	0	0	0	5	39.0	42.8	400 -			+++
3am - 4am	0	0	1	4	2	0	0	0	0	0	0	0	7	36.4	42.4	500 -	17		++
4am - 5am	0	0	3	13	4	2	0	0	0	0	0	0	22	37.3	47.2	600 -	H		
5am - 6am	0	1	27	93	21	1	1	0	0	0	0	0	144	34.8	41.3	700			
6am - 7am	0	2	110	212	19	0	0	0	0	0	0	0	343	32.2	38.5	800 -			++-1
7am - 8am	0	7	350	322	18	0	0	0	0	0	0	0	697	30.0	37.3	900 -		+++	+++
8am - 9am	0	14	467	308	21	0	0	0	0	0	0	0	810	29.1	36.7	1000 -			
9am - 10am	0	8	290	327	15	0	0	0	0	0	0	0	640	30.5	37.5	1100		+++	+++
10am - 11am	0	16	252	299	19	0	0	0	0	0	0	0	586	30.5	37.7	1200		+++	+ $+$ $+$
11am - Midday	0	2	238	297	22	0	0	0	0	0	0	0	559	31.1	37.9	Hour 1300		+++	+++
Midday - 1pm	0	4	237	292	36	1	0	0	0	0	0	0	570	31.4	38.3	1400 -		+++	
1pm - 2pm	0	6	189	308	16	1	0	0	0	0	0	0	520	31.5	38.0	1500 -			
2pm - 3pm	0	13	256	294	33	1	0	0	0	0	0	0	597	30.9	38.1	1600 -			\rightarrow
3pm - 4pm	0	1	263	432	25	0	0	0	0	0	0	0	721	31.7	38.1	1700			+
4pm - 5pm	0	2	254	394	24	0	0	0	0	0	0	0	674	31.5	38.1	1800			
5pm - 6pm	0	8	318	412	38	0	0	0	0	0	0	0	776	31.2	38.1	1900			
6pm - 7pm	0	6	208	353	46	2	0	0	0	0	0	0	615	32.2	38.7	2000			
7pm - 8pm	0	5	155	240	33	1	0	0	0	0	0	0	434	32.0	38.7	2100			
8pm - 9pm	0	0	97	202	27	0	1	0	0	0	0	0	327	33.0	39.0	2200			
9pm - 10pm	0	2	82	162	19	0	0	0	0	0	0	0	265	32.5	38.8	2300			
10pm - 11pm	0	0	26	89	31	3	0	0	0	0	0	0	149	35.7	43.0	2300 -			
11pm - Midnight	0	0	14	41	11	1	0	0	0	0	0	0	67	34.9	41.2			1.1.1	
Total	0	97	3840	5129	487	14	2	0	0	0	0	0	9569			30		- Speed85pct	110 100 90
% of Total		1	40	54	5													• AverageSpeed	

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Speed Data

Count Number Street Location			STEYN n Pacific				veen BF		TREET	La & SOUTH	•		.360 / E1) (bidirec		24	Carriage	way		
FRI	1	0-FEI	3-23				Start D Start T Duratio Interva	ime on		07-FEB-2 1700 7 DAYS 1 HOUR	23		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT		Friday 29 37		/eekly 29 37 10607 10759
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	100 -			
Midnight - 1am 1am - 2am 2am - 3am 3am - 4am 4am - 5am 5am - 6am 6am - 7am 7am - 8am 8am - 9am 9am - 10am 10am - 11am 11am - Midday Midday - 1pm 1pm - 2pm 2pm - 3pm 3pm - 4pm 4pm - 5pm 5pm - 6pm 6pm - 7pm		1 0 0 1 2 7 33 93 147 38 66 118 43 13 28 13 24 14	11 5 0 1 4 36 124 397 530 448 396 489 469 379 301 419 341 458 395	25 8 7 6 18 106 248 261 241 164 214 193 168 278 371 342 389 378 315	6 0 3 1 9 28 41 17 9 7 16 11 8 18 19 23 24 21 11	0 1 0 1 3 2 0 0 2 0 1 1 1 1 0 2 1 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				43 14 10 8 33 175 422 708 876 768 8664 760 764 720 704 814 768 881 735	33.4 32.9 38.0 35.0 36.5 34.7 32.8 28.7 27.1 25.5 28.1 27.0 25.9 28.9 30.6 29.5 30.6 29.5 30.6 29.5 29.4	40.7 37.3 45.1 41.3 45.1 41.7 39.1 36.6 34.9 33.5 36.0 34.6 33.6 36.9 37.7 37.1 37.6 36.8 36.7	300 400 500 700 900 1000 1000 1100 1200 1400 1500 1600 1500 1800 1900			
7pm - 8pm 8pm - 9pm 9pm - 10pm 10pm - 11pm 11pm - Midnight Total % of Total	0 0 0 0 0	44 24 0 2 711 6	397 258 107 81 46 6092 51	204 243 195 160 105 4639 39	14 13 32 30 35 396 3	1 0 1 3 1 21	0 0 0 0 1	0 0 0 0 0	0 0 0 0 3	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	660 538 335 274 189 11863	27.9 29.6 32.8 33.4 34.3	35.8 37.2 39.2 40.7 42.1	2100 2200 2300 2400		70 Speed85pct AverageSpeed	

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Speed Data

Count Number Street Location					e, MANL `		veen BR		TREET	La & SOUTH			.360 / E [.]) (bidirec		24	Carriage	eway		
SAT	1	1-FEI	B-23				Start D Start T Duratio Interva	ime on		07-FEB-2 1700 7 DAYS 1 HOUR	23		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	_	Saturday 28 36	1	eekly 29 37 0607 0759
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100			
Midnight - 1am 1am - 2am 2am - 3am 3am - 4am 4am - 5am 5am - 6am 6am - 7am 7am - 8am 8am - 9am 9am - 10am 10am - 11am 11am - Midday Midday - 1pm 1pm - 2pm 2pm - 3pm 3pm - 4pm 4pm - 5pm 5pm - 6pm 6pm - 7pm 7pm - 8pm 8pm - 9pm 9pm - 10pm 10pm - 11pm 11pm - Midnight		0 0 1 2 2 0 4 58 99 125 148 114 92 78 106 63 47 117 87 108 45 7 3 1	29 8 7 2 2 17 85 265 420 410 474 514 475 449 412 437 391 481 475 358 230 161 120 36	56 28 23 15 51 160 139 139 156 157 181 212 234 223 254 260 184 195 148 203 197 207 175	25 25 12 5 10 15 22 13 3 6 5 7 19 10 11 8 7 8 16 15 18 19 27 39	1 1 0 2 0 2 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 3 1 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						111 62 43 25 30 83 273 475 663 697 785 816 798 771 754 762 705 791 773 629 496 387 358 254	34.8 38.1 35.7 35.4 37.0 34.8 32.5 27.3 25.8 25.6 25.3 26.0 27.0 27.3 26.9 27.7 28.2 26.1 26.8 26.1 28.9 31.1 32.3 35.3	43.6 46.7 43.2 45.8 46.5 41.9 38.9 35.8 33.2 33.7 32.8 32.9 35.2 35.5 35.5 35.5 35.5 35.5 35.5 35.5	200 - 300 - 400 - 500 - 600 - 700 - 800 - 900 - 1000 - 2000 -			
Total % of Total	0	1307 11	6258 54	3612 31	345 3	17	2	0	0	0	0	0	11541			38		2 8 8 speed85pct werageSpeed	110 100

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Speed Data

Count Number Street Location			STEYN				ween BR		TREET	La & SOUTH	•		.360 / E [·]) (bidirec		24	Carriage	eway		
SUN	1:	2-FEI	3-23			$ \Big) \Big($	Start D Start T Duratio Interva	ime on		07-FEB- 1700 7 DAYS 1 HOUR			85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT		Sunday 24 34	5 -	Weekly 29 37 10607 10759
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -			
Midnight - 1am	0	1	19	103	44	1	0	0	0	0	0	0	168	36.5	44.4	200 -			
1am - 2am	0	0	15	50	27	3	0	0	0	0	0	0	95	36.9	45.8	300 -	11-	+	
2am - 3am	0	1	8	46	18	1	0	0	0	0	0	0	74	36.4	44.4	400 -		+++	
3am - 4am	0	0	7	21	2	0	0	0	0	0	0	0	30	33.3	38.9	500 -			
4am - 5am	0	0	6	16	9	0	0	0	0	0	0	0	31	36.0	43.1	600 -			
5am - 6am	0	4	24	54	17	0	0	0	0	0	0	0	99	33.5	41.1	700 -			
6am - 7am	0	29	112	109	11	0	0	0	0	0	0	0	261	28.9	37.3	800 -			
7am - 8am	0	184	368	69	7	0	0	0	0	0	0	0	628	23.4	29.5	900 -			
8am - 9am	0	425	225	20	1	0	0	0	0	0	0	0	671	19.0	26.3	1000 -			
9am - 10am	0	370	301	35	1	0	0	0	0	0	0	0	707	20.3	27.2	1100 -			
10am - 11am	0	335	309	53	1	0	0	0	0	0	0	0	698 780	21.0	28.3	1200 - Hour			
11am - Midday Midday - 1pm	0	323 397	373 348	89 73	4	0	0	0	0	0	0	0	789 818	22.1 21.0	29.3 28.5	1300 -			
1pm - 2pm	0	221	363	129	2	0	0	0	0	0	0	0	715	21.0	28.5 31.8	1400 -		+++	
2pm - 3pm	0	137	497	129	11	0	0	0	0	0	0	0	774	25.2	31.8	1500 -			
3pm - 4pm	0	107	496	139	8	0	0	0	0	0	0	0	744	25.7	32.5	1600 -			
4pm - 5pm	0	116	472	172	6	0	0	1	0	0	0	0	767	26.0	33.7	1700 -			
5pm - 6pm	0	141	482	175	7	0	0	0	0	0	0	0	805	25.6	33.5	1800 -			
6pm - 7pm	0	48	375	205	14	1	0	0	0	0	0	0	643	27.9	36.0	1900 -			
7pm - 8pm	0	8	227	228	15	0	0	0	0	0	0	0	478	30.2	37.6	2000 -			
8pm - 9pm	0	3	137	199	19	0	0	0	0	0	0	0	358	31.5	38.3	2100 -		+++	
9pm - 10pm	0	1	69	117	26	1	0	0	0	0	0	0	214	33.0	39.6	2200 -			
10pm - 11pm	0	0	19	55	19	5	0	0	0	0	0	0	98	36.0	44.6	2300 -			
11pm - Midnight	0	0	17	40	12	0	0	0	1	0	0	0	70	35.0	42.7	2400 -	· · ·		
Total	0	2845	5269	2326	281	12	0	1	1	0	0	0	10735			8		Speed85pct	0 0
% of Total		27	49	22	3													Averagespe	

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Speed Data

Count Number Street Location		2133 NORTH Betweer				Y:Betv		RIDGE S	TREET	& SOUTH	I STEYN	E ROAD) (bidirec	tional) :		Carriage	eway		
MON	1	3-FEE	2-23				Start D Start T Duratio	ime on		07-FEB- 1700 7 DAYS 1 HOUR			85th	l Mean S Percent Day AAI	ile Speed	 1	Monday 30 37	_	Weekly 29 37 11832
	•		J-2J											en Day A		1			11962
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	¹⁰⁰ Ţ	17		
Midnight - 1am	0	0	2	22	14	1	0	0	0	0	0	0	39	38.6	46.6	200 -		$\left \right $	+++
1am - 2am	0	1	1	10	5	0	0	0	0	0	0	0	17	36.2	42.2	300 -		$\left \right $	++
2am - 3am	0	0	0	4	0	0	0	0	0	0	0	0	4	35.0	38.5	400 -			++-1
3am - 4am	0	0	0	7	4	0	0	0	0	0	0	0	11	38.6	44.8	500 -			+++
4am - 5am	0	2	4	17	2	1	0	0	0	0	0	0	26	33.5	39.5	600 -	$\rightarrow \rightarrow$		
5am - 6am	0	2	24	69	42	5	0	0	0	0	0	0	142	36.7	46.2	700 -			++
6am - 7am	0	16	151	289	29	0	0	0	0	0	0	0	485	31.8	38.7	800 -		$\left \right $	++-
7am - 8am	0	10	303	372	23	0	2	0	0	1	0	0	711	30.9	37.8	900 -	($\left \right $	+
8am - 9am	0	151	691	244	13	0	0	0	0	0	0	0	1099	26.1	33.7	1000 -			+
9am - 10am	0	33	465	322	7	0	0	0	0	0	0	0	827	28.7	36.4	1100 -			+
10am - 11am	0	78	432	238	9	3	0	0	0	0	0	0	760	27.5	35.7	1200 -			+ $+$
11am - Midday	0	23	380	280	21	3	0	0	0	0	0	0	707	29.4	37.0	Hour 1300			++
Midday - 1pm	0	28	329	323	15	2	0	0	0	0	0	0	697	29.7	37.3	1400 -			\rightarrow
1pm - 2pm	0	15	309	327	14	2	0	0	0	0	0	0	667	30.2	37.4	1500 -			
2pm - 3pm	0	3	257	407	26	4	0	0	0	0	0	0	697	31.7	38.2	1600 -			
3pm - 4pm	0	16	410	384	19	1	0	1	0	0	0	0	831	30.0	37.3	1700 -			
4pm - 5pm	0	33	481	338	12	2	0	0	0	0	0	0	866	28.9	36.6	1800 -			
5pm - 6pm	0	72	549	312	11	1	1	0	1	0	0	0	947	27.9	35.8	1900 -			
6pm - 7pm	0	55	416	328	12	1	3	0	0	0	0	0	815	28.8	36.7	2000 -			
7pm - 8pm	0	17	215	306	11	0	0	1	0	0	0	0	550	30.7	37.7				
8pm - 9pm	0	5	116	221	17	1	0	3	0	0	0	0	363	32.4	38.4	2100 -			
9pm - 10pm	0	4	43	132	24	1	0	0	0	0	0	0	204	33.8	40.0	2200 -			
10pm - 11pm	0	1	27	76	9	1	0	0	0	0	0	0	114	33.4	39.1	2300 -			
11pm - Midnight	0	0	3	38	18	3	0	0	0	0	0	0	62	38.4	46.5	2400	1,1,1,1	1.1.1	titit.
Total	0	565	5608	5066	357	32	6	5	1	1	0	0	11641			30	40 50	Speed85pct AverageSpeed	110 100
% of Total		5	48	44	3														

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Speed Data

Count Number Street Location						Ref: Y:Betw House N	veen BF		TREET	& SOUTH	I STEYN	E ROAD) (bidirec	tional) :		Carriage	eway		
ТИЕ	0	7-FEB	3-23				Start D Start T Duratio Interva	ime on		07-FEB- 1700 7 DAYS 1 HOUR			85th Five	Day AAI	ile Speed DT	_	Tuesday 3 3	0 -	Weekly 29 37 11832
	-						-							en Day A		ľ			11962
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	00-110 11	0-120	Total	Mean	85pct	100			
Midnight - 1am	0	0	2	20	8	1	0	0	0	0	0	0	31	37.6	44.0	200 -		+	++
1am - 2am	0	1	2	11	6	0	0	0	0	0	0	0	20	36.0	43.0	300 -			++
2am - 3am	0	0	0	7	5	0	0	0	0	0	0	0	12	39.2	44.9	400 -			++
3am - 4am	0	0	0	12	2	0	0	0	0	0	0	0	14	36.4	41.3	500 -	77		++
4am - 5am	0	0	3	16	6	3	0	0	0	0	0	0	28	38.2	46.8	600 -	11		++
5am - 6am	0	3	24	132	34	1	0	0	0	0	0	0	194	35.3	41.6	700 -		+++	++
6am - 7am	0	13	148	327	16	0	0	0	0	0	0	0	504	31.9	38.3	800 -		+++	+++
7am - 8am	0	45	365	394	17	0	0	0	0	0	0	0	821	29.7	37.3	900 -	(++-	+++	+++
8am - 9am	0	157	641	233	5	0	0	0	0	0	0	0	1036	25.8	32.9	1000 -		+++	+++
9am - 10am	0	97	509	312	14	8	0	1	0	0	0	0	941	27.9	36.2	1100 -		+++	+++
10am - 11am	0	11	354	374	15	1	0	0	0	0	0	0	755	30.2	37.4	1200 - Hour		+++	+++
11am - Midday	0	16	284	427	18	0	0	0	0	0	3	0	748	31.3	37.9	1300 -		+++	
Midday - 1pm	0	17	333	431	10	1	0	0	0	0	0	0	792	30.5	37.5	1400 -		+++	++
1pm - 2pm	0	8	298	389	27	0	0	0	0	0	0	0	722	31.0	37.9	1500 -		+	+
2pm - 3pm	0	15	256	377	23 7	2	1 0	0	3	0	0	0 0	677 952	31.4	38.1	1600 -	+	+ $+$ $+$	
3pm - 4pm 4pm - 5pm	0	27 25	514 325	404 387	7 18	2	0	0	0	0	0	0	952 757	29.1 30.3	36.5 37.6	1700 -		+ $+$ $+$	
5pm - 6pm	0	25 70	325 447	375	21	2	0	0	0	0	0	0	915	28.9	36.9	1800 -		+ + +	++
6pm - 7pm	0	32	337	356	27	2	0	0	0	0	0	0	753	30.1	30.9	1900 -		+ $+$ $+$	+++
7pm - 8pm	0	13	259	262	29	1	0	0	0	0	0	0	564	30.5	37.9	2000 -		+ $+$ $+$	
8pm - 9pm	0	3	167	249	32	2	0	0	0	0	0	0	453	32.0	38.6	2100 -		+	++
9pm - 10pm	0	4	48	168	29	4	0	0	0	0	0	0	253	34.2	39.7	2200 -		+ $+$ $+$	++
10pm - 11pm	0	2	27	74	31	1	0	0	0	0	0	0	135	35.1	43.9	2300 -		+ $+$ $+$	++
11pm - Midnight	0	0	11	34	28	2	0	0	0		0	0	75	37.8	46.8	2400 -		+++++	++++
Total	0	559	5354	5771	428	32	1	1	3		3	0	12152			3	* %	Speed85pct	. 110 90
% of Total	5	5	44	47	420	02		·	0	5	0	Ŭ					3	•• AverageSpee	

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Speed Data

Count Number Street Location		2133 NORTH Betweer					veen BF		TREET	& SOUTH	I STEYN	E ROAD) (bidirec	tional) :		Carriage	eway		
WED	0	8-FEI	3-23				Start D Start T Duratio Interva	ime on		07-FEB- 1700 7 DAYS 1 HOUR			85th Five	Day AAI	ile Speed DT		dnesday 30 37	_	Weekly 29 37 11832
Time	0.40	40.00			10.50			70.00						en Day A		1			11962
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	00-110 11	0-120	Total	Mean	85pct	100	17		
Midnight - 1am	0	0	2	23	5	2	0	0	0	0	0	0	32	37.2	46.3	200 -			
1am - 2am	0	0	3	12	3	0	0	0	0	0	0	0	18	35.0	41.4				
2am - 3am	0	0	1	7	2	0	0	0	0	0	0	0	10	36.0	42.0	400 -			
3am - 4am	0	0	1	8	1	1	0	0	0	0	0	0	11	36.8	43.8	600 -	11		
4am - 5am	0	2	2	15	13	0	0	0	0	0	0	0	32	37.2	45.5				
5am - 6am	0	2	33	108	38	0	0	0	0	0	0	0	181	35.1	42.9	700			
6am - 7am 7am - 8am	0	6 18	222 358	278 327	27 9	0 2	1 0	0	0	0 0	0	0	534 714	31.2 29.7	38.2 37.1	800 -			
8am - 9am	0	89	595	288	9 11	2	0	0	0	0	0	0	983	29.7	35.3	900 -			
9am - 10am	0	23	423	323	15	1	0	0	0	0	0	0	785	29.2	36.9	1000 -			
10am - 11am	0	36	324	298	11	1	0	0	0	0	0	0	670	29.3	37.0				
11am - Midday	0	25	352	317	10	0	0	0	0	0	0	0	704	29.4	37.0	Hour			
Midday - 1pm	0	32	390	339	10	3	0	0	0	0	0	0	774	29.3	36.9	1300 -			
1pm - 2pm	0	60	307	289	19	0	0	0	0	0	0	0	675	29.0	37.0	1400 -			
2pm - 3pm	0	23	320	327	20	0	0	0	0	0	0	0	690	30.0	37.4	1500 -			
3pm - 4pm	0	25	428	371	21	0	0	0	0	0	0	0	845	29.6	37.2	1600 -			
4pm - 5pm	0	17	376	380	15	0	0	0	0	0	0	0	788	30.0	37.2	1700 -			
5pm - 6pm	0	23	465	370	21	1	3	0	0	0	0	0	883	29.6	36.9	1800 -			
6pm - 7pm	0	58	356	335	26	2	0	0	1	0	0	0	778	29.4	37.4	1900 -			
7pm - 8pm	0	73	288	288	12	0	1	0	0	0	0	0	662	28.7	37.0	2000 -			
8pm - 9pm	0	8	98	273	11	0	0	0	0	0	0	0	390	32.4	38.2	2100			
9pm - 10pm	0	2	71	178	27	4	0	0	0	0	0	0	282	33.6	39.3	2200			++-
10pm - 11pm	0	3	23	94	24	2	0	0	0	0	0	0	146	34.9	41.5	2300 -			+++
11pm - Midnight	0	1	6	27	15	0	0	0	0	0	0	0	49	36.4	45.0	2400	++++		++++
Total	0	526	5444	5275	366	19	5	0	1	0	0	0	11636			30	40 50	Speed85pct	110 90
% of Total		5	47	45	3													Averagespeed	

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Speed Data

Count Number Street Location			STEYN n Steinto				veen BF	RIDGE S	TREET	& SOUTH	I STEYN	E ROAD) (bidirec	tional) :		Carriage	eway		
ТН	0	9-FEI	B-23				Start D Start T Duratio	ïme on		07-FEB- 1700 7 DAYS 1 HOUR			85th Five	Day AAI	ile Speed DT	_	hursday 3 3	1	Weekly 29 37 11832
							-							en Day A		1			11962
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	00-110 11	0-120	Total	Mean	85pct	100	1/		
Midnight - 1am	0	0	3	19	9	0	0	0	0	0	0	0	31	36.9	44.6	200 -	11		
1am - 2am	0	0	1	9	3	0	0	0	0	0	0	0	13	36.5	41.8	300 -			
2am - 3am	0	0	0	9	0	0	0	0	0	0	0	0	9	35.0	38.5	400 -			
3am - 4am	0	0	2	5	4	0	0	0	0	0	0	0	11	36.8	45.9	500 -	17		
4am - 5am	0	2	0	11	9	1	0	0	0	0	0	0	23	38.0	46.4	600 -	11		
5am - 6am	0	0	12	101	29	0	0	0	0	0	0	0	142	36.2	42.6	700 -			
6am - 7am	0	4	72	288	20	0	0	0	0	0	0	0	384	33.4	38.7	800 -			
7am - 8am	0	27	286	374	19	3	0	0	0	0	0	0	709	30.6	37.8	900 -			
8am - 9am	0	63 27	515	361	9	0	0	0	0	0	0	0	948	28.3	36.2	1000 -			
9am - 10am	0	27	298	360	18	2	0	0	0	0	0	0	705	30.3	37.6	1100 -			
10am - 11am 11am - Midday	0	26 31	424	246 336	16	0	0	0 0	0	0	0	0 0	712 693	28.5 29.9	36.3	1200 - Hour			
Midday - 1pm	0		311	336	12 20	3	0	0	0	0	0	0	693 687	29.9	37.4 37.4	1300 -			
1pm - 2pm	0	48 13	311 213	304 331	20	3	0	0	0	0	0	0	579	29.5 31.3	37.4	1400 -			
2pm - 3pm	0	23	213	335	22	3	0	0	0	0	0	0	678	30.5	38.0	1500 -			
3pm - 4pm	0	23	292	521	35	3	0	0	0	0	0	0	835	30.5	38.3	1600 -			
4pm - 5pm	0	7	243	476	20	0	0	0	0	0	0	0	746	31.8	38.0	1700 -			
5pm - 6pm	0	14	243	510	29	0	0	0	0	0	0	0	799	31.9	38.2	1800 -			
6pm - 7pm	0	11	234	426	26	0	0	0	0	0	0	0	697	31.7	38.2	1900 -			
7pm - 8pm	0	12	196	276	17	1	0	0	2	0	0	0	504	31.2	38.0	2000 -			
8pm - 9pm	0	14	136	211	21	0	0	0	0	0	0	0	382	31.3	38.3	2100 -			
9pm - 10pm	0	5	68	192	17	2	0	0	0	0	0	0	284	33.0	38.8	2200 -			
10pm - 11pm	0	2	23	116	20	1	0	0	0		0	0	162	34.7	40.3	2300 -			
11pm - Midnight	0	0	14	38	18	0	0	1	0		0	0	71	36.1	42.8	2400 -	+	1.1.1	1 1 1
Total	0	336	4171	5855	418	20	1	1	2	0	0	0	10804			30	8 8	S 3 S Speed85pct	. 110 90
% of Total		3	39	54	4													• AverageSpe	ed

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Speed Data

Count Number Street Location		2133 NORTH Betweer				Y:Betw		RIDGE S	TREET	& SOUTH	I STEYN	E ROAD) (bidirec	tional) :		Carriage	way		
							Start D Start T Duratio	ime on		07-FEB- 1700 7 DAYS			85th	l Mean S Percent Day AAI	ile Speed		Friday 29 37		Veekly 29 37
FRI	1	0-FEE	3-23				Interva	1		1 HOUR			1000 1000000000	en Day AA					11832 11962
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	¹⁰⁰ T			
Midnight - 1am	0	0	10	25	7	0	0	0	0	0	0	0	42	34.3	40.9	200 -			
1am - 2am	0	0	9	14	1	0	0	0	0	0	0	0	24	31.7	36.4	300 -			+++
2am - 3am	0	0	0	8	3	0	0	0	0	0	0	0	11	37.7	42.5	400 -			
3am - 4am	0	1	3	8	1	0	0	0	0	0	0	0	13	31.9	38.9	500 -			++1
4am - 5am	0	1	5	16	12	1	0	0	0	0	0	0	35	37.0	46.5	600 -			
5am - 6am	0	5	27	111	38	4	0	0	0	0	0	0	185	35.5	43.5	700			
6am - 7am	0	19	181	266	30	0	0	0	0	0	0	0	496	31.2	38.3	800 -			++1
7am - 8am	0	18	322	358	23	1	0	0	0	0	0	0	722	30.4	37.7	900 -		_	+
8am - 9am	0	56	454	378	20	0	0	0	0	0	0	0	908	29.0	36.9	1000 -			+ + -
9am - 10am	0	65	501	288	18	1	0	0	0	0	0	0	873	28.0	36.1	1100 -			+ + -
10am - 11am	0	61	354	244	13	0	0	0	0	0	0	0	672	28.1	36.4	1200 - Hour			+ $+$ $+$
11am - Midday	0	49	461	284	13	1	0	0	0	0	0	0	808	28.3	36.0	1300 -	$\left(\left \right\rangle \right)$	_	+ + -
Midday - 1pm	0	106	478	220	13	0	0	0	0	0	0	0	817	26.7	34.9	1400 -	+		+ $+$ $+$
1pm - 2pm	0	74	368	311	24	1	1	1	0	0	0	0	780	28.8	37.1	1500 -			+ $+$ $+$
2pm - 3pm	0	34	343	341	26	0	0	0	0	0	0	0	744	29.8	37.4	1600 -			+
3pm - 4pm	0	23	455	362	40	2	0	0	0	0	0	0	882	29.8	37.6	1700 -			+ $+$
4pm - 5pm	0	43	356	396	17	1	0	0	0	0	0	0	813	29.8	37.3	1800 -			+ $+$
5pm - 6pm	0	66	493	360	17	0	3	0	0	3	0	0	942	28.8	36.7	1900 -			+
6pm - 7pm	0	106	444	293	16	0	0	0	0	0	0	0	859	27.5	36.1	2000 -			+
7pm - 8pm	0	107	443	243	5	0	0	0	0	0	0	0	798	26.8	35.2	2100 -			+
8pm - 9pm	0	24	303	247	18	1	0	0	0	0	0	0	593	29.4	37.2	2200			+
9pm - 10pm	0	8	116	236	29	1	0	0	0	0	0	0	390	32.4	38.7	2300			
10pm - 11pm	0	1	103	190	18	0	0	0	0	0	0	0	312	32.2	38.5	2400			
11pm - Midnight	0	3	36	141	27	0	0	0	1	0	0	0	208	34.5	40.1		דיויוי	יןיןי	, , , , , , , , , , , , , , , , , , ,
Total % of Total	0	870 7	6265	5340	429	14	4	1	1	3	0	0	12927			30		ට පී Speed85pct AverageSpeed	110 100 90
% of rotal		/	48	41	3														

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Speed Data

Count Number Street Location			STEYN n Steinto				veen BF	IDGE S	TREET	& SOUTH	I STEYNI	E ROAD) (bidirec	tional) :		Carriage	eway		
SAT	1	1-FEI	B-23				Start D Start T Duratic Interva	ime on		07-FEB- 1700 7 DAYS 1 HOUR			85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	_	Saturday 28 37	-	Weekly 29 37 11832 11962
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	100 T	-		
Midnight - 1am 1am - 2am 2am - 3am 3am - 4am 4am - 5am 5am - 6am 6am - 7am 7am - 8am 8am - 9am 9am - 10am 10am - 11am 11am - Midday Midday - 1pm 1pm - 2pm 2pm - 3pm 3pm - 4pm 4pm - 5pm 5pm - 6pm		0 2 1 7 1 20 55 49 77 125 83 86 55 84 62 62 171	25 5 7 3 10 116 258 387 447 472 433 472 449 448 453 456 557	87 57 23 24 22 66 181 183 270 181 215 272 270 293 273 273 276 300 170	19 33 23 4 9 15 14 21 8 6 6 11 14 16 18 13 15 9	0 1 3 2 1 0 0 1 0 3 0 0 2 1 3 3		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	131 98 55 42 38 94 332 520 714 712 818 802 842 813 825 805 836 910	34.5 37.7 37.9 31.0 37.6 35.7 30.8 28.6 28.3 26.7 26.2 27.7 27.5 28.3 27.8 28.0 28.3 25.3	40.0 45.9 46.9 40.5 46.6 41.3 37.9 36.8 36.2 33.9 34.1 35.5 36.3 36.1 36.0 36.3 32.2	200 - 300 - 400 - 500 - 700 - 800 - 1000 - 1100 - 1200 - 1400 - 1500 -			
6pm - 7pm 7pm - 8pm 8pm - 9pm 9pm - 10pm 10pm - 11pm 11pm - Midnight Total	0 0 0 0 0 0 0	180 175 59 5 3 4 1367	551 449 295 143 96 54 6593	189 153 230 275 268 204 4482	9 12 17 25 29 42 388	0 4 2 0 1 1 29	0 0 0 2 0 2	0 0 0 1 0 4	0 0 0 0 1 0 1	0 0 0 2 0 2	0 0 0 0 0 0 0	0 0 0 0 0 0	929 793 603 448 403 305 12868	25.3 25.2 28.5 32.1 33.9 34.4	33.1 33.3 36.8 38.5 39.1 39.9	1900 - 2000 - 2100 - 2300 - 2400 - 8		- Speed85pct	110
Total % of Total	0	1367 11	6593 51	4482 35	388 3	29	2	4	1	2	0	0	12868			30		Speed85pct AverageSpee	8 8

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Speed Data

Count Number Street Location			STEYN Steinto			Y:Betv		IDGE S	TREET	& SOUTH	I STEYN	E ROAD) (bidirec	tional) :		Carriage	eway		
SUN	1:	2-FEI	3-23				Start D Start T Duratio	ime on		07-FEB- 1700 7 DAYS 1 HOUR			85th Five	Day AA	ile Speed DT		Sunday 27 36	_	Weekly 29 37 11832
														en Day A					11962
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10			Total	Mean	85pct	100 - 200 -			
Midnight - 1am 1am - 2am	0	3 1	39	123 84	54	1	0	0	0	0 0	0	0	220 153	35.5	44.0	300 -			
2am - 3am	0	0	26 14	84 72	42 27	2	0	0	0	0	0	0	153	35.9 36.5	44.4 44.3	400 -			
3am - 4am	0	2	9	47	12	2	0	0	0	0	0	0	71	35.1	44.3	500 -			++
4am - 5am	0	0	2	15	12	0	0	0	0	0	0	0	29	38.4	46.3	600 -	//		\rightarrow
5am - 6am	0	1	14	85	17	0	0	0	0	0	0	0	117	35.1	40.2	700 -			
6am - 7am	0	27	123	139	17	1	0	0	3	0	0	0	310	30.4	38.1	800 -	/	$\left \right $	
7am - 8am	0	107	381	105	10	1	0	0	0	0	0	0	604	25.3	32.5	900 -		$\left \right $	
8am - 9am	0	192	383	120	11	0	0	0	0	0	0	0	706	24.3	31.9	1000 -			
9am - 10am	0	208	462	138	10	0	0	0	0	0	0	0	818	24.4	31.7	1100 -		$\left \right $	
10am - 11am	0	277	441	94	3	0	0	0	0	0	0	0	815	22.8	29.3	1200 - Hour		+++	
11am - Midday	0	230	394	148	11	1	0	0	0	0	0	0	784	24.3	32.9	1300 -		+++	
Midday - 1pm	0	216	480	153	4	0	0	0	0	0	0	0	853	24.4	31.8	1400 -			
1pm - 2pm	0	167	489	180	5	0	1	0	0	0	0	0	842	25.3	33.2	1500 -		+++	
2pm - 3pm 3pm - 4pm	0	154 91	460 525	226 182	7 5	0	0	0	0	0	0	0	847 803	26.0 26.3	34.4 33.4	1600 -		$\left \right $	
4pm - 5pm	0	128	525 529	162	5 5	0	0	0	0	0	0	0	803	26.3	33.4 32.6	1700 -	$\left\{ \left \right\rangle \right\}$		+++
5pm - 6pm	0	103	475	226	7	0	0	0	0	0	0	0	811	25.5	34.3	1800 -			+++
6pm - 7pm	0	32	381	267	16	1	0	0	0	0	0	0	697	28.9	36.7	1900 -			+++
7pm - 8pm	0	16	245	238	17	0	0	0	0	0	0	0	516	30.0	37.4	2000 -		$\left \right $	+++
8pm - 9pm	0	8	143	214	20	2	0	0	0	0	0	0	387	31.5	38.1	2100 -			+++
9pm - 10pm	0	2	48	145	21	2	0	0	0	0	0	0	218	33.8	39.4	2200 -			+++
10pm - 11pm	0	1	11	55	27	2	1	0	0	0	0	0	97	37.2	45.7	2300 -		$\left \right $	+++
11pm - Midnight	0	1	11	33	20	1	0	0	0	0	0	0	66	36.4	44.9	2400 -		$\left \cdot \right \cdot \left \cdot \right $	
Total	0	1967	6085	3250	380	15	2	0	3	0	0	0	11702			30	40 50	Speed85pct	110 90
% of Total		17	52	28	3													AverageSpeed	

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Speed Data

Count Number Street Location		2130 NORTH Just nor					veen BF		TREET	La & SOUTH	•		263 / E [.] (bidirec		58	Carriage	way			
MON	2	0-FEI	3-23			$ \Big) \Big($	Start D Start T Duratio Interva	ime on		16-FEB- 1200 7 DAYS 1 HOUR			85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	4		1 <u>9</u> 24 30		25 81 77
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	100 -	- 1 - 1			
Midnight - 1am	0	0	9	19	4	0	0	0	0	0	0	0	32	33.4	39.6	200 -				
1am - 2am	0	0	1	4	4	0	0	0	0	0	0	0	6	35.0	41.3	300 -				_
2am - 3am	0	0	4	6	0	0	0	0	0	0	0	0	10	31.0	37.5	400 -				
3am - 4am	0	2	1	5	0	0	0	0	0	0	0	0	8	28.8	37.6	500	$\rightarrow +$			
4am - 5am	0	1	8	13	3	0	0	0	0	0	0	0	25	32.2	41.2	600 -	+			
5am - 6am	0	2	92	83	5	0	0	0	0	0	0	0	182	30.0	37.3	700 -	++			
6am - 7am	0	50	352	115	2	0	0	0	0	0	0	0	519	26.3	33.4	800 -				-
7am - 8am	0	42	596	147	3	0	0	0	0	0	0	0	788	26.4	32.2	900 -	++			
8am - 9am	0	271	671	83	0	0	0	0	0	0	0	0	1025	23.2	28.8	1000 -	++			
9am - 10am	0	213	417	15	1	0	0	0	0	0	0	0	646	22.0	27.9	1100 -				
10am - 11am	0	185	307	17	0	0	0	0	0	0	0	0	509	21.7	27.7	1200	++			
11am - Midday	0	255	261	17	1	0	0	0	0	0	0	0	534	20.6	24.5	Hour -				
Midday - 1pm	0	238	260	15	0	0	0	0	0	0	0	0	513	20.7	26.2	1400 -	++			_
1pm - 2pm	0	215	269	25	0	0	0	0	0	0	0	0	509	21.3	27.6	1500 -	++			
2pm - 3pm	0	196	250	9	2	0	0	0	0	0	0	0	457	21.0	27.5	1600 -	++			_
3pm - 4pm 4pm - 5pm	0 0	247	356	20 25	1	0	0 0	0	0	0	0	0 0	624 571	21.4 22.6	27.7	1700				
4pm - 5pm 5pm - 6pm	0	163 237	382 451	25 35	1	0	0	0	0	0	0	0	571 724	22.6	28.4 28.4	1800				-
6pm - 7pm	0	237	451	35 43	5	0	0	0	0	0	0	0	724	22.2	28.7	1900 -				-
7pm - 8pm	0	73	387	43 92	3	0	0	0	0	0	0	0	555	25.5	31.5	2000 -				-
8pm - 9pm	0	8	213	131	3	0	0	0	0	0	0	0	355	28.6	36.1	2100 -	++			-
9pm - 10pm	0	6	138	101	4	0	0	0	0	0	0	0	256	29.3	36.7	2200 -	+			-
10pm - 11pm	0	3	49	64	5	0	0	0	0	0	0	0	121	30.9	37.8	2300	+			-
11pm - Midnight	0	0	25	33	6	0	0	0	0	0	0	0	64	32.0	38.6	2400	++++	· · ·		-
Total	0	2637	5923	1124	51	0	0	0	0	0	0	0	9735			30	40 S	Speed85pct	5	110
% of Total		27	61	12	1													···· AverageSpe	ed	

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Speed Data

Count Number Street Location			STEYN th of Cer				veen BR		TREET	La & SOUTH	•		.263 / E [.]) (bidirec		58	Carriage	wav			
TUE		1-FEI					Start D Start T Duratic Interva	ate ime on		16-FEB-2 1200 7 DAYS 1 HOUR	23		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT	_	Tueso	lay 26 32	1	eekly 25 31 1277 1398
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	100]				
Midnight - 1am 1am - 2am 2am - 3am 3am - 4am 4am - 5am 5am - 6am 6am - 7am 7am - 8am	0 0 0 0 0 0 0 0	0 2 1 3 19 130 93	12 1 2 3 17 114 350 777	12 8 5 1 17 122 102 127	1 1 1 3 4 4 1	0 0 0 0 0 1 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	25 12 8 6 40 259 587 998	30.6 31.7 33.8 28.3 30.0 29.3 24.7 25.4	38.1 39.6 41.0 40.5 38.4 37.2 31.9 29.7	200 - 300 - 500 - 600 - 700 - 800 - 900 -				
8am - 9am 9am - 10am 10am - 11am 11am - Midday Midday - 1pm 1pm - 2pm 2pm - 3pm	0 0 0 0 0 0 0	215 138 44 59 87 73 48	744 590 534 510 502 444 413	121 114 77 102 78 98 122	1 5 0 1 0 1 5	0 0 0 0 1 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0		1081 847 655 672 667 617 588	24.1 24.8 25.5 25.7 24.9 25.5 26.4	29.4 30.4 29.6 30.6 29.5 30.7 32.7	1000 1100 - 1200 - 1300 - 1400 - 1500 - 1600 -				
3pm - 4pm 4pm - 5pm 5pm - 6pm 6pm - 7pm 7pm - 8pm 8pm - 9pm 9pm - 10pm 10pm - 11pm 11pm - Midnight	0 0 0 0 0 0 0 0 0	108 77 169 128 26 9 1 2 0	555 531 573 551 301 154 92 40 25	65 113 77 198 166 190 105 37	0 0 1 3 6 13 14 8	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	728 721 820 757 528 335 296 161 70	24.4 25.5 23.9 24.4 28.4 30.0 32.3 33.1 32.6	29.2 30.8 29.2 29.4 36.2 37.0 38.3 38.9 38.9	1700 - 1800 - 2000 - 2100 - 2200 - 2300 - 2400 -				
Total % of Total	0	1432 12	7835 68	2134 19	75 1	2	0	0	0	0	0	0	11478			30	40 50	50 70 Speed	85pct	110

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Speed Data

Count Number Street					, MANL ` , House		veen BF	IDGE S	TREET	La & SOUTH	•		.263 / E [·]) (bidirec		58	Carriago				
Location		JUST HOI			, House		Start D	ate		16-FEB-2 1200	23			l Mean S		We	dnesda	ay 25	Wee	kly 25
WED	2	2-FEB	3-23				Duratio Interva	on		7 DAYS 1 HOUR			Five	Percent Day AAI n Day A		1	:	30	112 113	
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 11	0-120	Total	Mean	85pct	100 -				_
Midnight - 1am	0	0	6	11	0	0	0	0	0	0	0	0	17	31.5	37.8	200 -		++		+
1am - 2am	0	0	6	5	2	0	0	0	0	0	0	0	13	31.9	38.6	300 -		++	++-	+
2am - 3am	0	0	2	7	0	0	0	0	0	0	0	0	9	32.8	38.1	400 -		++		+
3am - 4am	0	0	4	9	0	0	0	0	0	0	0	0	13	31.9	37.5	500 -		++	+	+-1
4am - 5am	0	1	12	14	2	0	0	0	0	0	0	0	29	30.9	38.6	600 -		++	++-	+
5am - 6am	0	7	66	64	7	0	0	0	0	0	0	0	144	29.9	37.7	700 -		++		+
6am - 7am	0	17	276	108	4	0	0	0	0	0	0	0	405	27.4	34.6	800 -		++		+
7am - 8am	0	69	621	98	3	0	0	0	0	0	0	0	791	25.4	29.7	900 -		++	++	+
8am - 9am	0	160	906	108	2	0	0	0	0	0	0	0	1176	24.6	29.3	1000 -				+
9am - 10am	0	135	725	67	0	0	0	0	0	0	0	0	927	24.3	28.9	1100 -		++		+
10am - 11am	0	110	586	55	0	0	0	0	0	0	0	0	751	24.3	29.0	1200 - Hour		++		+
11am - Midday	0	106	616	74	1	0	0	0	0	0	0	0	797	24.6	29.2	1300 -		++		+-1
Midday - 1pm	0	139	502	58	0	0	0	0	0	0	0	0	699	23.8	28.9	1400 -		++	+ +	+
1pm - 2pm	0	90	587	102	3	0	0	3	0	0	0	0	785	25.4	30.3	1500 -		++	++	+
2pm - 3pm	0	62	529	124	3	0	0	0	0	0	0	0	718	25.9	31.2	1600 -		++		+
3pm - 4pm 4pm - 5pm	0 0	119 96	671 639	98 131	0 2	0	0	0	0	0 0	0	0	888 868	24.8 25.4	29.5 30.6	1700 -		++		+ - 1
5pm - 6pm	0	131	748	136	2	0	0	0	0	0	0	0	1016	25.4	29.8	1800 -		++		+ - 1
6pm - 7pm	0	61	618	122	0	0	0	0	0	0	0	0	801	25.8	30.7	1900 -				+ - 1
7pm - 8pm	0	59	458	66	0	0	0	0	0	0	0	0	583	25.1	29.4	2000 -		++	+	++
8pm - 9pm	0	14	252	156	3	1	0	0	0	0	0	0	426	28.5	35.9	2100 -		++		+ - 1
9pm - 10pm	0	2	123	143	3	0	0	0	0	0	0	0	271	30.4	37.2	2200 -	+	++		+ - 1
10pm - 11pm	0	2	59	70	7	2	0	0	0	0	0	0	140	31.3	39.0	2300 -	\rightarrow	++		+ - 1
11pm - Midnight	0	0	28	34	1	0	0	0	0	0	0	0	63	30.7	37.3	2400 -	-4-+	• • • •	++++	++
Total	0	1380	9040	1860	44	3	0	3	0	0	0	0	12330			30	40 50	- Speed85	per	110
% of Total		11	73	15														···· Averages	Speed	

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Speed Data

Count Number Street Location			STEYN th of Cer				ween BR		TREET	La & SOUTH	•		.263 / E [·]) (bidirec		58	Carriage	way		
ТН	1	6-FEI	B-23			\neg	Start D Start T Duratio Interva	ime on		16-FEB-2 1200 7 DAYS 1 HOUR	23		85th Five	l Mean S Percent Day AAI en Day A	ile Speed DT			<u>y</u> :6 :1	Weekly 25 31 11277 11398
Time	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100 10	0-110 110	0-120	Total	Mean	85pct	¹⁰⁰ T	E N		
Midnight - 1am 1am - 2am 2am - 3am 3am - 4am 4am - 5am 5am - 6am 6am - 7am 7am - 8am 8am - 9am 9am - 10am 10am - 11am 11am - Midday Midday - 1pm 1pm - 2pm 2pm - 3pm 3pm - 4pm 4pm - 5pm 5pm - 6pm 6pm - 7pm 7pm - 8pm 8pm - 9pm 9pm - 10pm 10pm - 11pm 11pm - Midnight	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 7 7 67 150 225 91 93 85 57 81 47 91 72 197 58 34 17 8 0 1	7 3 5 12 109 450 667 680 644 454 449 488 449 420 485 516 518 511 395 262 170 50 42	15 6 30 111 71 47 68 45 59 102 114 106 102 124 135 101 106 122 128 124 78 43	4 1 1 5 1 7 1 1 7 1 1 2 1 3 0 3 0 3 5 5 6 11 5	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		26 11 8 13 50 232 589 871 974 781 607 638 660 639 572 700 726 816 678 559 412 308 139 91	33.8 35.0 28.8 33.5 30.0 29.9 25.1 24.0 23.4 24.4 24.5 25.3 25.9 25.5 26.1 25.5 26.0 23.8 25.8 27.1 27.9 29.2 32.2 30.7	39.6 44.6 33.0 46.4 37.8 29.6 28.8 28.8 29.3 30.8 31.4 31.3 31.9 31.6 32.1 29.6 31.0 33.5 35.6 36.8 38.7 38.1	200 - 300 - 400 - 500 - 700 - 800 - 700 - 1000 - 1100 - 1100 - 1100 - 1100 - 1100 - 1100 - 1100 - 2000 - 2100 - 2200 - 2200 - 2200 - 2200 - 2200 -			
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Speed Data

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Location	count start date	day avg volume	85th percentile	count start date	day avg volume	85th percentile
North Steyne, south of Pacific St - No.113	1-Sep-19	12034	43	27-Aug-20	11132	39
North Steyne, btw Pine & Carlton - No.84	1-Sep-19	11750	44	27-Aug-20	10960	39
North Steyne, btw Raglan & The Corso, No.45	1-Sep-19	9784	37	27-Aug-20	9452	34
South Steyne, btw Wentworth & Victoria, No.19	1-Sep-19	5506	30	27-Aug-20	5360	29
Darley Rd, btw Wentworth & Victoria, No.22	1-Sep-19	4751	37	27-Aug-20	5541	36
East Esplanade, btw Wentworth & Victoria, No.37	1-Sep-19	10521	41	27-Aug-20	11659	39
West Esplanade, btw Eustace & Rowe, No.77	1-Sep-19	10560	46	27-Aug-20	11016	41
Raglan St, near Short St, No.12	1-Sep-19	7761	37	27-Aug-20	7809	36
Wentworth St, btw Darley Rd & South Steyne, No.12	1-Sep-19	5971	38	27-Aug-20	5678	38
Ashburner St, btw East Esp & Darley, No.2	1-Sep-19	1749	39	27-Aug-20	2085	38
West Esplanade, east of Commonwealth Pde, No.87	10-Nov-16	12102	47	27-Aug-20	11414	43
Bridge Rd, north of Collingwood, on bridge	1-Aug-19	12857	47	27-Aug-20	12354	4
Eustace St, btw Gilbert & Sydney, No.11	24-Oct-17	1909	38	27-Aug-20	1300	3
Wentworth St, btw East Esp & Darley, No.5	13-Mar-14	3004	31	27-Aug-20	4757	3
Whistler St, btw The Corso & Sydney Rd, No.8				27-Aug-20	7156	3
Victoria Pde, btw Darley & Sth Steyne, @ Manly Lodge				27-Aug-20	5457	3
			under 30km/h			
			drop in speed			
			increase in speed			



ITEM NO. 4.5 - 07 MARCH 2023

ITEM 4.5	GARDEN STREET PARKING IMPROVEMENTS
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2023/117362
ATTACHMENTS	1 Garden St cnr Powderworks Rd, N Narrabeen - Traffic Adjustments - plan

GEOCODES: -33.702448, 151.295699

REPORT

BACKGROUND

Council has received concerns from local businesses regarding the lack of high turnover parking in Garden Street to the north of Powderworks Road. The parking was removed to comply with the provision of the No Stopping at the departure side of traffic signals of 20 metres, where there is through traffic.

This has resulted in the removal of 3 car spaces previously used for the adjoining businesses, which has had an adverse impact on the business community in the precinct.

LOCATION

Garden Street north of the intersection of Powderworks Road is a collector road with traffic access to the adjoining commercial properties, Warriewood Square Shopping Centre and through to the Warriewood Valley precinct to the north.

Garden Street south of the intersection of Powderworks Road functions as a regional road connecting Pittwater Road to Powderworks Road and then through to Elanora Heights and Mona Vale Road (light vehicles <4.5t GVM only).

ISSUES

The proposal requires the kerb side northbound lane on approach to the intersection to be converted to a Left Turn Only lane, through the introduction of pavement arrows and delineation. The introduction of a kerb blister north of the intersection will reinforce that the left lane must turn left requirement and prevent drivers using this lane as a through lane.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce the additional linemarking to provide the Left Lane Must Turn Left requirement and install the kerb blister and associated signage to improve visibility of the island.

The additional 3 parking spaces created will be 1P restricted from 8am – 6pm Everyday, to support parking turnover for the adjoining businesses.



PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation was undertaken with the business community at North Narrabeen. The businesses were supportive of the proposed parking changes.

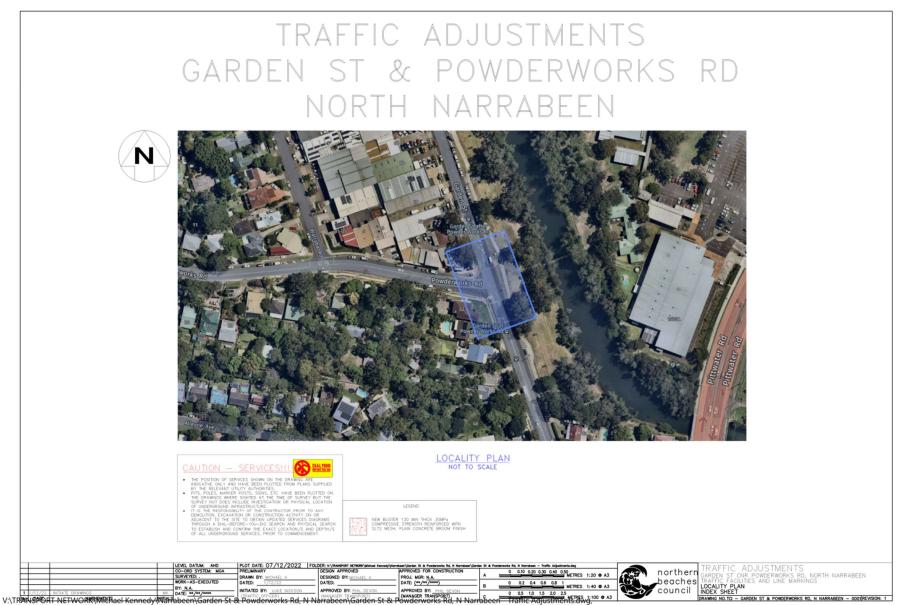
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a kerb blister north of the intersection of Garden Street and Powderworks Road on the western side of the carriageway.
- B. Installation of 1P 8am 6pm Everyday between the kerb blister and driveway at 54 Garden Street North Narrabeen.
- C. Installation of Left Turn pavement arrows in the kerb side lane on the northbound Garden Street approach to Powderworks Road.
- D. Installation of an additional 47metres of Separation line in Garden Street on the northbound approach to Powderworks Road.



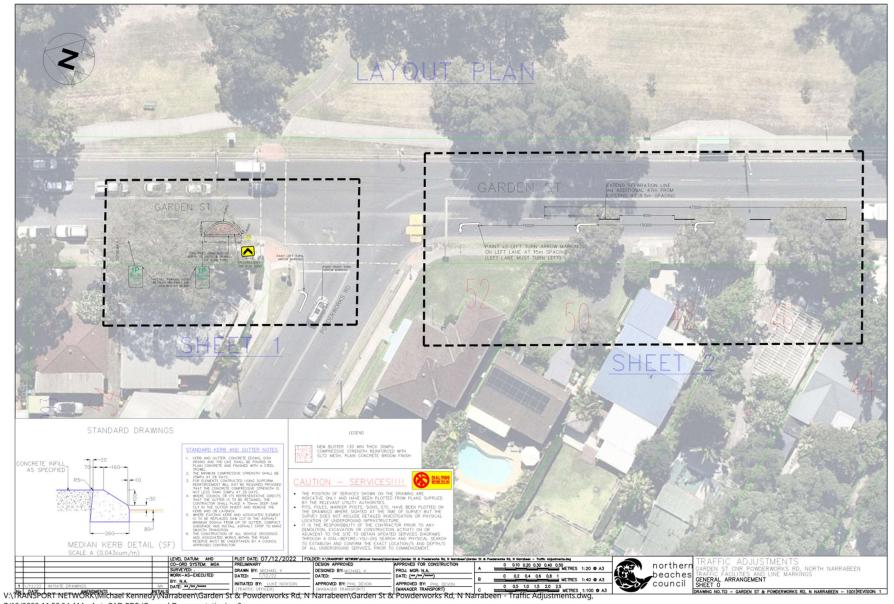
ATTACHMENT 1 Garden St cnr Powderworks Rd, N Narrabeen - Traffic Adjustments - plan ITEM NO. 4.5 - 7 MARCH 2023



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ATTACHMENT 1 Garden St cnr Powderworks Rd, N Narrabeen - Traffic Adjustments - plan ITEM NO. 4.5 - 7 MARCH 2023

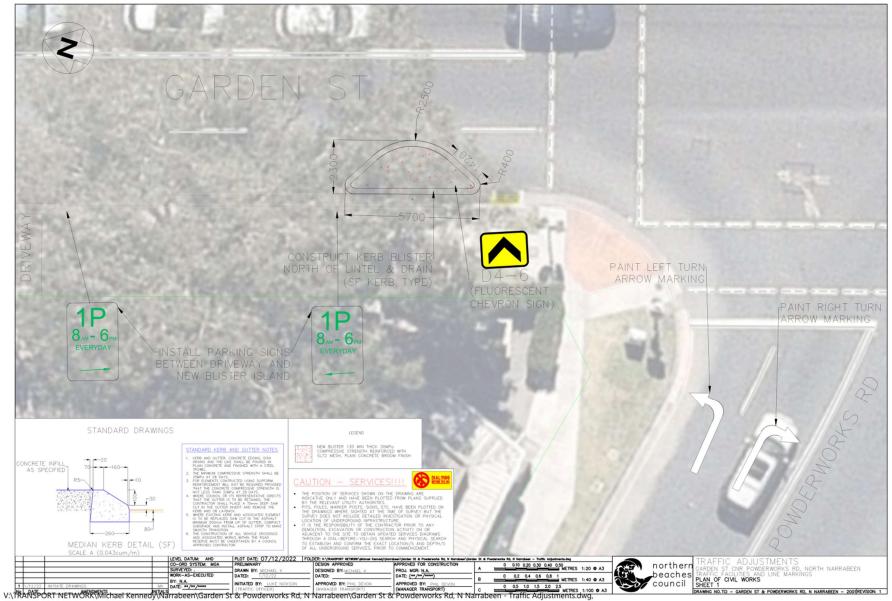


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ATTACHMENT 1 Garden St cnr Powderworks Rd, N Narrabeen - Traffic Adjustments - plan

ITEM NO. 4.5 - 7 MARCH 2023



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ITEM NO. 4.6 - 07 MARCH 2023

ITEM 4.6	LAGOON STREET, NARRABEEN - BUS ZONE AMENDMENT
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2023/120736
ATTACHMENTS	1 Plan

GEOCODES: -33.712870, 151.298572

REPORT

BACKGROUND

Council has received concerns from both St. Joseph's Catholic Church and the St.Joseph's School regarding the under-utilised bus stop on the east side of Lagoon Street on the frontage of St. Joseph's Catholic Church. The Bus Zone historically operated only in the "before and after school periods", however, it was amended so that it applied between 6:30am and 6:30pm Everyday. This change was made to provide additional kerb space for layover of the 155 Bus service at the request of Sydney Buses. It is used infrequently for this purpose.

LOCATION

Lagoon Street is a local road of 12.8m in width carrying moderate volumes of traffic. At its southern end, it intersects with Waterloo Street which is primarily commercial in nature. The St. Joseph's Catholic Church is located on the north-east corner of the Waterloo Street/Lagoon Street intersection and the St. Joseph's school (which caters for primary and infants aged children) is located to the north of the church.

ISSUES

- There is a high demand for parking at the southern end of Lagoon Street due to its proximity to the shops.
- The demand for parking intensifies during the school drop-off and pick-up periods.
- Buses serve the school in the "before and after school period" using the subject Bus Zone on the east side of Lagoon Street.
- Church parking activity is more pronounced on weekends with elderly parishioners, some with mobility issues wanting to park near the church. The church has a drive-through drop-off/ pick-up area. However, once passengers have been dropped off, the driver must then leave the premises to park on the street, as parking on the driveway impacts upon the ability of others to drop off or pick up from the site.
- The Bus Zone, which currently applies 6:30am to 6:30pm Everyday, is rarely used outside the school drop-off and pick-up period and when used it is only for layover purposes. There are several other bus stops in close proximity, including on Waterloo Street, east and west of Lagoon Street and on Pittwater Road each of which appear to be used on a frequent basis for layover purposes.
- Keolis Downer have confirmed that the Lagoon Street bus stop is used infrequently.



PROPOSAL

Council has undertaken a review of the location and issues and proposes to reestablish Bus Zone operating hours that serve the use of the Bus Zone during the school drop-off and pick-up period. ie: 8:00am – 9:30am and 2:30pm–4:00pm on School Days.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have not been distributed, however, the changes have the support of both the school and the church, as it will free up parking outside of the Bus Zone operating hours. Keolis Downer have also indicated that they do not oppose the change,

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Adjustment to the operating hours of the Bus Zone on the east side of Lagoon Street, outside St. Joseph's Church, the Bus Zone to operate 8am-9:30am and 2:30pm-4pm School Days.







ITEM NO. 4.7 - 07 MARCH 2023

ITEM 4.7	SOUTH CREEK ROAD, CROMER - SIGHT LINE IMPROVEMENTS
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2023/120744
ATTACHMENTS	1 Plan

GEOCODES: -33.738929, 151.285937

REPORT

BACKGROUND

Council has received concerns from local residents regarding sightlines being impeded by buses parked on the north side of South Creek Road, east of its intersection with Inman Road. The Bus Zone in question is used by school buses and by bus hire companies transporting groups to and from events/activities at Cromer Park.

LOCATION

South Creek Road intersects with Inman Road at a T-Junction. The intersection is sited within the Cromer Industrial Area and directly opposite Cromer Park (located south of the intersection and adjacent to Cromer High School (located west of the intersection. A large industrial unit development is currently under construction on the former Roche Site on the east side of the intersection.

South Creek Road and Inman Road are both local roads carrying moderate volumes of traffic, given the location with the Industrial Area a higher percentage than normal are heavy vehicles and given the proximity of both Cromer High and Cromer Park, the location is well used by buses.

ISSUES

- The majority of buses serving Cromer High utilise Bus Zones located on the north side of South Creek Road west of its intersection with Inman Road. An access road has been constructed on the school frontage providing one way in and out access for buses and this proves adequate for the majority of buses serving the school.
- The Bus Zone on the north side of South Creek Road east of Inman Road is used infrequently by school buses and also by tour buses. At most times, it is empty which means that sight lines to the east are good, however, when it is occupied by a bus when Cromer Park is busy and traffic activity high, sightlines can be significantly impeded.
- There is a 12m length of No Stopping east of Inman Road after which the Bus Zone commences, it then extends for 32m, which is sufficient to accommodate at least 2 buses. While the above means the statutory No Stopping is exceeded given the size and bulk of two buses, a driver must proceed well into the intersection to see beyond the buses to any approaching traffic.
- The alignment of the road, which kinks to the south at Inman Road, exacerbates the sightline issue when the Bus Zone is occupied.



PROPOSAL

Council has undertaken a review of the location and issues and proposes to shift the Give Way linemarking on Inman Road to the south by 2m and introduce a painted chevron island east of the intersection. The Bus Zone will also be shifted 6m in an easterly direction. The above will improve sight lines for motorists. Only one parking space will be lost.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

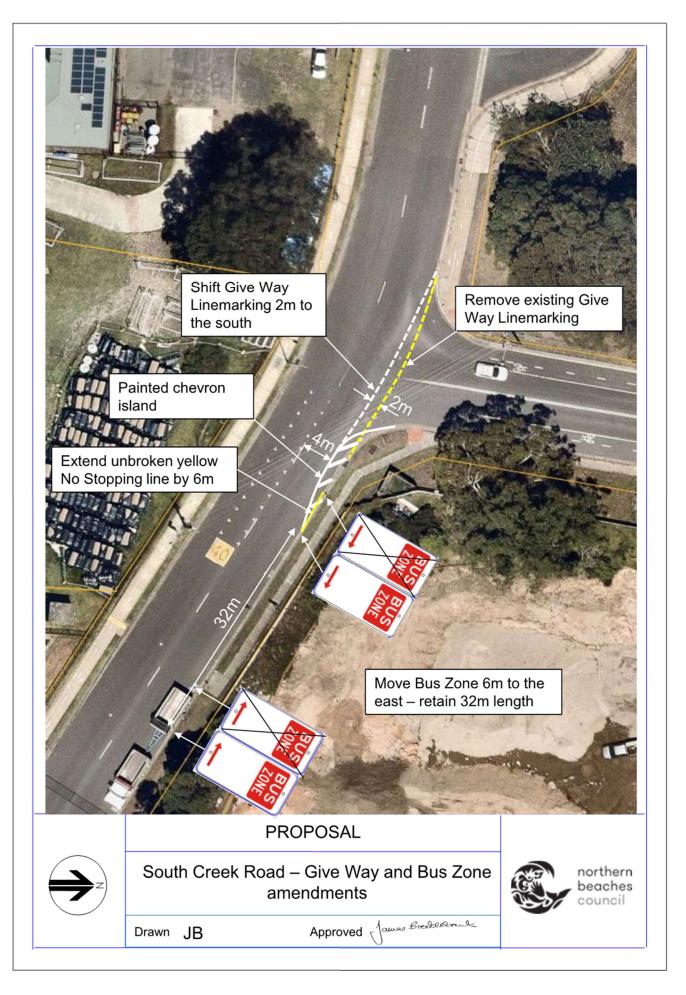
Consultation letters have not been distributed as the above change has little impact on parking and is being introduced for safety reasons.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Relocating the Give Way Linemarking for Inman Road traffic approximately 2m to the south with an associated painted chevron island to the east of the intersection.
- B. Extending the existing No Stopping zone on the north side of South Creek Road east of Inman Road by 6m and shifting of the Bus Zone in an easterly direction maintaining its existing 32m length.







ITEM NO. 4.8 - 07 MARCH 2023

ITEM 4.8	REQUEST FOR WORKS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/125633
ATTACHMENTS	NIL

GEOCODES: Various

REPORT

Council has approved the following Works Zone under delegated authority from the Northern Beaches Council Local Traffic Committee to the Traffic Engineer. The Works Zone signs are installed by Council and the applicant is to advise Council of any extension of the Works Zone period prior to the expiry date. The extension is subject to approval by Council's Traffic Engineer.

Applicant	Location	Works Zone Length and Time	Requested Period
Prime Home Group Pty Ltd 11 Jacques Street	22 Victoria Parade MANLY NSW 2095	Length: 5 metres	13 February 2023 to 16 April 2023
CHATSWOOD NSW 2067		Time: 7:00am-5:00pm Mon-Fri	
		8:00am-1:00pm Saturday	
Metricon Homes Pty Ltd Building E	51 Lagoon Street NARRABEEN NSW 2101	Length: 7 metres	20 February 2023 to 17 September 2023
Level 4 32 Lexington Drive BELLA VISTA		Time: 7:00am-5:00pm Mon-Fri	
NSW 2153		8:00am-1:00pm Saturday	

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the delegated approval of Works Zones as described above.



ITEM NO. 5.1 - 07 MARCH 2023

5.0 MATTERS FOR NOTATION

ITEM 5.1	HILLCREST AVENUE - REPORT BACK ON PARKING OPTIONS.
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2023/117366
ATTACHMENTS	NIL

GEOCODES: -33.671932, 151.317337

REPORT

BACKGROUND

Council has received concerns from local residents regarding the lack of on-street parking availability and a review was requested to be conducted of options to increase the existing parking. There were previous concerns raised by the residents regarding the inappropriate parking of vehicles along the carriageway that restricts access.

Some residents were parking on the grass verge and from time to time, these vehicles were infringed by Parking Officers in response to complaints received.

A review of the restrictions was undertaken to determine what alternative measures could be provided to increase parking along Hillcrest Avenue.

LOCATION

Hillcrest Avenue provides access to North Mona Vale Headland Reserve, however, it is predominantly a residential street with a carriageway width of 7 metres. All properties have access to off-street parking, although several properties also have secondary dwellings, which are not required to have off-street parking under the SEPP.

ISSUES

The Coast Walk construction resulted in the extension of the double barrier lines by 50m to improve pedestrian safety at the crossing point adjacent to No.2 Hillcrest Avenue. This removed approximately 8 legal spaces with an additional 6 spaces that historically were used by residents that were not legal, as they relied on vehicles to be partly on the grassed unformed footpath area adjacent to the properties No's 7, 9, and 11 Hillcrest Avenue.

A no stopping restriction (yellow line) was installed on the inside of the curve between No.17 and No.23 to improve the line of sight through the corner.

Residents continue to park on the grassed areas and periodically receive fines for this offence, and some residents have constructed parking bays without approval adjoining the road formation, with others requesting Council widen the road to increase the availability of on-street parking. There are 58 legal parking spaces along the length of Hillcrest Avenue, with 55 residential allotments in the street, with every property having parking for at least 2 vehicles on the property.



ITEM NO. 5.1 - 07 MARCH 2023

Numerous requests have been made to increase parking by constructing additional parking bays on the southern side of the carriageway, however this would be a significant expense and is a lower priority for the Capital Works Program, given the number of other safety projects that are on the Future Works Schedule.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to add the works to the Future Works Schedule as a low priority project for the construction of parking bays adjacent to No's 3,5, and 7 Hillcrest Avenue - creating 3 spaces. Further investigation of additional spaces will need to be undertaken, including geotechnical investigation for the retaining structures, to allow construction of spaces in future years, noting the extremely low CBR for the number of potential spaces proposed.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the:

- A. Results of the review undertaken
- B. High cost to provide parking for the residents in this location due to the topography of the area available for parking construction.